

REAL ESTATE RECORD AND GUIDE.

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Have you read the second number of THE ARCHITECTURAL RECORD yet? Nobody interested in good building should be without it. Articles appear in this issue from the pens of such well-known writers on architecture as Prof. A. D. F. Hamlin, Barr Ferree and Montgomery Schuyler; the first of whom points out the "Difficulties of Modern Architecture;" the second discusses "What is Architecture?" and the third continues his critical account of the "Romanesque Revival in America." A paper by William J. Fryer, Jr., on "Skeleton Construction," others by Harry W. Desmond and Herbert D. Croly; a second part of Prof. Atchison's lecture on "Byzantine Architecture," and the regular departments complete a very interesting number. The magazine is, as usual, profusely illustrated, and in matter and appearance is fully equal to the first number. The publisher takes pleasure in announcing that the issue immediately following this one will be of unusual interest to architects and of great value to the general reader. Among the contributors will be Prof. E. A. Freeman, the English historian, G. Lindenthal, L. De Coppet Berg, Prof. Kerr and other authorities equally high.

WHEN one considers the thousand agencies that are at work, not only in informing the public what has taken place respecting large railroads, but in ferreting out any contemplated action which might influence the price of its securities, it is possible to realize with what secrecy the management of the Lake Erie & Western Road has acted in authorizing the issue of a second mortgage increasing the funded debt of the company by 50 per cent. The meeting at which the action is supposed to have been taken was called to be held at Bloomington, Ill., on June 25, 1890, although the proceedings authorizing the mortgage were probably taken at an adjournment of the meeting held several days afterwards, which would be a convenient way of disposing of any stockholders who might chance to be present the first day, but unable or unwilling to remain indefinitely in Bloomington, even if it were known that such action was intended. That the proxies solicited at that time by officers of the company gave no intimation of such a purpose, is shown by the shock the news gives, and the fact that the proxies had been so used has been so adroitly suppressed that Wall Street knew absolutely nothing about it until last Monday. Printed reports of the company have meanwhile been issued, as well as Poor's Manual for 1891, but no mention of a second mortgage occurs therein. Just fancy, for a moment, that the men doing these acts in the dark are sworn directors or trustees performing with their *cestuis qui* trust in this perfectly remarkable manner. The entire proceedings have a most disagreeable and suspicious look. Stockholders in railroad companies have been accustomed to moral looseness in the directors and to performances technically within the law, but so perilously near the edge of the penitentiary that ordinary men look on in amazement; but proceedings relating to placing additional mortgages on the property have generally been carefully taken. When directors come to play boldly with the validity of an issue of bonds to be offered to investors, it illustrates how reckless men may become after a long course of defiance of (let us put it) business decencies.

WHY should trustees strain a proxy to put a mortgage on property without notice to their *cestuis qui* trust and then, having done so, conceal the facts for sixteen months? It does seem to us that a respectable banking house should hesitate before standing sponsor for a security so created and offering the same to its clients. There is a fear that the bonds have been sold or an option given on them to a syndicate made up of the trustees or parties representing them, and this, as well as the further fear of the use the proceeds may be put to, adds to the disquietude of stockholders. This business may yet prove awkward for that redoubtable

partnership, Brice & Thomas, if an attempt is made to push it through. If it is necessary to put a mortgage on the property to acquire additional needed equipment, let the facts relating thereto be put before the shareholders; then if they choose they can authorize a mortgage for that purpose with reasonable restrictions as to the delivery of the bonds by the trustee under the mortgage and the uses to which the proceeds can be put. Stockholders are informed that the company is earning over 6 per cent. on the preferred stock but is paying only 4 per cent. because the remainder is required for new equipment. Very well, if investors will not take the new bonds at par let dividends be declared to the preferred stock for the full 6 per cent earned, payable in scrip and exchangeable into bonds at par, and the company will have nearly three-quarters of a million dollars available this year for equipment, full value will be realized for the bonds and the dividends to the preferred shares will be practically increased 50 per cent; but alas—there is no money in that kind of financing for the average director. It is grand for the company and its stockholders; but our readers will notice there are no discounts and commissions in this method, and so we suppose that the result will be that the bonds will net the company, say, 80 odd per cent, the proceeds to be administered on by the trustees who created them in secret. The dividend on the preferred stock will remain at 4 per cent, the price of the stock reflecting neither that dividend nor the hope of an increase, but rather the state of terror of the shareholder wondering what new trick the trustees have in store for him.

THE Rapid Transit Commissioners' report has proved to be worth waiting for. The demand for better transit facilities which caused the Commission to be constituted was specifically a demand for a system which would not only meet the varying requirements of the present but would be capable of almost indefinite expansion as the city grew northward. These requirements were many and exacting. The length of the city has made express trains drawn at a very high rate of speed quite indispensable, and at the same time local trains in great numbers have to be provided for. This service has to be furnished in competition with a road that charges 5 cents alike for long and short distant traffic. Consequently it was necessary that the system should be so planned as to give the greatest possible comfort to the maximum of passengers obtainable at the smallest cost. It is the great and paramount virtue of the plan of the Commissioners that these difficult requirements have been satisfactorily met. The routes on both the East and the West sides will undoubtedly originate more traffic than any two practicable routes of the same length that could have been selected, and their coalescence at 14th street is an ingenious device, which will save a great deal of money and be rather a convenience than an inconvenience to the public. The line of Broadway from one end of the city to the other is the line of traffic on the West Side; the line of 3d avenue on the East Side would be the best in that section, but that thoroughfare is in the hands of the Manhattan Company. Next to 3d avenue, 4th and Madison avenues are the lines of the most profitable traffic. Again a shallow tunnel, although more expensive than a deep tunnel, would undoubtedly compete more effectually for local traffic than would the latter. Furthermore, the loops at Battery and City Hall Parks and at Union square are skillfully designed to provide an immense capability at a comparatively small expense. So it is with all the details of the elaborate plans; they show a thorough knowledge of the conditions of the problems, and considerable inventiveness in adapting the system to meet these conditions. If the system proposed by the Commission can not be constructed, then no comprehensive system is feasible in this city at the present time.

THE Commissioner's plan is essentially the Arcade plan, and its adoption is a vindication of the shrewdness of the originators of that excellent scheme. If the system is ever constructed, what a thoroughfare Broadway will be! At present it is traveled on more than any other street in the city; and this is so in spite of the fact that the present West Side rapid transit line is always one and is sometimes three or four blocks away. But in the future the current of traffic, instead of reaching its destination around by another avenue, will flow directly up and down Broadway; and the increasing accessibility, which that thoroughfare will so obtain will enhance the high price which property thereon already commands. South of 14th street the tendency of late has been for investors to erect large buildings on the streets running parallel and at right angles to Broadway; but the completion of this plan will forever determine the supremacy of that thoroughfare. The few parcels that are not as yet improved with high buildings will soon be covered with structures taller than any we have yet seen. Above 14th street retail trade, hotels and theatres will cling to it even more firmly than at present. It is above 42d street, however that the thoroughfare may be particularly benefited. Up to this time this part of Broadway has been neg-

lected because it is not sufficiently in the line of traffic, but under the new conditions the pressure of travel, instead of being switched off, will be continued up Broadway, and in the place of the old buildings that are at present so common thereabouts will be erected improvements of the highest class. The Boulevard, too, which hitherto has not been favored of builders, will attain to a sudden and enormous popularity. New York is of such a unique formation that its chief longitudinal thoroughfare should be the greatest in the world—the greatest in the variety of spectacle it offers, the greatest in traffic, the greatest in its signs of wealth, prosperity and activity. Such is what Broadway will become.

THE newspapers have been discussing at length the question whether the money to build the proposed system will be forthcoming, and they have succeeded in showing—the utter futility of their efforts. Since no one can tell how much the road is going to cost until the specifications are prepared, it will be wise of the editors to exercise themselves on questions more easily solved. The estimates made thus far have ranged between \$55,000,000 and \$90,000,000; and it will be rather important for any corporation which intends to bid on the franchise to know which of the two extremes is nearer correct. On the other hand, it is a matter of great practical importance that we should know how long an interval must elapse before the new system will be completed. Mr. Worthen's calculation that it can be done in eighteen months presupposes that there will be no delays, no impediments, no accidents and no mistakes, whereas we all know that unforeseen obstacles are the worst foes of the speedy execution of such complicated and difficult projects. Assuming that the Commissioners will be successful in selling the franchise; and that the construction company will be able to raise the money, it is safe to say that three or four years is low estimate for the completion of this stupendous scheme. What are the traveling public of New York to do meanwhile? Must they continue to suffer the intolerable discomfort at present unavoidable from a residence well up town? Must the property interests of this city watch for another half a dozen years the phenomenal growth of Brooklyn and New Jersey at the expense of our population? The future has been well provided for; is it not time to pay a little attention to the needs of the present? Our pot has been boiling over for some time, and we have gone on preparing our dinner regardless of the loss. Why not stop the pot boiling over? It can be done in three or four months; it can be done for the expenditure of a few hundred thousand dollars. Why is it not done? Mainly because Jay Gould is a very wicked man, a monopolist and so on; and we hate to give any more privileges to so bad a person. Let us cease this silly chatter, and look the situation squarely in the face. If a merchant finds his place of business too small, the first thing he does is to get more space in the same building, if possible; he does not tolerate the present inconvenience because he is erecting an enormous warehouse to be completed when times are good. The transit service between New York and Brooklyn is very inadequate; but the people interested have not made the improvement of the present bridge wait on the construction of another bridge. They have gone ahead to satisfy the pressing requirements of the situation. That is what New York ought to do. In any European city a corporation occupying the position of the Manhattan Company would long ago have been forced into improving its service. The municipal officials with jurisdiction would have met the managers of the road, and in return for the additional privileges they would have exacted more and quicker trains. But New York, which is ruled by editorial clap-trap and political ignorance and cowardice, goes on building for twenty years ahead and will not even stuff up a cold crevice in its present structure.

LATELY a traction company in Baltimore paralleled a number of the most important routes of horse cars operated by the City Passenger Railway Company; and the competition thus instituted was so effectual that at the present rate of decrease the horse car corporation will fail to earn very much net income during the present year. Hence it will be forced to meet good service with good service and introduce a cable system on its own lines. This is interesting to New Yorkers, because it indicates the probable effect of the cable traction now being adopted by the 3d avenue and Broadway companies. Corporations running horse cars that come into competition with either of these lines will not be able to delay very much longer the adoption of a quicker and more capable motive power. It is well known that these and other companies have been long considering the comparative desirability of the various improved methods of traction, and the delay in coming to any conclusion has been caused by the fact that the only feasible motor power which the officials of this city will approve is the cable. The street car lines would any or all of them gladly put in the trolley system costing only about \$60,000 a mile, but they are obliged to think a long time before putting in a cable

plant costing more than \$200,000 a mile. They know, however, that any proposal to introduce the trolley would be howled down by the daily journals; and before adding to their capitalization the large initial cost of the cable plan, they want to be very sure that no subsequent improvement will bring into the market a cheaper and more efficient system. So the matter is put off; and New York is obliged to accept a slow transit that would not be tolerated in a Western city. When the cable on the 3d avenue and the Broadway lines begins to work, an additional stimulus will be given to the hesitating corporations, and they will hasten their own improvements. It is sincerely to be hoped that by the time they come to this action, such improvements in electrical traction will be made that no plausible objections to its introduction can be brought forward. The cheaper the motive power, the better in the end it will be for the city.

An Outbreak of Hotel Building.

A RESIDENT of Chicago strolling up 5th avenue and noting on the one hand the great number of new hotels that are being erected, and on the other hand the frequency of announcements that on and after a certain date some old family mansion will be opened as a hotel, might well wonder whether New York had not in the past been pitifully deficient in accommodations of that character. He could count buildings, without any trouble, that contained prospective living space for thousands of people. Why should all of these improvements and transformations be making at once? he might very well ask. Is any great change taking place in the customs of New Yorkers? Is the metropolis becoming increasingly popular with the residents of other parts of the country? And if his westernism was very aggressive, he might compare the dimensions of the Auditorium with those of our new hotels, and feel a local pride when the comparison resulted in favor of Chicago.

Superficially the number of new hotels either recently opened, or soon to be opened in this city, is certainly inexplicable. Within a year past the Imperial and the Plaza, two very large buildings, have begun offering accommodations for guests, and both are seemingly in a most prosperous condition. Inside of a few months the Holland House on 5th avenue and 30th street will also throw open its doors, following the recent example of the Hotel Renaissance. Judge Dugro's Hotel Savoy is rapidly approaching completion; and the two new Astor hotels are also proceeding steadily on their skyward career. In addition to these there are a number of others less centrally located—such as the Hotel Majestic on 72d street, William Noble's new building, at 56th street and 7th avenue, and a number of other smaller ones. All those specifically mentioned are buildings of the largest description—designed to accommodate many hundred people. Furthermore, if we wished to go back a year we could mention a number of West Side hotels, all recently opened: the Brockholst, the San Remo, and the Endicott. In addition to these new buildings, an observer can count no less than five or six old mansions on lower 5th avenue which are to be changed into family hotels. Now all this will bear a little explanation. Two or three years ago New York's hotels may have been inadequate. Those existing certainly were and are exceedingly prosperous. But there was and is no increase of transients in this city which would warrant this enormous increment of accommodations to meet their needs. Neither has there arisen any sudden love for hotel life as such in the bosoms of our residents. How, then, is the phenomenon to be explained?

It is the effect of a number of causes. In the first place, there is the undoubted fact mentioned above that the hotel business in New York is one in which a great deal of money has been and is being made. Consequently there was room for a certain increase in the number of caravansaries. With this fact to start with it is easy to understand why the old family mansions on lower 5th avenue are being changed into harborages for several families instead of one. The predominantly business character of the thoroughfare has, of course, tended to displace the exclusive people that formerly occupied the avenue, and when they moved out it at once became a problem in what way to use the houses. Many of them have from time to time been turned into stores and office buildings, and eventually it is probable that all of them will be so used. But meanwhile there are certain obstacles in the way of their immediate adaptation to business purposes. The kind of trade which is finding its home on the avenue is of a very excellent character, but the firms who can afford to pay the high rentals are comparatively limited in number. Consequently the demand for new stores is not enormous. Furthermore a mansion needs very expensive changes before it can be used for trade, and not everybody cares to make them. We know of one gentleman who bought a corner on lower 5th avenue, intending to alter it to suit his business, but he discovered subsequently that the expense required for a suitable alteration would be quite as much as that required to erect a new building—more than he cared to pay. Consequently he resold his purchase, which has since been turned into a family hotel. And so it has been in other cases. These hotels are simply

makeshifts to tide over the period that must elapse before the business of the avenue becomes large enough to fill its buildings.

A very different explanation serves to account for the large increase in new hotel buildings. Some part of it is undoubtedly accounted for by the greater number of transient visitors to this city. There is more wealth in the country at present, more widely distributed than at any previous time. Consequently there are more people who can afford to visit the metropolis for pleasure, and many of them take advantage of their opportunities. Business also undoubtedly brings a greater number of people to New York now than formerly; this city is becoming increasingly the centre of the country. Local causes, too, contribute much to the prosperity of hotels, and consequently help to make an increase of numbers possible. No small part of the revenue of the best hotels is derived from their restaurants—a room upon which interior decorators are lavishing “taste” and “ideas” with eastern prodigality. They can afford to do this, because New Yorkers themselves dine out oftener than they used to, and patronize a good *cuisine* and a gaudy room. Lastly, New York’s suburbs, increasing as they are in number and population, help New York’s hotels, because when a family living twenty miles or so outside of the city wishes to go to a theatre, it is frequently more convenient for them to lodge for the night at a hotel around the corner than to go back to the country on some sleepy midnight train.

All these causes fail to explain the singular increase in hotel accommodations in this city, and now perhaps it is time to say that this increase is more apparent than real. Most of these new hotels are called apartment hotels—which is simply another name for the old apartment houses. The building law restricts the height of large flats, but not of hotels. Consequently, any one wishing to erect a building that is really an apartment house, calls it by the name of an apartment hotel. This fact is significant in a number of different ways. As most of our readers will remember, the fever for building enormous apartment houses came to an end back in 1884 and 1885. About before this time the clause above mentioned was inserted in the building law, and the provision certainly tended to stop the erection of these enormous flats—which are probably the most unique feature of New York’s building. The law, however, was not the only reason for the disfavor into which such enterprises fell. Several of the largest of them failed of success and nearly ruined their projectors; consequently capitalists became disinclined to invest more money in that way. Then about this time the West Side boom started in, and the attention of speculators and investors was directed to that fertile field. At present, however, there is one very good reason for the increase of apartment houses—or their recent equivalent, apartment hotels. A long journey on the elevated roads is becoming so unpleasant that there is, of course, a constant tendency for people to decrease it so far as they can; consequently they prefer a dwelling place in what is now the lower part of the city. Concurrent with this, a diminution of available dwellings in these lower wards is taking place—owing to their alteration for business purposes. It is quite natural that such conditions should tend to increase the average dwelling space erected at each lot. We look for a continuance of this process until the new rapid transit lines begin to operate. There may, however, be cessation in the immediate future—until it is seen how far successful are the present ventures.

The popularity of apartment hotels may not be entirely due to the building law. It has been noticed recently that well-to-do people are beginning to remain in the country somewhat longer than they used to. It is quite common for them to leave the city in May and not to return until November. It has also been observed that an increasing number of people are forsaking boarding-houses and hotels and taking to cottages during the hot weather. This, of course, means a longer period of house-keeping for the family; and house-keeping of a trying character, because there are more temptations to entertain in the country than in the city. Hence it is very frequently the case that people prefer to avoid the fatigue and the bother of keeping house during the winter; and find it easier to live in an apartment hotel for the few cold months—one in which the cooking and service are all that can be desired. It is certainly an easy and pleasant mode of living for a rich family. Complete privacy can be obtained; and conveniences secured which would be out of the question save in the most elaborate residence.

EVERY friend of France will be sorry to hear that the new Russian loan has been successful. There can be no doubt that it was issued in Paris just at this time so as to take advantage of the Gallic enthusiasm over France’s new ally, and that every political prejudice was tickled and flattered in order to make the borrowing an easier matter. The French frequently carry so much sentiment into their finances that no one need be surprised to hear the loan was largely over-subscribed. Indeed, it was predicted by good authorities that, in spite of the adverse conditions, the loan would be the success which it has been. The other financial centres left it from the beginning severely alone, and no wonder, for who would care to advance

money to a country whose past, present and future unite to give deep cause for distrust. The following is the ordinary Budget for the last ten years;

	Revenue.	Expenditure.	Surplus.	Deficit.
1890	£94,170,000	£89,500,000	£4,670,000	....
1889	92,704,000	85,788,000	6,916,000	....
1888	89,853,000	84,042,000	5,811,000	....
1887	82,966,000	83,585,000	....	£619,000
1886	77,055,000	83,239,000	....	6,184,000
1885	76,448,000	80,661,000	....	4,213,000
1884	70,627,000	72,790,000	....	2,163,000
1883	70,041,000	72,367,000	....	2,326,000
1882	70,605,000	70,905,000	....	300,000
1881	65,419,000	73,426,000	....	8,007,000
1880	65,101,000	69,555,000	....	4,454,000

It will be seen that the years 1888, 1889 and 1890 were apparently years of handsome surpluses, but unfortunately they were obtained by a deceptive system of book-keeping, which credited to extraordinary expenditure to be paid for out of loans a great many public works. Russia’s public debt is increasing more rapidly than that of France, and she is a far poorer country. Furthermore it is asserted that the items in the Budget are falsified. However this may be there can be no doubt that the nominal surpluses of the past three years have been obtained by a series of devices, such as are resorted to by a hopelessly bankrupt merchant. These three years were all years of enormous crops, so that if the government is ever to make both ends of its national finances meet, it should have done so then. It certainly made frantic efforts to do so; and during the process rung from the impoverished peasants their last rouble. Even before the failure of the crops of this year, the farmers of the country, both nobles and common people, were practically bankrupt, the latter having passed through sufferings that paralleled the trials of the French peasantry previous to the Revolution. In what condition, then, were they in to take on the burden of the present disastrous shortage? The destitution of the poor Russians during the coming winter will produce effects terrible to contemplate. Foreshadowings of what will come have already been published; and we may be sure that the worst has been held back by the Russian government. Undoubtedly the imperial revenue will be largely decreased, while at the same time the necessary expenditure will be largely increased. The country has been issuing swads of its inconvertible paper, causing a heavy fall therein, and it will be forced to renew this expedient in the future. All these conditions will, of course, bring about a severe decline in its securities, accompanied by the possibility of a panic in Paris, where they are principally held.

Real Estate as a Quick Asset.

A MAN who invests in improved real estate demands a larger gross return than a man who invests in stocks or bonds, because of the greater difficulty in the former case of collecting the income and realizing on the property. Consequently any means that are taken to make real estate more speedily negotiable will also make it a more popular form of property—that is, the number of possible purchasers at any one time will be enlarged, and this enlargement will be particularly effective under the commercial conditions which obtain in this country. The most prolific source of failures to American business men is their tendency to conduct a larger trade than their capital warrants; they want to get rich too soon. No doubt this tendency is on the decrease rather than the increase, for if the fittest are going to survive in the commercial conflict that element of fitness constituted by an ample capital must be of great avail. But even so there can be no doubt that a large majority of our business men carry on so large a trade in proportion to their capital that they cannot afford to invest as much money in permanent improvements as they should, a disability which prevents our trade from being as highly organized as that of Great Britain. Hence it also inhibits them from putting any part of their capital in real estate; they frequently cannot afford to own their own buildings. Or, assuming that a merchant’s business is in a sufficiently sound condition to enable him to accumulate property outside thereof, he will not dare, unless he feels very secure, to make that property real estate. He will prefer securities because he can meet an emergency with them, whereas real estate would be of no use in a flurry. But if landed property were readily negotiable it would be so far on precisely the same footing as personal property. It would be in increased demand, and consequently would attain a higher level of values.

One radical and permanent difference, it is scarcely necessary to state, will always subsist between real and personal property. The latter represents a divided or shared ownership, every part of which is just as good as every other part; real estate is sold not in shares but in parcels, each of which has some particular characteristics. Hence, even if it took only five minutes to pass a title, the difficulty would still remain of finding a purchaser for a parcel so located and selling at such a price. But, although no facility of title-passing would very much decrease the difficulty of finding a buyer, it would make mortgaging a very much simpler process. In Australia, a cattle raiser who lacks money at the end of the

month, can come to the city with his certificate of title in his pocket and raise the needed cash in fifteen minutes. Suppose the same were true of New York; suppose every merchant could use at his bank (a change in the banking laws would be necessary) as collateral his business building and his residence, what an enormous difference this would make? A mortgage, instead of being the serious, protracted, tiresome matter which it is at present, would become an every-day affair, with no more fuss about it than there is about borrowing money on a hundred shares of New York Central. There would, of course, be this difference between the two transactions: the value of the shares of Central stock would be exactly ascertainable, whereas the difficulty amounting to an impossibility of accurately appraising real estate might tend to make lenders cautious. Nevertheless there would be an ample margin on which money-lenders could make their advances. Thus the operating capital of the city would be largely increased; the real estate market would be powerfully leavened; an additional stimulus would be imparted to transactions in that kind of property, and a smart increase of values would assuredly result.

The slow negotiability of real estate is felt more severely at some times than at others. The present year is distinctly one in which it has been felt very severely, as an analysis of the mortgage filings for the first nine months conclusively demonstrates. During the first half of the present year very little money was to be had on time. In the early months the lenders were wary from their scare of the previous December; then came the gold shipments and uncertainty as regards the future, and finally a popular speculation on the Stock Exchange absorbed largely the loanable funds. Meanwhile a marked decrease had taken place in the activity of real estate, and accompanying this a far smaller decrease in the number of mortgages given—figures which showed that only a few people cared to buy real property, while a good many wanted to borrow money thereon. In order to get the money they were quite willing to pay good prices. Thus, excluding five large general mortgages, the significance of which is quite different from that of ordinary papers, the money loaned on real estate during the first nine months of 1890 was \$16,141,678, more than the money loaned on real estate during the same period in 1891. Of this decrease, mortgages bearing interest at 5 per cent are responsible for \$8,439,509; and to mortgages bearing interest at less than 5 per cent may be traced \$6,255,897 of the residue. This leaves only about \$1,500,000 of the decrease to mortgages bearing interest at 6 per cent. So it will be seen that nearly all the falling off took place in papers expressing the lower rates of interest, while there was a relative increase in papers bearing a high rate of interest. Many people, then, needed money very badly; and in order to get it had to pay roundly for it. At the same time large capitalists were disinclined to buy real estate, because in trying times quick assets are far more valuable than slow assets. In case real estate had been more readily negotiable, the market during the present year would undoubtedly have been more active. At any rate, all business men owning large or small amounts of real property should remember that it is perfectly possible to convert it from a slow to a quick asset; and that any time in the past when their money had been tied up, and they felt dubious about pulling through, they would never be troubled by this anxiety in case the land laws of this State were all that they might be.

It is not surprising that the West has bitten at land transfer reform with avidity. The assets of Westerners consists so much of real estate of present or prospective value, that any system which pretends to make this asset more available is eagerly welcomed. Within the past year commissions from several Western States have been appointed to inquire into the feasibility of the Torrens system, and it looks very much as if Australian methods of land transfer would be adopted hastily and without sufficient examination. They are also dazzled by the idea of a sudden perfecting of clouded titles, for in all the newspaper discussions of the matter which have come within our notice it has been assumed that all adverse interests could be incontinently cut off within a short interval by the simple service of a general notice through the press. Such a process could, indeed, be made legal, but unless care was taken it would be profoundly unjust. We presume that some statute of limitations cutting off all adverse claimants after the lapsing of a definite period would be the inevitable accompaniment of any thorough-going reforms in land transfer, but the period named should be long enough to minimize a possible injustice that might be done. New York City can safely proceed on the lines already laid down by the block-indexing law now in operation, and that is really the only safe way it can proceed. The immediate adoption of the Torrens system intact would, with the innumerable and complicated titles in this city, be quite impossible. The Register's Court would be swamped by the thousands of titles thrown in for adjudication and guarantee. It will be a far safer operation to re-index the present records on the block plan, the work being done under the supervi-

sion of a commission of conveyancers, whose duty it shall also be to make suggestions for further reforms. It is encouraging to notice that this more conservative method of procedure is apparently commending to the Massachusetts Commission which is inquiring into the matter.

What the Report does not tell.

A NEW SUBTERRANEAN STREET—WHAT RAPID TRANSIT WILL DO FOR BROADWAY—FEATURES OF THE PLANS NOT SPECIFIED IN THE REPORT OF THE COMMISSION—A SCHEME OF GREAT MAGNITUDE, COSTING OVER \$55,000,000, BUT OF IMPERATIVE AND PRESSING NECESSITY.

How well the confidence of the public in the Rapid Transit Commission has been justified is shown by the report of the commission published herewith. THE RECORD AND GUIDE, with a full appreciation of the importance of haste and the dangers of delay in providing rapid transit for this city, has always asked for the commission the indulgence of the public until, in a time consistent with the magnitude of their task, the Commissioners should present their report. Reasonable criticism of the work of the commission could only begin with the presentation of its report, showing the general plan of construction of the proposed roads.

Now the plan is before the public. It bears internal evidence of intelligence and painstaking application to the task that lay before the Commissioners, and as much by what it avoids as by what it proposes, illustrates in some measure the vastness of the work and the difficulties that have attended it. The tangible evidences, included in sixty independent drawings and a report, with exhibits, that would more than fill a copy of THE RECORD AND GUIDE of the usual size, were presented to the Board of Aldermen on Wednesday. The report was made ready for presentation on Tuesday, but a fire in the printing office destroyed a considerable part of it and the work destroyed had to be done over again.

While the report is an exhaustive defense of the conclusions of the commission on the general plan of construction it perhaps properly does not show many things in which the public curiosity is deeply involved. Nothing is said regarding the methods of construction; nor the number and location of stations; nor the extent to which private property and vested rights will be encroached upon; nor the time required for construction; nor the character of the equipment; nor the cost of the enterprise. Neither is the all-important question answered, "What are the chances that it will be built?"

Several of these questions, and some others relating to the details of construction, have been the subjects of a special inquiry by a RECORD AND GUIDE reporter. The plan is essentially that recommended by Wm. E. Worthen, chief engineer of the commission, as predicted by THE RECORD AND GUIDE of last week. It has been improved in several particulars since the reports of the consulting engineers were received, in some important respects against Mr. Worthen's judgment—as, for instance, in confining the downtown section, south of City Hall Park, entirely between the curbs, instead of running one track along under the sidewalks, as proposed by Mr. Worthen. Instead of a single-track loop at the Battery, there is a double-track loop, and instead of two tracks between the City Hall Park and Bowling Green there are three tracks.

Upon the middle of the three tracks south of City Hall Park there will be no station, the trains running through to Bowling Green. Along the entire line there will be no encroachments upon sidewalk vaults except at the stations. All local stations in Broadway and Madison avenue will be just beneath the sidewalks, which will have to be reconstructed for that purpose; and at the express stations the way tracks will diverge from the direct line on both sides, so as to run under the sidewalks, and the station platform will be just outside the curb, between the way and express tracks. All down trains will run on the westerly tracks; all up trains on the easterly.

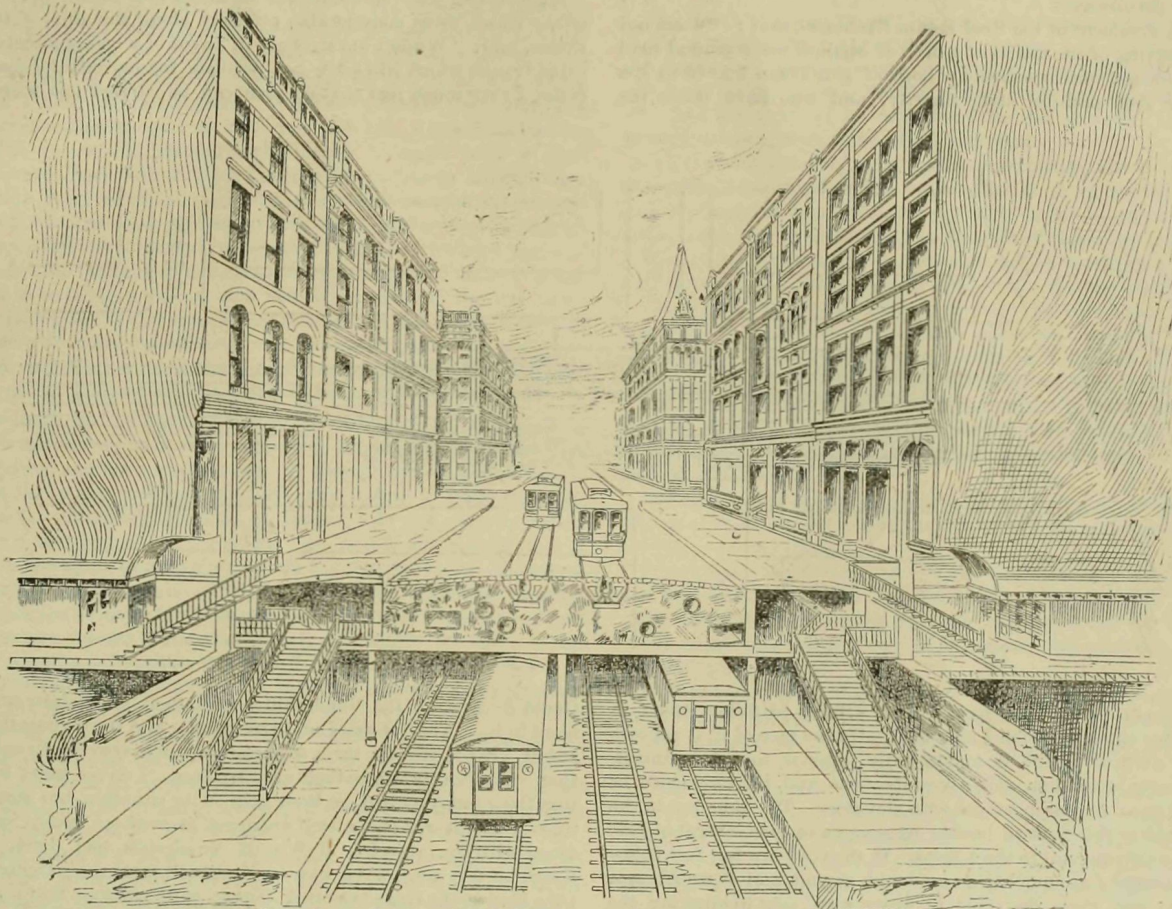
Of the possibilities of street improvement under this plan there has as yet been no adequate conception. Property-owners along Broadway will be given some insight of these facts when the commission sends around its agents to invite their consent to the use of the street. THE RECORD AND GUIDE will anticipate them so far as its readers are concerned. The vaults under the sidewalks in Broadway are for the most part dark, damp, noisome and worthless spaces. Assume, for example, that a station will be constructed at the corner of Bleeker street, with an entrance to the stairway in the corner building. The platform must be long enough to afford quick exit for the passengers from a ten-car train. The train will be 300 feet long. That will be just a block and a-half. Therefore the platform must be at least 300 feet long. Practically it must be nearer 400 feet, or two blocks long. This will make a new sidewalk underneath the upper sidewalk, and from which passengers can pass directly into the basement of any building along the length of the platform. It is intended to have local stations every quarter of a mile apart. That would take 1,600 out of every 5,280 feet of vault space along the line. Storekeepers will find uses for their basements never before dreamed of. The entrances fronting on the platforms would be attractively improved; the basements would be in demand at good rentals for every variety of retail trade and many other kinds of business, and before long the owners of property between the stations would be wanting the station platforms extended throughout the entire line of vaults along Broadway on both sides. Thus before the ancient Knickerbockers are aware of it there will be an entirely new subterranean street in Broadway, light, of equable temperature winter and summer, sheltered from the inclement weather, the roadway occupied exclusively by an ideal system of rapid transit, and the sidewalks secure to pedestrians. Improvements would continue until the sidewalks would be unbroken from station to station throughout the length of Broadway, and wherever else desired in the business section of the city. How vastly this would add to the value of property in Broadway staggers conjecture. Every storekeeper will readily realize how great a card it will be for him if there is a convenient and sheltered passage through the basement of his

store to the platforms of the new railway. The possibilities of store and building improvements along this line of suggestion are almost unlimited.

It is promised that with the possible exception of the crossing at Canal street and down at the Battery, where the tunnel will extend below the level of tide water, the tunnel will be excavated and the iron construction put in without disturbing the surface of the street. In order to do this four shields will be employed, each excavating about a quarter of the roadway and following each other say half a block apart on different parallel sections of the work. The shield, which Mr. Worthen is designing, will be operated by hydraulic rams. Beginning at a given point excavating will be begun, say, along the easterly side of Broadway,

vided in the plans. While only tentatively adopted, there is no doubt but that the motive and illuminating power will be electricity.

The estimated cost of the road and equipment is \$55,500,000. Its entire length is twenty-six miles. The Broadway section, from the South Ferry to 34th street, three and one-half miles long, will cost \$3,000,000 a mile, or \$10,500,000 in the aggregate; the West Side section, from 34th street to Yonkers, is twelve miles, long and the East Side line, from Union square to Jerome Park, is ten and one-half miles long, making twenty-two and one-half miles in the two. These sections, at the estimated cost of \$2,000,000 a mile, will cost \$45,000,000, which, added to the cost of the Broadway section, will make the entire system cost \$55,500,000.



LOCAL STATION IN BROADWAY

for the full width of the curb-walls and the supports of the roadway between the way and express tracks, and as soon as the excavation is made a temporary construction to support the roadway will be put in, to be followed immediately by the permanent construction. Half a block further down town another shield will be worked along the parallel section in which the up tracks of the express trains are to run, and still another half block away another shield will be working on the third parallel section, and still another half block distant the fourth shield will be working up along the line, and so on until the entire roadway is excavated and the tunnel constructed.

The commission has not designated the number nor places of the stations, but has left that to be considered in treating with the property-owners for their consents to the construction of the railroads. Still, it is said by them that this is a feature which will largely adjust itself. There are certain

At this cost, will the capital required for the construction of the road be forthcoming? That is the question of greatest importance with which the Commissioners will still have to contend with. President Steinway says he has every reason to believe it will, if not at once, then as soon as the finances of the world have reached their normal tone and elasticity. The Board of Aldermen has set next Wednesday for the consideration of the report. After it has been passed upon the commission will endeavor to obtain the consent of property-owners along the lines designated to the construction of the road. When these are obtained and the specifications and working plans are completed, the commission will have to consider the question of the terms of sale of the franchise, whether it shall be sold for twenty-five or fifty or a hundred years, and what upset price shall be put upon it.

But before that point is reached in the development of the general plan



points at or very near which stations must be established. Then, when it is stated that the local stations must be a-quarter of a mile distant from each other, the proper location of the stations can be determined with close approximation by almost anybody. Some of the stations will be of such great advantage to property at some points that it is believed there will be a sharp competition for the privilege, for which, instead of demanding compensation, some owners will be willing to pay. The news, cigar, restaurant and other privileges at the stations will also be large sources of revenue to the company that shall acquire the franchise.

Engineer Worthen has said that if the money to pay for the construction of the road is provided promptly, he could build the road in eighteen months, and that under ordinary circumstances he could build it in two years. The cars are to be of special design and of large seating capacity, with no windows except such of an ornamental character as may be pro-

vided in the plans. While only tentatively adopted, there is no doubt but that some amendment of the law will be proposed. President Steinway said that he was in favor of giving the purchaser the privilege of waiting to construct the sections of the road above the Harlem River, where population is sparse and there would be but little traffic for the road. Alderman Morris has declared that he proposes to ask the board to memorialize the Legislature in favor of authorizing the city to construct and own the road, selling the privilege of operating at a public auction for a term of years. If it should be offered for sale according to the provisions of the present law, there is reason to believe, President Steinway said, that there will be a lively competition for the franchise. Inquiries have been made of him by the representatives of foreign English and German capitalists, which lead him to believe that they are keeping track of the work of the commission with a view to invest-

ment when the right time comes. Altogether, New York City is in fairer prospects of securing adequate rapid transit than ever before.

WHAT REAL ESTATE OWNERS, BROKERS AND OTHERS SAY ABOUT THE COMMISSIONERS' REPORT.

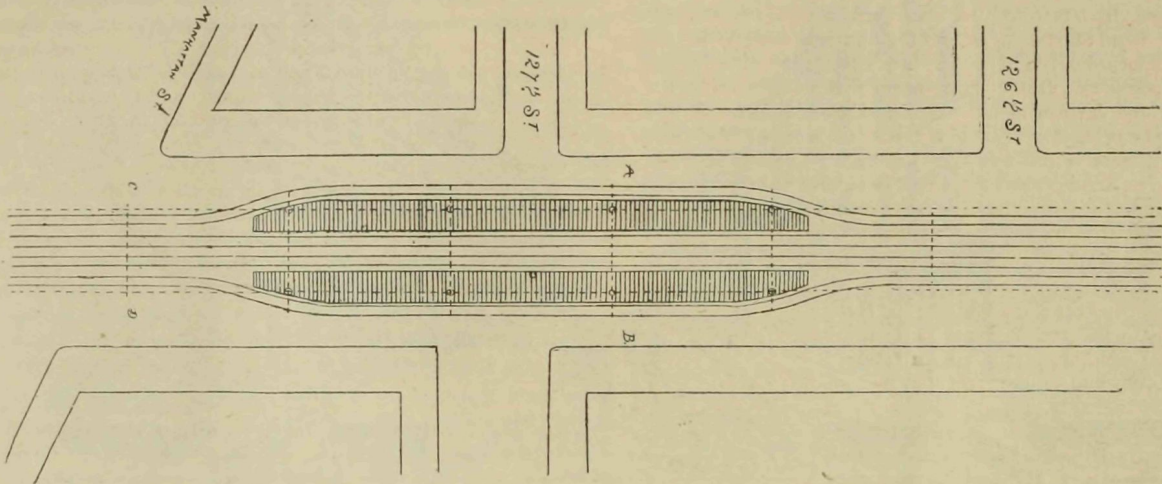
A number of prominent real estate owners, etc., were seen. Among the questions asked were: 1. Do you favor the shallow underground road proposed by the Commissioners in preference to a deep tunnel? 2. Do you favor the granting of extra facilities to the Manhattan Road for the convenience of the public as a temporary expedient during the construction of the road as outlined by the Commissioners? Several were asked if there was likely to be opposition on the part of property-owners affected, particularly along Broadway.

Geo. R. Read, President of the Real Estate Exchange, said: "I am not as capable of judging of the merits of a deep or shallow underground road as the Commissioners, who constitute a body of gentlemen known to the community for their position and integrity, and who have made the

on such extensions, so as to do away with smoke, cinders, etc., which are a great nuisance."

Geo. Jardine, of D. & J. Jardine, architects, said: "Of course we all favor rapid transit, but the statement that the plan proposed by the Commissioners can be carried out in two years is a big mistake. It is physically impossible. It will take at least nearly double that time, and work will have to proceed vigorously, day and night. Three obstacles will stand in the way of an early completion: 1. The almost inextricable tangle of underground sewer, gas and water pipes, wires, etc. 2. The rock met with very near the surface everywhere north of 11th and 12th streets; and we have found in our experience of a generation in building that rock is nearly always found close to the surface north of those streets. 3. The probable opposition of property-owners at various points."

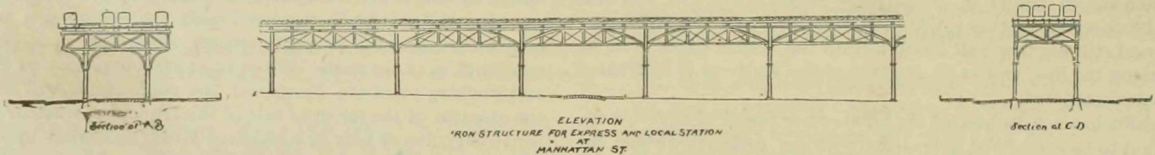
A gentleman who represents one of the largest estates in New York, an estate which owns considerable property along the lines of the proposed routes, said: "While I am strongly in favor of a comprehensive system of rapid transit which will solve the problem for our city for many years to come, I very much fear that no plan can be carried out without Messrs.



matter a deep study for months past. I am willing to follow them in preference to any opinions which I may hold. On the face of it, it appears to me that a shallow tunnel is undoubtedly superior to a deep tunnel, because it is easily accessible and saves the time and inconvenience of getting up and down in a deep tunnel with elevators. The time lost in the latter way would be sufficient to enable passengers to ride several blocks, and it would be detrimental to short trips. If the road is a few feet below the surface passengers can quickly descend and ascend, and it would be a saving of time and more desirable in every way. As to allowing the present railroad facilities to be increased, speaking as a private individual and as a citizen, I would say that any improvements in that direction that will help the people of this city to travel quickly up and down town, while the more complete road laid out by the Commissioners is being built, would have my support."

J. Romaine Brown, who is not only one of the oldest brokers in the city, but is also a large owner of vacant property in the upper wards, said: "I

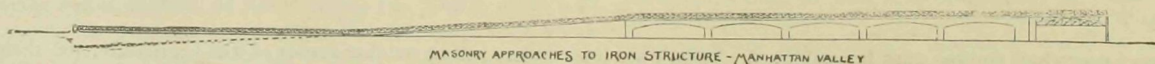
Gould & Sage and the Vanderbilts, with their allied interests, have their hand in it. The interests of those people, and the corporations they represent, are too vast for them to permit any new system of roads to be built that will seriously injure their existing lines. I do not know in what direction those interests will get their grip on the situation, but you may depend upon it that it will make itself apparent somewhere when we get further along with the project. If Wm. H. Vanderbilt had lived, we would no doubt by this time have seen a road built from the neighborhood of the City Hall to the Grand Central Depot, with stations half a mile or more apart. This would have given to the people of our city rapid transit of the most approved kind from down town as far north as Westchester County. It would also have relieved the Grand Central Depot, which is now overcrowded, and made the Mott Haven Depot the great entrepot. My belief is that the Vanderbilt interests will eventually get control of the East Side rapid transit route, and that the Manhattan Road interests will obtain con-



am undoubtedly in favor of a shallow tunnel. There ought to be no two questions about it. When finished it will be far superior to the London Underground Railway, because it will have the advantage of being built a generation later, with all the improvements of the last twenty years to be utilized, including electric motors, which will avoid coal dust, smoke, steam, etc. With the aid of the electric propulsion the proposed underground road will be practically perfection. As to granting further facilities to the Manhattan Road or anyone else, I would say that it would be imprudent to do so, unless we were to receive a positive assurance that it

control of the West Side route. As to a tunnel, I think that, whether it be shallow or deep, it will not be free from smells. I would give the elevated roads every facility to improve the public service during the five to ten years that I think it is likely to take before a plan such as outlined by the Commissioners can possibly be carried into effect."

Daniel Birdsall, of D. Birdsall & Co., the Broadway real estate brokers and agents, said: "I am not in favor of a tunnel, whether it be deep or shallow. I think it better to travel in the open air and this could be done by viaducts through the yards in the rear of buildings. The cost of acquiring



would not jeopardize the Commissioners' road financially. If it would, then I would strongly oppose it, and much prefer to put up with all the inconveniences of deficient transit until the Commissioners' road is built. We ought to bend our energies toward carrying out the plans proposed by them, which are admirable."

J. C. R. Eckerson, of Thomas & Eckerson, real estate brokers, said: "If you can get a tunnel free from gas smells, etc., I would say go ahead. I think an underground road very near the surface preferable to a deep tunnel on many grounds. Yes, I would permit the elevated roads to be extended and given other facilities for increasing the transit service, making it a condition, however, that they should use electric or cable power

property-owners and the time consumed in doing so, as well as the opposition from property-owners, are sources of delay and financial danger that would alone reconcile people to an underground road. I would favor any extension of the Manhattan system in the meanwhile; for whatever will give us relief from the annoyances of overcrowded trains and long, tedious journeys, will be welcome. As to opposition from property-owners on Broadway, I think there will undoubtedly be opposition in many quarters, while others will favor the plan."

S. Van Rensselaer Cruger, manager for Trinity Corporation, said: "Speaking for myself and not for the corporation which I represent, I may say that I am not in favor of an underground road. We should long

since have taken 'the bull by the horns' and built a viaduct road, in the open air, with daylight around us. It will have to be conclusively shown by the engineers that the foundations and walls of buildings along Broadway will absolutely be safe if the Commissioners wish their plan to be free from opposition by property-owners along the lines of their proposed routes. I do not think the elevated roads should be allowed to be extended. They have served their purpose and more structures of the kind are not desirable."

Dwight H. Olmstead, who was chairman of the Citizens' Committee which met for two years at the Murray Hill Hotel, and through which the agitation arose that resulted in the appointment of the present commission, said: "I think the general plan of the Commissioners is good. It is really the Arcade plan which, among various others, was presented to us at the Murray Hill, which I have always felt, in its essential features, was the best proposed. I think a road near the surface of the ground is most desirable, but I think the Commissioners have made a great error in not suggesting an open cut on the Grand Boulevard, north of 64th street. This would have solved the problem of rapid transit for the West Side within about a year's time. Let me explain. When the Citizens' Committee had completed its meetings an open cut was recommended. A gentleman promised me that he would guarantee the money to build such a road on the Boulevard, from 64th to 155th street or beyond up to Kingsbridge. The Manhattan Road unofficially agreed that it would transfer our passengers via the Boulevard cut to its road at 64th street, giving them transport to down-town points by a traffic arrangement with us. The open cut was to be as near the surface as the cars and engines would make it possible, and was to be bridged over at each street, the sides of the cut to be fenced in with attractive and ornamental railings. There is no reason to doubt that such an arrangement could still be entered into with the Manhattan Road, and, if so, we could have rapid transit on the West Side five or six years earlier than we will get it under the Commissioners' plans.

Fred'k Southack said: "I am opposed to all forms of rapid transit on Broadway, but if we are to have any the deep tunnel is the only one that should be allowed and not a shallow one. If they propose to tunnel Broadway and not dig up the road-bed, nor have any designs of using the road-bed or vaults for ventilating purposes in future, I do not see why a deep tunnel, even if they had to go down 100 feet, would not answer, and of course be less damaging to property. (1) In the shallow tunnel the vibration of the running trains could be easily felt in the adjoining property. (2) There is always danger of the company at some future time, on account of the possible non-success of the road, which they might attribute to bad ventilation, wanting to ventilate the tunnel either through the streets or the vaults of the adjoining buildings. A railroad company that represents \$90,000,000, and backed by a large portion of the public who are in no way interested in the value of property, thinking that all that was necessary to make the tunnel a success was to ventilate it, could carry out their ideas in spite of what all the property-holders might say. A company of \$90,000,000 acting as a unit, and the property-holders, of course, being a number and residing at distant places, could not cope in any way with them as a body. Any company operating should be compelled to compensate property-owners for any damage that may ensue, due to construction. I favor granting the Manhattan Road the third tracks and other additional facilities to carry on their business, but they should be made to pay for the same."

Richard V. Harnett said: "I am content to follow the Commissioners, in whom I have implicit confidence. I would certainly allow the Manhattan Road to use their tracks and otherwise give the people of this city better accommodations until the new road is built, particularly as that road is being compelled to pay heavy damages to property-owners along the line of their structure."

J. H. Hunt, of Hunt & Wendell, said: "I think Westsiders are all satisfied with the proposed routes. Still, Westsiders would prefer to see the Boulevard part of the road commenced at once, the elevated road doing duty south of that thoroughfare."

A member of the Real Estate Exchange said: "I am not a believer in underground travel if it can at all be avoided. If the Commissioners had recommended an elevated road over the routes they have proposed we would have had rapid transit in two years. The structure could have been built of steel, of a neat and artistic design, altogether different from the cumbersome and ungainly roads that we now travel over. Broadway merchants and storekeepers would have been greatly benefited, not to speak of the general public, and people would in a very short time have gotten used to the appearance of the structure, which would have been attractive rather than an eyesore."

Francis Crawford said: "I think the plan of the Rapid Transit Commissioners is a capital one, and so far as the West Side, at least, is concerned, I do not see where it can be improved upon. Of course, very much will depend on how and by whom the plan is carried out, but the plan itself is a very good one. There is only one improvement that suggests itself to me, and that is that there should have been a third route away over on the East Side. Really, the route that runs under and near Madison avenue is not an East Side but a central route. There is a vast territory to the east of it, and a very populous territory too, that it seems to me has been entirely neglected."

Charles Buek said: "I have read the report with the greatest interest and attention, and think it comprises a thoroughly studied and well-digested plan. I was in hopes that above 59th street, on the Boulevard, there would be an open cut or something of that kind, but the commission have evidently had good reason to decide otherwise, and I have confidence enough in the gentlemen composing that commission to believe that they decided as they did because it was for the best interests of all concerned. Of course, below 59th street, a sunken road was the only thing possible, but I fear that the fact of the entire system being practically underground will interfere very materially with the successful disposal of the franchise. There is, without doubt, a decided prejudice against underground roads, and cap-

italists may hesitate before putting money into the new road for fear that because of this prejudice satisfactory dividends will not be forthcoming."

Chas. E. Schuyler said: "I am heartily in favor of the report as presented. I think if the road is really built up the Boulevard as it has been laid out, it will be the grandest possible thing for the West Side. The only thing I have to ask of the commission is not to change it, and not to let the newspapers or anyone else talk them out of it."

Full Report of the Commission.

OFFICE OF THE
RAPID TRANSIT RAILROAD COMMISSIONERS
FOR THE CITY OF NEW YORK,
22 William street.

To the Honorable the Common Council of the City of New York:

The Board of Rapid Transit Railroad Commissioners for the City of New York, appointed by the provisions of chapter 4 of the Laws of 1891, having determined upon the route or routes and general plan of construction of a rapid transit railway for the conveyance and transportation of persons and property to be established in the said city, in addition to the already existing lines, respectfully represent

The Board in entering upon the duties imposed upon it by the statutes of this State, determined at the outset that it must lay the foundation for such a broad and comprehensive system of rapid transit as would meet the needs of the city at present and be capable of expansion in the future.

That both express and way service should be provided, and that the construction should be effected with a minimum of street obstruction.

The Board, by advertisement, invited the submission to it, at public meetings, of suggestions as to routes, plans and manner of construction. These public meetings were largely attended, and plans submitted in great variety and number, which were carefully examined and considered.

The commissioners made personal investigation as to the exact needs of the city in its several localities. Statistics were gathered as to population, present lines of transit, and the number and destination of passengers carried on such lines.

The members of the Board personally went over all routes suggested, as well as over others laid out by the Board, including the ones now presented for your consideration.

It was appreciated that any system devised with a view to permanency and the capacity requisite for the future would be very costly, and the route therefore should be along main arteries of travel, in order to give relief where most needed and to command the necessary traffic to make the line remunerative.

Well known statistics established the fact that the existing north and south lines of transit nearest the centre of the city absorbed the greater traffic, and that the relative pressure upon them was substantially in proportion to their proximity to Broadway.

These considerations demanded the location of the lower part of the proposed route on or near that thoroughfare. Such a route could be continued by diverging lines above 14th street on the East and West sides of the city respectively, reaching the largest centres of population, now least provided with transit facilities, and avoiding the necessity of more than one route below 14th street.

With this much determined, the two governing questions remaining were the general plan of the structure and the motive power to be used.

Appreciating that a viaduct of masonry would be the most desirable means of transit, the commission considered many plans for such a route.

An elevated structure on Broadway below 33d street was prohibited by the Statute. A viaduct of masonry was manifestly impossible on any adjacent street.

A viaduct through the blocks in the lower part of the city, the Commission believed, after searching investigation, to be too costly, and subject to too many delays in the acquisition of property rights, to be within reasonable hope of attainment.

It was therefore unavoidable that rapid transit, in the lower part of the city, must be secured by an underground structure.

The location of such an underground structure through blocks near the surface was considered.

This system had some advantages.

The stations could be conveniently placed, and the amount of excavation would be reduced, which is a material item where the earth has to be removed through crowded streets.

Many of the objections, however, to the viaduct system, as to cost and long delay in the acquisition of vast amounts of real estate, applied with almost equal force to this plan, and the Commission considered its adoption unwise.

It would extend this report beyond proper limits to lay before you all the reasons which influenced the selection of the line under Broadway. The determination to adopt such a line was communicated to the public in the resolutions of the 27th day of May, 1891, and generally approved.

A line under Broadway being decided upon, the question was narrowed to the character of the structure and its distance below the surface; whether it should be deep or shallow; whether in providing for the four tracks necessary, the entire width of the street or only a portion should be used; and whether the surface of the street and existing pipes should be again disturbed.

The impression prevailed to some extent that a tunnel could be driven under Broadway entirely through rock, within reasonable distance of the surface, thereby obtaining a stable roof and thus avoiding many difficulties in construction.

The Commission caused careful and accurate borings to be made on Whitehall street and Broadway, at every cross street from Front street to 33d street. The results are shown on Exhibit 1, and are indicated generally by the following table, giving the depths of the rock below the street surface at the streets named:

Front street.....	20 feet.
Pearl street.....	16 "

Stone street.....	21 feet.
Beaver street.....	34 "
Rector street.....	63 "
Fulton street.....	83 "
Park place.....	112 "
Chambers street.....	100 "
Duane street.....	163 "
Leonard street.....	95 "
Walker street.....	107 "
Canal street.....	87 "
Broome street.....	47 "
Houston street.....	105 "
Washington place.....	34 "
Clinton place.....	65 "
Fourteenth street.....	13 "
Thirty-third street.....	4 "

Exhibit 1, also shows the material overlying the rock to be sand of different degrees of coarseness.

The difficulties of final decision related especially to that portion of Broadway covered by these test borings. North of 35d street the width of the street was greater, and the rock formation was at such height as to admit of excavation in almost any desired form without endangering foundations. This was also the case with the East Side line above 14th street finally adopted.

These borings conclusively disposed of the idea of a continuous rock roof for a tunnel, except at such depth or with such grades as to be almost, if not quite prohibitory.

It followed then that a tunnel for a considerable portion of its length—and that probably under the portion of Broadway where questions of property rights would present the greatest difficulties—must be driven through sand.

The question was whether this could be best accomplished near the surface or at a considerable distance below, and, if the latter, what that distance should be.

A decision depended upon a variety of complex considerations. Some related to the convenience and cost of construction; others, and the more important ones, to operation when completed.

The cost of tunneling at such depth as to avoid all question of property rights might be cheaper, but the extent of the cheapening would depend upon the depth and might be easily exaggerated.

Much would depend upon the number and depth of shafts used.

The mere cost of excavating below ground would be but a small proportion of the whole when it is considered that all the excavated material for a commodious four-track structure, with ample station and platform facilities, must be raised to the surface through shafts opening on or near crowded streets.

The question also arose as to what depth would secure immunity from damages when the material to be excavated was sand, liable to be wet and to run, with this liability increasing with the depth, and when the pressure from above was that of Broadway's heaviest buildings.

To this nothing but trial and experience could give an answer.

The difficulties of ventilation and drainage increase with every foot of depth.

A deep tunnel would require elevators as a means of access, and stairways would be necessary in addition, which, except for emergencies, would be practically useless, and to properly provide for emergencies must be broad and costly.

Modern and improved elevators in sufficient numbers would doubtless provide for the regular volume of traffic at ordinary stations, but they are not believed to be adapted for large crowds such as must frequently gather on a line of transit under Broadway. Stairways one hundred feet more or less in vertical height would be of no avail as sources of relief for crowds moving upward, and would be extremely dangerous to crowds moving downward.

Moreover, it is not believed that a deep, subterranean line of transit, with elevators, would attract short trip passengers, and the short trip business is absolutely essential for the success of any line the cost of which at all approximates that of a four-track tunnel in New York City.

It is admitted by the strongest advocates of underground transit that other things being equal, the nearer the station platforms are to the surface the more attractive the line.

Conceding, however, that there are some advantages in deep tunneling for lower Broadway, it is seen that they apply entirely during the time of construction and to the first cost of the structure. These, while important, cannot weigh against permanent advantages to be derived in comfort and convenience to the public, facility of operation and the securing of patronage after completion.

Ready accessibility by means of short, broad, and commodious stairways, supplemented where necessary by elevators, better light and better ventilation at stations; light and air at intermediate points if necessary, and the feeling of greater security on the part of the public with a structure which can be more readily reached in time of accident or other emergency, are too potent to be surrendered to mere temporary difficulties of construction.

These and other considerations led to the decision upon the part of the commission to place the underground structure as near the surface of the street as possible, and the Engineers of the Board were directed to submit two separate plans, one for four tracks on a single level, the other for a double deck tunnel with two tracks upon each deck.

These plans were prepared, the one providing for four tracks on a level at the minimum distance below the surface to admit of the non-disturbance of existing pipes, conduits and other underground structures, and occupying substantially the entire width of Broadway from curb to curb, but not at such depth as to require excavation below the foundations of the heaviest and most costly structures abutting on the street. This it was believed would eliminate to a large degree the difficulties to be encountered in protecting abutting prop-

erty during construction. This plan also provided for carrying on the work of excavation without disturbance of the street surface except for short distances at points of exceptional difficulty.

The other plan of double deck tunnel would occupy less width of the street, and presented the advantage of the removal and replacement in galleries of the pipes and other existing underground structures.

A disturbance of the street surface would be unavoidable in this case, but a great and permanent benefit would be derived from the fact that such disturbance would not be repeated in the future for any cause except the relaying of the pavement, as the pipes in galleries would be accessible at all times for purposes of repair.

The excavation required by this plan was about 4 feet more in depth than by the other. The length of stairway to the local stations would be less, but to the express stations greater than in the other plan.

These plans when matured were submitted separately for separate reports to four distinguished Consulting Engineers, to wit: Messrs. Octave Chanute, of Chicago; Joseph M. Wilson, of Philadelphia; Theodore Cooper, of New York, and John Bogart, State Engineer of New York, with instructions that they were submitted not only for approval or disapproval, but for such general discussion and such suggestions as to alterations and additions as might in their judgments be regarded as necessary or desirable to accomplish in the best manner possible the objects sought to be obtained upon the routes and under the general plans outlined in the resolutions of this commission of May 27th and July 22d, Exhibits 2 and 3.

The Engineers of the Commission were instructed to render such assistance and to give such information as the Consulting Engineers might desire, and to give them access to all records of the commission, and all plans and suggestions which had been placed before the Board by any person.

In accordance with these instructions, full and elaborate reports were received from each of the consulting engineers, copies of which are submitted herewith marked Exhibits 4, 5, 6 and 7.

The surveys which were essential to the exact location of the line in the upper portion of the Island and in the Annexed District were completed during the present month.

All the necessary information for a final conclusion was thus in the hands of the commission.

While the double deck plan provided for subways or galleries for the pipes and other underground structures, and the Rapid Transit Act authorized the Board to make such provision, yet the Board felt that the intent of the Act was that such power should be exercised only when necessary for the proper construction of any proposed railway.

The adoption of such plan would not only again require the disturbance of Broadway, but might expose the railway and passengers to great annoyance, if not serious danger, from escaping gas and steam; it was open also to the objection of greater noise and possibly inferior ventilation.

The double deck plan moreover burdened the enterprise with the heavy additional expense of pipe galleries and removal of pipes.

Another and most serious question which the commission was obliged to consider was facility of movement between the different tracks in emergencies causing congestion and delay. No system of rapid transit would be complete that did not provide on its main trunk line at numerous points for the movement of trains from either track to any other, and the transfer of passengers from disabled trains, if need be, at any point between stations.

This in the double deck plan could be but partially accomplished, while with four tracks on one level the entire blockade of the system would be almost an impossibility.

So important is this consideration that the commission would be loth to recommend any plan wanting in this feature.

It would have been regarded as essential even had the commission adopted a plan for a tunnel at greater depth than the one now reported.

The commission, after weighing carefully all these considerations, together with the recommendations of its own Engineers and of the Consulting Engineers, and the various suggestions presented to it, thereupon determined, by unanimous vote, on the 19th day of October, 1891, that the route or routes and general plan of construction of a Rapid Transit Railway for the conveyance and transportation of persons and property should be established in this city, as follows:

THE ROUTE.

A route, the centre line, commencing at a point under the westerly side of Whitehall street, distant along the same 62.5 feet north from the northerly line of South street produced; thence by diverging lines under Whitehall street and Battery Park and State street, respectively, forming a loop line, the tracks converging to parallelism at a point under Broadway between Bowling Green and Morris street; thence under Broadway and Union square to 59th street; thence under the Boulevard to 121st street; thence by viaduct to 134th street; thence under the Boulevard to the south line of 156th street; thence by viaduct to the north line of 159th street; thence under the Boulevard to 169th street; thence under 11th avenue to a point 1,460 feet north of the centre line of 190th street; thence by a viaduct on the same straight line produced to a point 442 feet north from the intersection of said straight line with the centre line of the Kingsbridge road; thence to the right on a curve with a radius of 1,910 feet and in tunnel a distance of 860.6 feet; thence by tangent 138 feet; thence by curve to the left with a radius of 1,910 feet a distance of 350 feet in tunnel and a distance of 510.6 feet by viaduct to a point on a line coincident with the centre line of Audubon avenue produced and distant 425 feet north from the centre line of 217th street; thence by viaduct and on a tangent coincident with the centre line of Audubon avenue produced across the Government Ship Canal, and thence by the same tangent and in depressed structure 670 feet; thence on the same tangent and by viaduct to and across Spuyten Duyvil Creek; and thence on the same tangent by viaduct, depressed structure and tunnel, as the contour of the lands may require to a point 100 feet north of the centre line of Delafield lane; thence to the left on a curve with a radius of 1,910 feet to a point 30 feet south from the centre

line of Delafield's old lane; thence by a tangent to a point 112.4 feet south from the south line of Rock street; thence to the right by a curve with a radius of 500 feet for a distance of 229.8 feet to a point in the centre line of Forest street 112.4 feet north of the south line of Rock street; thence by tangent coincident with the centre line of Forest street to the city limits.

Also, a loop from Broadway, under Mail street, City Hall Park, Park row, and Chambers street, and again connecting with the Broadway line.

Also, a route, the centre line, diverging from the Broadway line at or near 14th street, running under Union square to 4th avenue; thence under 4th and Park avenues to a point 112.15 feet north from the north line of 40th street; thence to the left on a curve with a radius of 250 feet for a distance of 154.55 feet; thence by tangent a distance of 292.18 feet to a point 40.1 feet north from the south line of 42d street, and 215.7 feet west from the centre line of 4th avenue; thence to the right on a curve with a radius of 250 feet a distance of 124.23 feet; thence by tangent 46.39 feet; thence to the left on a curve with a radius of 250 feet a distance of 182.37 feet to a point 4.4 feet north from the north line of 43d street and 159.5 feet east from the centre line of Madison avenue; thence by tangent 39.53 feet; thence to the right on a curve with a radius of 400 feet a distance of 332.28 feet to a point in the centre line of Madison avenue 65.6 feet north from the north line of 44th street; thence under Madison avenue to the south line of 96th street; thence to the right on a curve with a radius of 400 feet for a distance of 240.07 feet; thence by tangent a distance of 132.98 feet; thence to the left on a curve with a radius of 400 feet a distance of 240.07 feet to the south line of 98th street at a point distant 175 feet east from the easterly line of Madison avenue; running thence by viaduct parallel with Madison avenue, the centre line, distant 175 feet east from the easterly line thereof across streets and private property to a point 124.6 feet north from the north line of 134th street, and distant 175 feet east from the easterly line of Madison avenue; thence to the right on a curve with a radius of 357.15 feet a distance of 408.6 feet to a point on the west line of River street 54 feet 11 inches south from the south line of 136th street; thence by tangent across the Harlem River a distance of 400 feet; thence to the left on a curve to the south line of 138th street at its intersection with the centre line of Walton avenue, as the same is laid down upon the topographical maps of the 23d and 24th Wards of the City of New York, issued from the office of the Commissioner of Street Improvements of the 23d and 24th Wards; thence, according to said maps, by viaduct, depressed structure and tunnel, as the contour of the lands may require, along the line of Walton avenue to Stebbins place; thence to the intersection of the centre lines of Sylvan avenue and Belmont place; thence along the line of Sylvan avenue to its terminus at Orchard street; thence in a straight line to the centre line of Berrian avenue at the southerly point thereof; thence along the centre line of Berrian avenue to 1st street; thence in a straight line to the intersection of the centre lines of Kirkside avenue and Croton avenue; thence along Kirkside avenue to Travers street, and thence by straight line to and under Jerome avenue to the north line thereof.

The general plan of construction of the loop under Battery Park, State and Whitehall streets shall be double track; from the Morris street junction to near Vesey street shall be three parallel tracks on the same level with suitable switches and connections between them; from Vesey street to 190th street on the west side line shall be four parallel tracks on the same level; and thence across the Government Ship Canal and Spuyten Duyvil Creek to the city limits shall be two parallel tracks on the same level. On the east side line from 14th street to the Harlem River shall be four parallel tracks on the same level, and thence to the city limits shall be two parallel tracks on the same level. The tunnels shall be not less than 11 feet 6 inches in height in the clear, and 11 feet in width for each track. Whenever necessary for the proper support of the surface of the street, the roof of the tunnel shall be of iron girders with solid plate iron covering supported by suitable iron columns between each of the tracks, and supporting walls on the outside. The roof of the tunnel shall be as near the surface of the street as the pipes and underground structures now laid therein and the street grades will permit. Viaducts shall be of masonry or iron, or both combined. The Government Ship Canal and the Harlem River shall be crossed by double track drawbridges not less than 50 feet in the clear above mean high water mark, with clear spans of not less than 125 feet between the centre piers and bulkhead line. North of the Harlem River the construction shall be by viaduct, depressed structure and tunnel as the grades of the land upon the proposed routes shall require. The junction of the tracks near 14th street shall be effected by dividing them around Union square, raising one pair and depressing the other, so that trains going in opposite directions shall not cross on the same level. All station approaches shall be as far as possible through private property to be acquired for that purpose, except that on the Boulevard, station approaches may be in the centre of the street.

A footway shall be provided the whole length of the line between the centre tracks, and refuge niches shall be built in the side walls at proper intervals for the convenience and protection of employes.

The motive power shall be electricity, or some other power not requiring combustion within the tunnel; and the motor or motors shall be capable of a uniform speed for long distances of not less than forty miles per hour, exclusive of stops.

The manner of construction from South Ferry to about 34th street shall be by underground tunnelling without disturbing the surface of the street. In case of necessity the excavations below Beaver street, and in the neighborhood of Canal street, and at such other special points as this commission may, during the progress of the work determine, may be made by excavation from the street surface, and all excavations in 4th avenue above 14th street and in all other streets and avenues above 34th street may be made in the same manner.

The loop at Battery Park is adopted as furnishing the best and most convenient method for the terminal handling of the trains, both way and express.

The three tracks between Bowling Green Junction and Vesey street pro-

vide amply for the volume of traffic below the City Hall, and avoid encroachment beyond the curb line in Broadway at its narrowest points.

The introduction of a loop at City Hall Park by which trains may be stopped, turned and dispatched up town continuously and without switching and, as shown by the drawings, without grade crossings, for trains in opposite directions, furnishes the best means of a second down-town terminus at the most important point, and the best means of connecting with the Brooklyn Bridge.

At Union square, as shown in the accompanying drawings, a system of tracks has been devised by which all trains on the Broadway and Madison avenue line are accommodated at a single station, and all grade crossings between trains in opposite directions are avoided, thus facilitating high speed and eliminating in the best manner possible the dangers and delays incident to such crossings.

At 96th street the contour of the ground necessitates the termination of the tunnel. It therefore became necessary to deflect the line from Madison avenue and occupy private property, thence to the Harlem River, on account of the prohibition in the Rapid Transit Act against the use of Madison avenue for an elevated structure.

The stations on the route selected have not been located, for the reason that the Board was advised that they constitute part of the detailed plans which the commission are required to complete after the general plan shall have received the approval of your Honorable Body.

Detailed plans and specifications for the construction of the railway, including stations, devices and appurtenances deemed necessary to secure the greatest efficiency, public convenience and safety, will be prepared by the commission, in accordance with the provisions of the Act, if this report is approved.

The commission make no recommendations as to the method of construction. These matters the commission will deem it wise to leave, so far as permitted by the Act, to the judgment of the purchaser, subject always, as the Act requires, to the control of this Board. The particular shield, if any, to be used in excavating under the streets, the details as to materials and form of walls and other interior surface should, as far as consistent with the requirements of the Act, be subject to his selection. Any attempted determination of the method of construction in advance might narrow the field of possible competition to such an extent as to endanger the success of the enterprise.

When the commission decided to adopt an underground route, it also decided that the motive power must be secured without combustion in the tunnel.

Much attention has been devoted to the consideration of electricity as a motive power. Consultations have been held with eminent electricians; experiments have been witnessed; electric roads in operation have been examined.

While the Board is convinced that electricity as a motive power is available for the purposes of the railway recommended by this report, it is not deemed wise at the present time to exclude other forms of power answering the essential conditions of speed and non-combustion in the tunnel, or to attempt to direct the exact method of application of such power as shall finally be adopted.

Attached hereto will be found certified copies of our several appointments as Commissioners of Rapid Transit by his Honor, Mayor Grant, together with certified copies of our oaths of office, both those taken before the passage of the Rapid Transit Act of 1891, upon which this report is based, and those taken after we had become Commissioners of Rapid Transit in pursuance of the provisions of such Act.

The commission also certifies to you, that within thirty days after the passage of such Act, it duly met and organized as a Board and framed and adopted by-laws and established rules and regulations for the proper exercise of the powers and duties thereby conferred; and adopted a seal and kept a record of its proceedings, which has been open to public inspection at all reasonable times; and of its own motion conducted an inquest and investigation as to whether it was for the interest of the public and of the City of New York that a rapid transit railway or railways for the conveyance and transportation of persons and property should be established therein, and determined that such railway or railways, in addition to those already existing was necessary. Maps and drawings accompanying this Report show the route or routes and general plan of construction. They are marked Exhibits 8 to 60.

With this general statement of the proceedings of this Board, and in accordance with the provisions of section 5 of the Rapid Transit Act of 1891, we now submit the route or routes and general plan of construction thus determined upon, for your consideration.

Done under the signatures of the respective Commissioners, and the seal of the Board at the City of New York this 20th day of October, 1891.

WILLIAM STEINWAY,
JOHN H. STARIN,
SAMUEL SPENCER,
JOHN H. INMAN,
EUGENE L. BUSHE,
Commissioners.

[SEAL]

Real Estate Exchange Matters.

The following names have been proposed for membership: Samuel Frothingham, by E. A. Cruikshank, and Thomas McGuire, by H. P. De Graaf.

Tarrytown-on-Hudson.

F. P. Perkins has purchased from Frederick J. Stone about six acres of ground, adjoining the Sigafus place, the seller taking in exchange therefor the four-story hotel in Wendell Park, recently used as a sanitarium by Dr. Morgan. Mr. Stone proposes to enlarge and improve the building and lease it. A first-class hotel is very much needed at Tarrytown and would be well patronized.

Over the Harlem.

THE PROGRESS OF THE 23D AND 24TH WARDS—MANY PUBLIC IMPROVEMENTS COMPLETED AND OTHERS UNDER WAY—BETTER ACCESS TO AND FROM RAILROADS THAN FORMERLY—SMALL INVESTORS BUILDING HOMES—OTHER ITEMS OF INTEREST—THE REAL ESTATE SITUATION.

So many changes for the better have taken place in the 23d and 24th Wards during the current year, that a running glance at some of the most important improvements will interest many readers.

Among the most valuable of these is the paving of Brook avenue, with granite pavement, from the Harlem River to 156th street. This work is nearly ready, its completion being expected before December.

Many of the side streets have been paved, some with trap block and some with granite.

More has been done in the way of sewerage than for many years past.

Most of the leading avenues are now lighted by electricity in the 23d Ward, viz.: 3d, Lincoln, Alexander, Willis, Brook, St. Ann's and Morris avenues and 138th street. The 24th Ward is deficient in this direction, but it is intended to extend the wires in that section soon.

One Hundred and Thirty-eighth street is being regulated and graded and will be paved between Madison avenue bridge and 3d avenue. This will give better access to the Grand Union Station at Mott Haven. This station, which is at 138th street, is fast becoming a very important one, being used by most of the up-town residents south of the Harlem, as well as those in the 23d and 24th Wards, for traveling to various points in the United States. A long, tedious and expensive journey down to the Grand Central Depot, at 42d street, is thus avoided, for passengers can engage sleeping berths, check their baggage through and obtain all the other conveniences at the Mott Haven station that they can obtain at the Grand Central Depot.

Morris avenue is being paved with granite from its junction with 3d avenue to 156th street and the Harlem Railway. This will give improved access to the new freight yards of the Harlem Road at that point. The difficulty in the past has been that the bad condition of the avenue leading up to the freight yards has been an impediment to the sending of freight. Now a good granite pavement will lead up to it. In connection with this freight yard it may be important to note that the receipts and shipments of freight have largely increased, as well as at the freight yard of the New Haven Road at the Harlem River. Manufacturers can now locate on both sides of the Harlem and have ample railroad facilities on the spot to all parts of the United States.

The Suburban Rapid Transit Road's business is increasing. The road now has a depot at 177th street and 3d avenue, and will soon be running further north. Travel is increasing on the line all the time. The Court of Appeals has just decided that the company will not violate any existing law if it passes through the new parks in the 23d and 24th Wards. This is important in several ways, one being that the road will now be able to build its eastern line without making an expensive detour around St. Mary's Park. They will now run through a strip of the Park, as outlined in their original plans. The eastern branch has not yet been commenced and this is the reason why property through which it is to run has not been as active as it has been on the line of 3d avenue. A "Y" has been constructed at 144th street, between 3d and Willis avenues, to show how the eastern line will branch out. This line will no doubt be commenced earlier than has been anticipated.

The suburban service of the Harlem River Branch of the New Haven Road to New Rochelle is helping Westchester County and its environs greatly.

The fact that passengers can now come by the New Haven Road to 3d avenue and 129th street is helping all the places on the line of the New Haven Road. It is also helping New York City, inasmuch as it has so saved time and inconvenience in travel as to keep many people from going to reside in New Jersey and Long Island who would have done so but for the improved transit facilities over the Harlem River. It is not as generally known as it should be among New Yorkers that it is possible now to take trains from any point on the New Haven Road and come right into the 3d avenue and 129th street elevated road station.

It is interesting to note that, contrary to the general belief, the surface roads are doing more business since the suburban road has been extended. Ex-Senator Caldwell, one of the chief officers of the road, is responsible for the statement that his surface road will have carried from 20 to 25 per cent more passengers in 1891 than during 1890. The principle seems to be that steam roads attract population and surface roads get the benefit of these people when they take short trips.

Private sales of vacant and improved property have not been as large as during the corresponding period last year. Auction sales have done fairly well, though it is evidently time for a little relaxation to be given to the market. Too much property has been thrown overboard, and there always comes a time when the man who has saved his money and put every dollar he could scrape together into vacant lots with future value, has got to stop for want of more dollars to put into more lots. That is just the position, and it is the opinion of an old and shrewd dealer that a rest should be given the market until next spring.

The figures show that 1,969 conveyances of real estate have been made in the 23d and 24th Wards this year up to the last day in September, at a total of \$8,397,522, against 2,045, at a total of \$10,242,724, in the same nine months last year. In 1889 there were 2,163 conveyances, at a total of \$9,090,138. There has also been a decrease in building, 574 structures having been projected during the first nine months of this year, at an estimated cost of \$2,936,083, while in 1890 there were 641 projected, at an estimated cost of \$3,456,593, and the year before 687, at an estimated cost of \$3,881,717.

A feature of the recent building movement is the erection of small and attractive houses by purchasers of lots at auction.

James L. Wells is authority for the statement that an unusually large number of buyers at recent auction sales decline to take advantage of the

easy terms of mortgage offered by sellers by paying all cash. This is a hopeful sign, and places the properties in strong hands. Mr. Wells also thinks that building is not being overdone in the 23d and 24th Wards, and that the buildings erected, where not for personal occupation, are generally very quickly rented.

St. Luke's Hospital to Move.

It has been definitely settled upon that St. Luke's Hospital is to move, and the change will in all probability be up town, possibly near the northern limit of Central Park.

A reporter of THE RECORD AND GUIDE called on Geo. Maccullough Miller, President of the Hospital, to ascertain the facts in the matter. In reply to inquiries Mr. Miller said: "We are now placing our property on the market for sale. Our price is \$2,500,000. We prefer to sell it as a whole. There are thirty-two lots, with a frontage of 200.10 feet on 5th avenue, 400 feet on 54th street, and 400 feet on 55th street. We will not wait until the property is sold before we move our hospital elsewhere. Nor is it necessary for us to wait, for we have about \$1,000,000 on hand now; besides which there are gentlemen in the board who would be prepared to form a corporation and subscribe whatever money might be necessary to buy a site and build and equip a new hospital."

"Has the Union Club made any offer to you for part of the property?" asked the reporter.

"Not yet; we have offered them a site of about 100 feet on the avenue and 200 feet on the street, the northwest corner of 54th street, for a figure which I am not at liberty to disclose. They are now, I understand, considering the matter. We cannot sell any of the ground on which the hospital building stands, unless it be with a proviso that it shall not be required before a certain date—sufficient time to enable us to get ground and build elsewhere. Should the Union Club or any other parties purchase, they could build on the vacant part of the property on 54th street. The hospital is nearer the 55th street side, and, of course, it could not be touched until we had one new building completed."

In reply to further inquiries, Mr. Miller said: "We have received several offers of sites for our new hospital, but will not make a selection for some time yet. When we build it will be a hospital superior in equipment to anything in this country. We propose, also, to place our hospital in the front rank as a scientific institution. With this object we will engage the very ablest physicians, etc., who will study the causes and prevention of disease, as well as their remedy."

Since the above was written it is ascertained that the hospital offered to take \$1,000,000 for the eight lots wanted by the club. The latter have settled upon that site as the best, and it is said they offered \$750,000, which was declined. President Miller, when seen yesterday afternoon, said that no agreement had as yet been arrived at.

LOT VALUES.

In view of the price placed on the St. Luke's Hospital lots, quotations of sales of unimproved property in the vicinity may be of interest. The figure asked for the hospital lots—which are thirty-two in number—would give an average of \$78,125 per lot. There are eight lots with a front on the west side of the avenue, twelve lots on 54th street, and twelve lots on 55th street. The 5th avenue front, it is estimated, is worth about \$1,000,000, and if this is so, the average for the remaining twenty-four lots on the two streets would be \$62,500 each. Whether these prices are a little high all round is a matter for consideration. There is only one such plot of lots now vacant below 59th street on 5th avenue, and fancy prices may be established by those who want them, particularly as they are superbly situated.

Wm. H. Vanderbilt paid \$400,000 for the four lots, 100.5x100, on the southwest corner of 5th avenue and 54th street, just opposite the hospital property, on April 10, 1882, an average of \$100,000 each.

William Astor paid \$500,000 for 75.5x100 on the southeast corner of 5th avenue and 55th street, and 50.5x100, adjoining on the street, five lots, on February 16, 1891, an average of \$100,000 per lot.

Wm. Waldorf Astor paid \$325,000 for the three lots, 50x150, on the northeast corner of 5th avenue and 56th street, on July 15, 1889, an average of \$108,333 each.

Collis P. Huntington paid \$450,000 for five and three-quarter lots, on the southeast corner of 5th avenue and 57th street, on May 31, 1889, an average of about \$78,000 each.

Ph. H. Dugro and others paid \$200,000 for two lots on the southeast corner of 5th avenue and 59th street, April 9, 1890, an average of \$100,000 per lot, and \$75,000 for the lot adjoining on the avenue, May 24, 1890.

Wm. Waldorf Astor paid \$390,000 for five lots on the northeast corner of 5th avenue and 59th street, April 2, 1890, an average of \$78,000 each.

Cornelius Vanderbilt and others paid \$480,000 for eight lots on the northeast corner of 5th avenue and 60th street, April 9, 1891, an average of \$60,000 each.

Eldridge T. Gerry paid \$450,000 for six lots on the southeast corner of 5th avenue and 61st street, April 9, 1891, an average of \$75,000 each. Mrs. Gerry subsequently took title to a lot adjoining on the street, May 26, 1891, at \$40,000.

The St. Luke's Hospital lots are, if anything, choicer than any of the above lots, with the exception of those purchased by Wm. H. Vanderbilt, and on which he built the residences of his two daughters now on the site. All the other sales, also, are on the easterly side of the avenue, and on 5th avenue it is no exception to the general rule that the West Side is more valuable than the East Side.

Trans-Harlem Electric Surface Roads.

Workmen are busy on the foundations for the poles to hold the trolley wires for the new electric surface roads in the 23d and 24th Wards. Work is progressing on Westchester avenue, from 3d avenue and thence in a northeasterly direction, and on 138th street, from 3d avenue to Port Morris avenue.

CHICAGO.

The statement of a veracious Western "boomer" that his town grew so fast that he lost his way home one night from a neighboring drug store is perhaps truer of Chicago than of any other large city on the continent. The New York builder has impressed his existence conspicuously enough on his city, but the Chicagoan has a capacity for covering ground quite unknown in the East. The fact is, Chicago has grown a long way beyond the knowledge of any one whose last acquaintance with it dates ten or even seven or six years back. Within that short space of time the place has advanced, in some respects, to the position of the greatest city of the country.

It goes far beyond the conception of the untraveled Gothamite. There are in fact two Chicagos; one, the real, existent, solid hustling, smoky Chicago; the other, the Chicago of the New York myth—a windy Western city, quite non-existent, of large and unstable boundaries running over the country prairie-ways; a loosely-built city where frame buildings straggle out along dreary suburban streets to the circumference; a city at the centre of which may be found its redemption—a few stores, some hotels, and a score or two of "fine residences"—pale, thousand-mile-away reflections of the real New York article. This myth and the many variations and modifications of it is surely the ground-work of the New York superstition that the Columbian Exposition will surely be a failure as a great International show, whatever it may be as a county fair of liberal dimensions. Dare I prophesy, reader, in opposition to your prejudice? At any rate let me say this: If you are busy just now pooh-pooing the idea that Chicago can make the World's Fair a success, and disseminating among your neighbors the weighty opinion that New York would have done the thing in a so much more superior metropolitan way, put your opinions on paper, put them away in an envelope, keep them and bring them with you here in 1893 for verification.

What from drawings and models, and from what can be seen of the buildings now erecting a sufficient idea of what the exterior appearance of the Exposition will be can easily be formed. The exhibition structures are of enormous dimensions grouped picturesquely and promiscuously rather than in relation to one another or with subordination to a systematic plan. The architecture is respectable and adequate, though it offers little I think that is of especial merit or attractiveness. As to the location of the Fair there is nothing available like it in New York. The lake waters wash the shores of Jackson Park as the ocean does Brighton Beach, and the Fair buildings will face them surrounded by lawns, trees, flowers (Chicagoans are very lavish with flowers in public places) and the lagoons. The city here is full of "the Fair." Over everything, the great coming event casts its sh—(nothing of the kind, sir)—its golden light, light with millions in it, from its gilded domes. No single idea of the kind ever dominated a people as this idea of the Fair dominates Chicago. Success! Why, over a million very energetic people have determined that the Exposition shall be a success. The entire West is with them heart and pocket, and before long, as building after building rises on the Lake front, as difficulty after difficulty is conquered, the entire country will fall into line to support the Western metropolis, and I do not think it will become New York or be particularly to her advantage if she does so sulkily or tardily.

But, after all, the greatest part of the Fair will be the city itself. Its streets, boulevards and superb parks, its really vast commercial buildings and its miles and miles of solid, pretty homes—there is absolutely nothing like them, alas! in New York. These will be the chief attractions. Perhaps the first thing—it is so pervasive—that strikes a New Yorker upon entering, or for that matter, approaching Chicago after an absence of a few years is what is locally called the "smoke nuisance." It is every bit as bad as in Pittsburgh or in London. The smoke hangs like a cloud over the city; the soot penetrates everywhere and destroys completely the "new" appearance which all but the very oldest buildings wear in New York. Thus to the eye the city seems to be considerably older than the Eastern metropolis, and the "modernness," the very thing which the visitor most expects is nowhere visible, not even in the newest residential parts. Another effect of this "smoke nuisance" is the impression which it enforces of "industry." One feels instantly that one is in a great manufacturing centre where furnace fires are let to good purpose and the whirl of machinery goes on night and day, counting, perhaps, as is usually the case, for more in the sum of life than it really is, while man counts for less. One has to look around in New York for evidences of the fact that the city is the seat of vast manufactories; in Chicago the fact is one of the most obvious; indeed, it is taken in through the nose.

The next thing, I think, that strikes the returning visitor is that during his absence the streets of the city have acquired that indefinable aspect, that characteristic which belongs to only a few cities on the face of the globe—the metropolitan air. The local and provincial atmosphere is quite gone. One feels directly one touches the streets as the city unfolds itself thoroughfare after thoroughfare, that one is in contact with a vast overmastering activity. The streets in the "business section" are everywhere thronged quite as densely as those of New York are. There is the same bustle, the same hurrying tide of men, the same indifference to the individual. As to the buildings they are on the whole higher, if not larger, than those down town in New York, all of them have been erected since 1882 or 1883; they are all fire-proof, built upon the iron skeleton construction system, and in practically every case they are built of brick or in greater part of brick. Stone is not employed to anything like the extent it is in New York. There are no buildings here similar to the Equitable Building or the ornate stone structures of Wall street. The buildings, too, are very much plainer; indeed most of those erecting to-day are nothing but huge piles of brick thirteen to twenty stories and over in height, marked by window upon window. The facades have scarcely any horizontal sub-division into parts, and vertically there is little more division than what is obtained by the projection of angular bays extending almost from the top story to the ground. The aspect is severely practical

The Rookery, the Owings building and a few other structures are more ornate, but even in these cases there is a restraint in ornamentation which is very far from what one sees in New York. There is a movement on foot here to limit the height of these "sky scrapers." Medical opinion favors it and popular opinion, I fancy, is inclined to run with the doctors, though perhaps "run" is too fast a word for the pace that has been set so far. At present the "movement" is not very energetic and is troubled with its own weight. In time, however, no doubt some restriction will be put on builders' aspirations, when they reach to twenty and thirty stories high.

There are a great many contradictions in Chicago for the New Yorker. He runs against one of them when he leaves the "business section" with its colossi for the residential districts. Unlike New York, these are close at hand. They lie in segments of a circle instead of at the end of a line. Here the dwellings are rarely as high as they are on Manhattan Island. Three stories are the rule, and two stories are commoner than four. Then, too (what a benign mercy), there are, practically speaking, no long rows, no whole blocks of homes by the slice. Every building differeth from its neighbor, declareth positively that it was produced by different hands. In New York, even on the West Side, an architectural idea is seldom less than 100 feet long. Here it seldom runs over 30. Each house stands for itself and—better still—by itself, surrounded by at least a few feet of green lawn. And how agreeable the medley of design and material—brick, red and yellow, granite, brown stone, serpentine, marble, limestone, stucco and painted brick. Romanesque (the favorite style here or at least the widest vogue), Renaissance, Gothic (fearful and wonderful productions sometimes), Queen Anne, old Colonial conglomerates and styles which only the rampant fancy of the inventor could properly name. There is very much good architectural work, however, along these miles and miles of pleasant homelike houses, on the whole much more than in New York. A great deal of it is Romanesque, indeed Chicago is a city of "Romanesqueness" if not Romanesque. The greater number of these houses, especially in the newer and better quarters, are of stone, solid structures with heavy arched and capiteled entrances, towered bays, broad windows and porte cocheres, houses in short that resemble the solitary two on the corners of 108th street and Riverside Drive. I hope by and by to show the readers of THE RECORD AND GUIDE some examples of these dwellings which may be counted literally by the hundred.

By the way, there are scarcely any houses for sale in Chicago. The leading brokers have only a few on their lists, and this state of affairs is very striking to any one fresh from the West Side and Harlem. It seems to me there is a great opportunity here for Eastern capital in the hands of an experienced builder. There is plenty of good lots for sale and still more for lease, for curiously the practice of leasing vacant land for a long term of years is very common here. The sign "For lease for ninety-nine years without revaluation" meets one on every second unoccupied lot, and appears to be quite as frequent as "For Sale." By the way, the average depth of lots here is 125 feet, and flats are few and far between.

Real estate just now is quiet but firm. The "boomers" are leaving the city. When Congress decided that Chicago should have the World's Fair these gentry come here with bands and flying colors by the hundreds—and "boomed" outlying acres beyond the reach of anything legitimate. Acres were taken up and "sub-divided" and were then sold on the installment plan, they say, for fifty cents a week per lot and upwards. The strength of advertising was tested—and broke. The printing presses should have been made of brass. And what promising circulars! Some of them, in more senses than one, lie before me now. Oh! the prospects of these prospectuses. Every word promises gold. But that business is all over now. The sequel is easily told—six hundred "boomers" recently departed from the city.

Real estate in Chicago has got beyond these tricks. One might as well try to "boom" lots on West 72d street. Chicago property is in good hands, men who know its value and demand its legitimate price. As to the real estate agents, their offices are a surprise to the New Yorker. They have offices like bankers, full of clerks, with a constant stream of business.

H. W. D.

WORLD'S FAIR NOTES.

Florida, at its recent World's Fair Convention, decided to raise \$100,000 for its representation at Chicago in 1893.

The Associated Press has applied to the Grounds and Buildings Committee of the Exposition for suitable space, either in the press quarters on the grounds or in a separate building, where its reports can be prepared and dispatched during the Fair. It is certain that the Exposition authorities will provide extensive press and telegraph facilities, but the details are not yet determined.

The Ways and Means Committee has granted W. L. Libby & Son Company, of Toledo, Ohio, a concession for the operation of a big cut-glass factory. The company will invest between \$50,000 and \$75,000 on its plant, which will be located at 59th street, in the Midway Plaisance, on a plot of land 150 by 250.

The magnitude of the building operations now going on at Jackson Park can be surmised from the fact that an average of from thirty-five to forty car-loads of construction material arrives daily. The Exposition buildings are rising with wonderful rapidity.

A mammoth labor congress is to be held in Chicago in 1893, under the auspices of the World's Congress Auxiliary of the World's Columbian Exposition. John Burns and Tom Mann, who led the great London dock strike to a successful issue in 1889, have promised to be present, as have many other prominent labor leaders. Wm. E. Gladstone and Cardinal

Manning have accepted honorary membership, and will submit their views in writing. T. V. Powderly, Carroll D. Wright, and numerous others deeply interested in labor questions, are earnestly supporting the movement.

Transportation rates on articles intended for exhibits at the World's Fair will be the regular tariff rates of the railroads, plus 8 cents per 100 pounds for switching charges at Jackson Park. This will bring the rates from the various Atlantic seaports all the way from 28 to 83 cents per 100 pounds, according to the class of freight in which the goods fall, and the port from which they are shipped. The goods will be returned to starting point free of expense, except for the switching charges at Jackson Park. Of the 8 cents per 100 pounds switching charges, 3 go to the Illinois Central, and 5 to the Exposition Company. Freight charges on exceptionally fine goods, such as statuary, paintings, china, etc., and on horses and other fancy animals, will be somewhat higher than indicated above.

The New Fourth Avenue Bridge.

AN IMPORTANT RUMOR.

THE RECORD AND GUIDE is informed from a most credible source that the New York Central Road authorities have made arrangements with the Lackawanna Steel and Iron Company for the construction of a bridge over the Harlem at 4th avenue, to be 28 feet above the level of high spring tide. The contract, it is presumed, is to be carried out when the Legislature passes a bill to give authority to the New York Central people to build their land approaches on both sides of the Harlem River.

It may be remembered that the officials of the New York Central Road endeavored to pass a bill through the Legislature giving them authority to construct a new bridge over the Harlem to conform with the requirements of the Federal Act which makes it necessary that all bridges over the Harlem at an elevation of less than 24 feet above high spring tide shall be raised to that height. The Road also endeavored to get authority to raise the grade of their road on 4th avenue to meet the increased height of the bridge, commencing at about 125th street on the Manhattan Island side and about one-third to one-half of a mile from the Harlem River on the 23d Ward side. This measure actually passed both Houses of the Legislature in 1890, but did not become a law, owing to the opposition of owners of property on 4th avenue, between 125th street and the Harlem River, who feared that the up-grade approaches would damage the value of their realty.

If the New York Central Road has arranged for the building of the bridge it points to the fact that they anticipate passing their bill during the coming session of the Legislature. The construction of the bridge would be of great advantage to residents both north and south of the Harlem, particularly north of the Harlem, for it would save the delays which now occur through the passage of shipping at the 4th avenue bridge and Harlem River.

F. Loomis, counsel to the New York Central, says that he has not heard of any arrangement having been made such as is outlined above.

An Inspector Exonerated.

Commissioner Platt, of the Department of Buildings for Brooklyn, investigated, on Thursday, the insinuation that Inspector Hugh O'Donnell had received a bribe for permitting a violation of the building laws by Donald C. Ross, a builder. Inspector O'Donnell testified that he had been approached, but refused to be bribed. As no testimony was produced to contradict this statement, but rather confirmed it, the Commissioner promptly exonerated the Inspector.

An Echo of the Morgenthau Sale.

On Thursday evening last the gentlemen composing the syndicate that purchased and so successfully resold the Morton-Bliss property on Washington Heights visited Mr. Henry Morgenthau at his new home, No. 33 West 74th street, and presented him with a handsome service of silver plate in appreciation of his services as chief manager of the sale last May. Among those present were John Whalen, Moses Goldsmith, Simon Adler, Henry S. Herrman, George Lachman and R. C. Dorsett, who made the presentation speech. Mr. Morgenthau responded and the party then sat down to an elaborate supper.

Candidate Wells.

James L. Wells, the real estate broker and auctioneer, who has rendered signal services to the 23d and 24th Wards during his career, has accepted the candidature for the Twenty-fourth Assembly District at the request of friends from all parties. He has been nominated by the Citizens' Local Improvement Party and has been endorsed by the County Democracy, the Republican Party and the People's Municipal League, the latter, in a circular, recommending him particularly. He has also received strong assurances of support from independent Tammanyites and Democrats.

New Incorporation.

The Metropolitan Homestead Investment Company filed a certificate of incorporation in the County Clerk's office on October 20th, for the purpose of purchasing and improving real estate in New York and elsewhere. The capital stock is \$3,000, divided into 120 shares at \$25 each. The names of the directors are Israel Lipoichiz, Louis Solomon, Harris Bobier, Israel Farjeon and Jacob Rosenkranz.

Obituary.

Joseph A. Macdonald, the well-known plumber, was buried last Wednesday from the Fourth Presbyterian Church on West 34th street. The funeral services, which commenced at one o'clock, were attended by members of the Society of Mechanics and Tradesmen and by a committee from the Real Estate Exchange, consisting of R. V. Harnett, S. F.

Jayne, A. M. Cudner, J. H. Woods and W. J. Roome. Mr. Macdonald was a respected member of both these organizations. Mr. Macdonald died at his residence on Sunday last, aged 52 years, after a life spent in the plumbing business, in which he not only achieved success from a commercial point of view but won and retained the respect of those with whom he came in contact as a man of uprightness and fair dealing.

Special Notice.

F. R. Houghton offers for sale the very valuable plot of 102.2x100, on the southwest corner of 72d street and Columbus avenue. The plot is splendidly adapted for a savings bank, dry-goods store, apartment hotel or amusement building. This particular part of 72d street must always remain a most central portion of the West Side, and there is no doubt that the rapid transit road to be built will involve a depot at that street. A real need of the West Side is a large dry-goods emporium, and no better site could be found.

Important to Property-Holders.

BOARD OF ASSESSORS.

OFFICE OF THE BOARD OF ASSESSORS,
No. 27 CHAMBERS STREET,
NEW YORK, Oct. 12, 1891.

Notice is given to the owner or owners, occupant or occupants, of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

- No. 1.—Paving 87th st, from Madison to 5th av, with granite blocks.
 - No. 2.—Paving 80th st, from Amsterdam av to the Boulevard, with granite blocks, and laying crosswalks.
 - No. 3.—Repaving 13th av, from 17th to 18th st (so far as the same is within the limits of grants of land under water), with granite blocks, and laying crosswalks.
 - No. 4.—Flagging, reflagging, curbing and recurbing both sides of 77th st, from Boulevard to West End av.
 - No. 5.—Flagging, reflagging, curbing and recurbing south side of 51st st, from 11th to 12th av.
 - No. 6.—Flagging, reflagging and recurbing both sides of 77th st, from Av A to the East River.
 - No. 7.—Laying crosswalks across 10th av, at the northerly side of 162d st and across 10th av and Avenue St. Nicholas, at the southerly side of 162d st.
 - No. 8.—Laying crosswalks across Amsterdam av, at the northerly side of 155th st and the northerly and southerly sides of 156th, 157th, 158th, 159th and 160th sts.
 - No. 9.—Regulating and grading, setting curb-stones and flagging 111th st, from 8th to Manhattan av.
 - No. 10.—Extension of sewer in 25th st, between East River and 1st av, connecting with present sewer built by Department of Docks.
 - No. 11.—Sewer in 12th av, east side, between 35th and 37th sts, with outlet through pier at 36th st, North River, and connections to present sewers in 36th and 37th sts.
 - No. 12.—Sewer in Park av, east side, between 124th and 125th sts.
 - No. 13.—Alteration and improvement to sewer in Essex st, between Delancey and Broome sts.
 - No. 14.—Sewer in 1st av, between 44th and 45th sts.
 - No. 15.—Alteration and improvement to sewer in 55th st, between 8th and 9th avs.
 - No. 16.—Receiving basin on the northwest corner of 146th st and 8th av.
- [The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—
- No. 1.—Both sides of 87th st, from Madison to 5th av, and to the extent of half the block at the intersecting avs.
 - No. 2.—Both sides of 80th st, from Amsterdam av to the Boulevard, and to the extent of half the block at the intersecting avs.
 - No. 3.—Both sides of 13th av, from 17th to 18th st, and the piers at foot of 17th and 18th sts, North River.
 - No. 4.—South side of 77th st, from Boulevard to West End av.
 - No. 5.—South side of 51st st, from 11th to 12th av.
 - No. 6.—Both sides of 77th st, from Av A to the East River.
 - No. 7.—Farm No. 58, Ward Nos. 34-40, inclusive; also Ward Nos. 57-61, inclusive, and 66-73, inclusive; also Farm No. 31-35, inclusive, and Ward No. 134 and Farm No. 53A, Ward Nos. 32-38, inclusive.
 - No. 8.—Both sides of Amsterdam av, from 155th to 160th st, and to the extent of half the block at the intersecting sts.
 - No. 9.—Both sides of 111th st, from 8th to Manhattan av.
 - No. 10.—East side of 1st av, from 26th to 30th st; west side of 1st av, from 27th st to one-half the distance between 30th and 31st sts; both sides of 2d av, from 27th to 29th st, and east side of 2d av, from 29th st to one-half the distance between 30th and 31st sts; both sides of 30th st, from 1st to 2d av; both sides of 29th st, from 1st to 2d av; south side of 29th st, from 2d to 3d av; both sides of 25th st, from 3d av to the East River; north side of 27th st, from 2d to 1st av, and north side of 26th st, from 1st av to East River.
 - No. 11.—Property bounded by 33d and 39th sts, 10th av and the Hudson River, and east side of 10th av, from 34th to 35th st, both sides of 34th st and south side of 35th st, extending about 325 feet easterly from 10th av.
 - No. 12.—East side of Park av, from 124th to 125th st.
 - No. 13.—Both sides of Essex st, from Broome to Delancey st.
 - No. 14.—Both sides of 1st av, from 44th to 45th st.
 - No. 15.—Both sides of 55th st, from 8th to 9th av.
 - No. 16.—North side of 146th st, from 8th to Bradhurst av.]

All persons whose interests are affected by the above-named assessments,

and who are opposed to the same, or either of them, are requested to present their objections in writing to the Chairman of the Board of Assessors, at their office, No. 27 Chambers street, within thirty days from the date of this notice.

The above-described lists will be transmitted, as provided by law, to the Board of Revision and Correction of Assessment for confirmation on the 13th day of November, 1891.

In the matter of the application of the Board of Street Opening and Improvement, relative to acquiring title (wherever the same has not been heretofore acquired) to Albany road, from Bailey avenue to Van Cortlandt Park, 24th Ward; Willis avenue, from Harlem River to 147th street, 23d Ward, and Boscobel avenue (although not yet named by proper authority), extending from the easterly approach to the bridge over the Harlem River at West 181st street to Jerome avenue, in the 23d and 24th Wards of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road by the Department of Public Parks; also in the matter of the application of the Board of Street Opening and Improvement of the City of New York, for and on behalf of the Mayor, Aldermen and Commonalty of the City of New York, relative to the opening of Avenue B, from 86th street to the marginal street, bulkhead line, Harlem River, in the 12th Ward of the City of New York. The Commissioners of Estimate and Assessment in the above-entitled matters, give notice to all persons interested in these proceedings, and to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, that they have completed their estimate and assessment, and that all persons interested in this proceeding, or in any of the lands affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to office, No. 200 Broadway (fifth floor), on or before the 23d day of November, 1891, and that the said Commissioners will hear parties so objecting within the ten week days next after the said 23d day of November, 1891, and for that purpose will be in attendance at said office on each of said ten days at 1 o'clock P. M.

Notice to Property-Owners.

CITY OF NEW YORK, FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, October 22, 1891.

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 assessment list in the matter of acquiring title to 165th street, from Union avenue to Westchester avenue, which was confirmed by the Supreme Court, June 3, 1891, and entered on the 16th day of October, 1891, in the Record of Titles of Assessments kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 998 of said "New York City Consolidated Act of 1882."

Contractors' Notes.

Estimates for extending the existing pier at the foot of Jane street, North River, to the pier-head line of 1890 will be received by the Board of Commissioners of the Department of Docks, at the office on Pier "A," foot of Battery place, North River, until 1 o'clock P. M. of Thursday, October 29, 1891.

Bids or estimates will be received at the Department of Public Works, No. 31 Chambers street, until 12 o'clock M. on Wednesday, October 23, 1891, for regulating and paving with granite block pavement the roadway of 100th street, from 3d to Lexington avenue; for regulating and paving with granite block pavement the roadway of 101st street, from 3d to Lexington avenue; for regulating and paving with granite block pavement the roadway of 101st street, from 1st to 2d avenue; for regulating and paving with granite block pavement the roadway of 117th street, from Madison to 5th avenue; for regulating and paving with granite block pavement the roadway of 123d street, from Avenue A to Harlem River; for regulating and paving with asphalt pavement, on the present foundation, the carriageway of 12th street, from a line about 98 feet east of 7th avenue, and running easterly about 136 feet, and for flagging and reflagging, curbing and recurling the sidewalks on northeast corner of 5th avenue and 85th street.

Sealed bids or estimates will be received by the Commissioner of Street Improvements of the 23d and 24th Wards, at his office, No. 2622 3d avenue, corner of 141st street, until 3 o'clock P. M., on Friday, October 30, 1891, for regulating, grading, curbing and flagging Juliet street, from Mott to Walton avenue; for regulating, grading, setting curb-stones and laying flag-stones and crosswalks in Burnside avenue, from Sedgwick to Webster avenue; for regulating, grading, setting curb-stones, flagging the sidewalks and laying crosswalks in Teasdale place, from 3d to Trinity avenue; for regulating, grading, setting curb-stones, flagging the sidewalks and laying crosswalks in 146th street, between 3d and Railroad avenue East, and for regulating, grading, setting curb-stones, flagging the sidewalks and laying crosswalks in 152d street, between Courtlandt avenue and the easterly curb-line of Railroad avenue East.

Bids or estimates will be received at the Department of Public Works, No. 31 Chambers street, until 12 o'clock M., on Thursday, November 5, 1891, for regulating and paving with granite block pavement with concrete foundation, the carriageway of 52d street, from the easterly side of 12th avenue to bulkhead line of Hudson River.

The Opinions of Others.

E. P. Steers, President of the Twelfth Ward Bank, in a talk the other day, said: "As a barometer as to the soundness of business in Harlem I think the balances of depositors in bank ought to be an evidence. And if that is true business among Harlemites is good, for both our deposits and balances

are larger than usual. 'As to the talk of overbuilding, I have heard that since I was a boy. They have always talked of there being too many houses and flats in Harlem, but somehow they get tenanted, more or less, for people are moving up our way all the time. I look more cheerfully at the future than many people, and I think that the conditions warrant it.'

J. H. Hunt, of the firm of Hunt & Wendell, in a conversation with the writer, said: "There are more buyers in the market for houses, and especially high-priced houses, than I have seen in several years, and prices are paid that could not have been obtained six months ago. There is also inquiry for building lots by first-class builders, which has not been the case for nearly a year. I think the chances for rapid transit, as well as abundant crops and a rising stock market, have had something to do with the improvement.

C. F. Hoffman, Jr., said: "The real estate market at the present time is very unsatisfactory to me as a broker, but as an owner it is all that I can desire. There is little or nothing in the way of salable down-town property that is upon the market; everyone seems very well satisfied with what they hold and they show no anxiety to sell even at full figures." Apropos of a down-town parcel which was to be offered at auction, Mr. Hoffman said: "The property you refer to is located on a street that is devoted to no particular line of business and I do not care to buy very much in such a street. It has been my experience that an owner who holds property on a street that is mainly occupied by the merchants engaged in one line of business is generally very much better satisfied than the man whose holdings are on a thoroughfare the character of which is not settled. This fact is so well established that on some of the side streets given up almost entirely to one trade the value per front foot of the real estate is greater than the value of property on Broadway. Take Maiden lane, for instance, where I happen to own some property, on that street, between Broadway and Nassau street, occupied, as it is, almost entirely by the jewelers, prices are probably higher than on Broadway, between Maiden lane and John street. This street is a fair example of what I mean when I say that property on a street that is given up to one line of business is, after all, the most satisfactory to hold."

James L. Wells said: "Have you noticed the large increase in the number of women who attend the sales in the Real Estate Exchange? It is not very long ago since the presence of a woman in the Auction Room created quite a sensation. It was so rare an occurrence then that everyone noticed it, but nowadays when nearly every day women attend the sales no one thinks of remarking it. And it is not only that they attend the sales and look on; they purchase nowadays and speculate and generally quite as successfully as men. The dealings of the women I refer to have been confined mainly to North New York, where they have purchased lots and sold at good profits. Miss Murphy is the only woman broker, but she is not by any means the only woman who speculates in real estate."

J. C. R. Eckerson, of Thomas & Eckerson, said: "The surface railroad companies should be compelled, every time they replace worn-out rails, to lay down a rail similar to that used in the construction of the cable road on Broadway. Those who drive considerably in New York have already found out what a comfort it is to drive on Broadway compared with what it used to be, not to speak of the danger avoided of broken wheels, etc. It is estimated that a surface road is relaid every five to ten years, and if the improved rail were enforced we would at least have the streets in fair condition in a decade or less. All new surface roads built should also have a rail similar to that of the Broadway cable."

Geo. M. Huss, the architect whose plans were among the four selected for the Cathedral, speaks in high praise of *The Architectural Record*. "I am glad that you have had the independence and courage to criticize peculiar architecture such as that of the Edison Building. Such articles will do good to the profession and will make men careful as to what plans they draw in future. The tone of the magazine is good. The articles show an improvement in the quality of criticism. Any one may criticize, and we have too much of criticism to fill space. The writers in your magazine show quality not quantity, and the illustrations are excellent and very useful to members of our profession. I wish also to express my belief that the criticisms of New York architecture which have appeared in THE RECORD AND GUIDE since 1883 have done very much to improve the standard of designs planned during the last six or seven years. We may not all have agreed with all the criticisms made, but they have more or less been well taken."

Fine Printing of All Kinds.

There has recently been added to THE RECORD AND GUIDE newspaper plant a complete Book and Job outfit, and we are now prepared to estimate for and execute all orders. Commercial, Real Estate and Architectural Printing of a high order, promptly delivered, will be a feature of this department. A postal card addressed to THE RECORD AND GUIDE Press, No. 14 Barclay street, or Nos. 14 to 16 Vesey street, will insure the attendance of a competent representative to give estimates, etc. Orders by mail will receive the same attention as if given personally.

Strong, neat binders, especially made for THE RECORD AND GUIDE, can be obtained at this office. Those of our subscribers who wish to keep a file of the numbers in a compact form and in regular sequence, can have the binder delivered at their office on receipt of order by postal card. Price at office, \$1.00, by mail, \$1.10.

The exhibition of architectural drawings is now open in the exposition rooms of THE RECORD AND GUIDE, at Nos. 14 to 16 Vesey street, to which the public are cordially invited, free of charge. This display of drawings is one of the finest that has ever been made in New York City. It contains about three hundred works from the boards of the leading architects. Among the perspectives of more than ordinary interest are those of the several large hotels now building in this city, and the designs submitted in competition for the new cathedral of St. John's. No one who wishes to study the principal recent architectural works in the metropolis and the contiguous suburban district should fail to pay a visit to the exposition.

Newark News.

The following plans have been filed with the Superintendent of Buildings during the past week: Wm S. Brown, 2-sty fr addition dwg, 10x27, 123 Adams st; W. F. Taylor, 1-sty fr extension, 12x14, 82 Webster st; Henry Schaeffer, 3-sty fr dwg, 22x42, 150 Van Buren st; W. C. Hadley, 2-sty fr dwg, 19x38, 81 North 11th st; L. B. Heath, two 2-sty fr dwgs, 15x30, 33 Goble st; H. M. Van Sant, 1½-sty fr barn, 14x22, 329 7th st; A. Schaeffer, 2-sty fr factory, 22x18, 57 and 59 Bergen st; Saml. F. Bailey, 2½-sty fr dwg, 28x44, 18 Mt. Prospect pl; Wm H. Axt, 4-sty brk store and warerooms, 25x50, 75 Springfield av; Gerger Bros., 4-sty brk store and warerooms, 25x46, extension 19x24, 77 Springfield av; Paul W. Roder, 4-sty brk dwg, 30x52, 21 West st; Newark Turn Verein, 4-sty brk school and gymnasium, 30x60, extension 57x80, 186 and 188 Willam st; John Merz, 4-sty fr dwg, 25x50, Spruce, cor Prince st; Elizabeth Devlug, 2-sty fr dwg, 27x32, 8.9 Parker st; Joseph Gaunt, 2-sty fr dwg, 18x32, 259 Sussex av; J. Jigaro, 1-sty fr hall, 22x40, 699 Bergen st; Terence Reilly, 3-sty fr dwg, 22x40, 25 Norfolk st; Trivitt & Waters, 3-sty fr dwg, 27x55, cor Norfolk and Bond sts; Board of Education, 3-sty brk public school, 57x59, 248-212 Warren st; H. Goble, 1-sty fr store, 20x 8, 298 N. J. R. av; Newark Sanitary and Mfg. Co., 2-sty fr stable, 30x30, Roseville av; Board of Freeholders, 1-sty fr boiler house of jail, 30x31, rear 106 Newark st; Board of Education, 3-sty brk public school, 60x30, 44 and 46 Ann st; Board of Education, 3-sty brk public school, 50x70, 13th av and Richmond st; James Perry, 2-sty brk drying room, 40x36, 3.0 Norfolk st; C. J. Byles, 2-sty fr dwg, 24x3, 239 Gar-side st; Abraham Jenkinson, 3-sty fr dwg, 20x43, 33 Howard st; J. S. Mundy, 4-sty brk factory, 32x11.5, 21 and 23 Prospect st; Gregor Armbruster, 2-sty fr dwg, 36x24, 446 South 19th st; H. F. Osborne, 1-sty fr express office, 36x42, Marshall st; Mark S. Clark, 2½-sty fr dwg, 20x43, 399 Washington av; John Bounet, 3-sty brk dwg, 19x33, 178 Newton st; E. J. Anderson, 2-sty fr dwg, 26x28, Riverside av; Chester R. White, 1-sty fr wagon house, 11x21, 570 Orange st; George M. White, 2-sty fr dwg, 18x26, 6th st; Alfonso Del Guercio, 4-sty fr dwg, 30x52, 105 7th av; George Leith, 2½-sty fr dwg, 20x28, 819 Parker st; Timothy A. Curtis, 3-sty fr dwg, 21x32, 220 Clifton av; Maas & Waldstein, 1-sty brk factory, 72x20, Riverside av; Arthur Haslam, Jr., 2-sty fr dwg, 22x14, 95 Summer av.

THE WEST SIDE INDEX.

All persons interested in West Side real estate should possess an Index of Ten Years' Conveyances affecting property between the north side of 59th and south side of 125th streets, from west side 8th avenue to Hudson River. This Index is published by THE RECORD AND GUIDE, and the period covered is the ten years prior to June 30th, 1884, to which has been added a list of the conveyances up to January 1st, 1885. Every transfer of real estate in that section, made between those years, is recorded in the Index, with a description of the property, the price paid for it, the liber and page in which the conveyances are recorded in the Register's Office, and the name of the seller and the purchaser. The volume is of the utmost value to conveyancers, lawyers, real estate brokers, agents and dealers in real estate generally, and we will supply the Index to our readers, if ordered before January 1st next, at the reduced price of \$5.

Real Estate Department.

The past week in real estate circles has shown no improvement over its predecessor in the matter of business done. The market is remarkably dull for this season of the year and the fact that Election Day is drawing near does not by any means satisfactorily explain it. During the corresponding weeks last year and the year before fully twice as much business was done as has been accomplished during the past week, and even then the brokers complained. But this year the record for an almost stagnant market is surpassed; little or nothing is being done. In many of the brokers' offices matters are fully as quiet as they are during mid-summer, and even the busiest offices at the present time do not come up to their records for previous years. This dullness is explained by the firm, high prices that resist every attack that is made upon them. As we remarked last week, prices are now and for a year past have been too high and until they come down to their true level there can be no activity. A large owner this week placed, with several brokers, a piece of business property in only a fair renting district that does not yield 5 per cent. gross on his asking price, and he is confident, he says, that he will get his figure. This owner is a type of many

who are offering and expecting to sell property on these same terms, and yet as buyers they are standing out for the largest possible percentage on their investments. With this extraordinary state of affairs it is small wonder that the real estate market is dull—it could not be otherwise, and the sooner present holders of real estate realize this the sooner will there be a change for the better. A large real estate dealer of experience, who at the present time holds too much property to have any object in talking down the market, said this week that he intended to unload as fast as possible. In his opinion the wisest course for owners who are not investors to pursue is to sell out their real estate for the best price now obtainable, for within the next eighteen or twenty months, he says, prices are bound to come down far below what owners now believe possible. It may be just as well for holders of real estate who are in the market to sell to at once realize the truth contained in the above warning. It is easier for them and much more satisfactory all round to make slight concessions now than to wait until they are forced to make large advances to unwilling buyers, and this is not at all unlikely if the tension under which the market labors at present continues. Unless sellers will consent to make concessions they must be content to have the market remain just as quiet as it is now, for in their present mood would-be buyers are not disposed to advance a step. And if this dullness continues in consequence of the high prices the market may take a sudden turn and right itself at the expense of the present holders, and perhaps very much to their surprise. Added to this now rather old difficulty of high prices is a newer and less important, because only temporary one, and that is the scarcity of money. The money will of course come back to New York in the spring; but in the meantime the temporary scarcity of it in the business centres is a factor in the quiet of the real estate market.

The only special sign which it is worth while calling attention to is the investment movement on Washington Heights. Lately several large capitalists connected with the great trusts have acquired property in the upper part of the 12th Ward, and they are not through yet. Last week Wm. F. Havemeyer, of the sugar trust, bought a large tract on upper Kingsbridge road, and another capitalist, whose name has been zealously kept secret, acquired a plot of lots not far from that thoroughfare. In addition to these purchases reported last week our readers will recall the purchases by officials of the Standard Oil Company earlier in the year on Kingsbridge road and adjoining streets. Several transactions in this same vicinity are even now under way, and if all goes well we may have the satisfaction of reporting some of them in the near future. The point to be kept in mind is that these rich men who are buying up this property are not purchasing with the idea of making a quick and profitable turn, but rather with an eye to holding it for ten or fifteen years, when New York's remarkable march of improvement shall have reached this at present inaccessible region.

This has been a very disappointing week in the Auction Room. The list of offerings was more attractive than it has been for some time, and this fact encouraged the hope that some business would be transacted on the Exchange floor, even if nothing was done at private contract. The week has closed, and there is very little to show as the result of the auctioneers' hard work. It is true that on several days the Auction Room presented that crowded appearance that is only to be seen when the season is at its height, or when some valuable property is offered, but that is about all the satisfaction that a constant attendant at the daily sales has had for his trouble. The sales themselves have been in the main very discouraging. They have developed nothing, and have simply emphasized the indifference of buyers and the unyielding firmness of present holders. All over the city, parcels voluntarily offered have been bid in by the owners or withdrawn from sale. While on the other side, outside of the legal sales, there are only a few parcels that sold, and these at only fair prices. The week opened badly with two rather unfortunate events. On Monday, when an attempt was made to sell a large plot (Astor leasehold) on West 13th and Hudson streets and 9th avenue there was so little demand for the property that it was withdrawn without a single bid having been made for it. On the same day, though from a different cause, the North New York section received a setback. James L. Wells had advertised that he would sell 153 lots on Kingsbridge Heights and a large crowd of anxious buyers was present. Mr. Wells made the statement that the contractors who were grading and making the streets had disappointed the owners and that many of the lots were therefore not in good enough condition to be put upon the market. The sale of the ungraded lots was, therefore, postponed and the auctioneer proceeded to sell about thirty five lots upon which the contractors have finished work. The prices, so far as they went, were good, and the spirit of the bidding warrants the belief that the other lots would have been sold had they been offered. The down-town property offered met with a rather discouraging reception. The plot on 4th street, running from Grove to Christopher street and covered by seven-story brick flats was withdrawn because the bidders did not come forward, and while the adjoining lot in the rear No. 70 Christopher and 67 Grove street, with the five-story flat thereon, sold for \$36,750, the third parcel in this lot, No. 72 Christopher and 65 Grove street, had also to be withdrawn. Following in the wake of this failure came that of the executors of the Ferrigan estate, when they offered the celebrated "Cobweb Hall," No. 80 Duane street. When this property was offered there was a large crowd of prominent real estate men present, and yet the only bid that was made, \$61,000, was offered by a representative of the estate, Peter J. McCoy. The Riverside Drive lots, in the sale of which so much interest it was expected would develop, were not marked successes. The lot on the Drive just north of 14th street was greeted with a first bid of \$10,000, and knocked down to a representative of the owner for \$13,500, while further up the two lots with the two-story stable on the rear, north of 122d street, were sold for \$20,800. The legal sales of the week present no special features worthy of remark. Out of the foreclosure sales which took place there was only one case and that on West 133d street west of 8th avenue, where the amount due exceeded the selling price.

NEXT WEEK'S OFFERINGS.

The list of parcels to be offered at auction next week is neither a long nor imposing one. It includes no properties of great importance, and but few that are of more than ordinary interest, so that the Auction Room next week will not amount to much as a factor in the week's activity. Among the parcels that will probably have the greatest attractions for real estate men generally are No. 259 Canal street, near Broadway, which Auctioneer R. V. Harnett will offer on Tuesday; Nos. 246, 248 261 4th avenue, which Jas. L. Wells will offer on Wednesday, and Nos. 459 and 461 3d avenue, which Thomas C. Smith advertises that he will sell. In the way of suburban offerings, A. H. Muller & Son announce ninety lots in the 2d Ward, Yonkers, to be sold on Tuesday.

On Tuesday, October 27th, John F. B. Smyth will sell the two-story brick and frame dwelling No. 290 West 52d street, Brooklyn; the two lots on the west side of 8th avenue, 24.11 north of 154th street; two lots on the south side of 63d street, 150 feet east of West End avenue; and a lot at No. 1713 Sedgwick avenue, three minutes from the Morris Heights Station.

On Tuesday, October 27th, Richard V. Harnett & Co. will sell the three-story brick dwelling, No. 411 East 123d street, and the six-story and basement marble store, No. 29 Canal street.

On Tuesday, October 27th, Adrian H. Muller & Son will sell by order of James Condie, trustee, ninety desirable lots on Elm, Chestnut, Beach Oak and Linden avenues, in the 2d Ward of the City of Yonkers. This is known as the D. C. Newell property. Sixty per cent of the purchase money can remain on bond and mortgage at 5 per cent.

On Wednesday, October 28th, Adrian H. Muller & Son will sell by order of the executors of the estate of Jeremiah P. Robinson, deceased, the four-story brown stone mansion, on lot 34x200, No. 6 Montague terrace, Brooklyn Heights. This dwelling overlooks the Wall Street Ferry and has a desirable view of New York Harbor.

On Wednesday, October 28th, Richard V. Harnett & Co. will sell the two five-story brown stone apartment houses, Nos. 114 and 116 West 104th street, and the two five-story brick apartment houses, Nos. 302 and 304 West 129th street.

On Thursday, October 29th, Richard V. Harnett & Co. will sell the five-story brick tenement, No. 423 West 26th street; the two five-story brown stone flats, Nos. 2146 and 2148 7th avenue; the six three-story brown stone dwellings, Nos. 107 to 117 West 73d street, and the brown stone dwellings on the northwest corner of Lexington avenue and 14th street.

On Thursday, October 29th, Smyth & Ryan will sell the five-story brick flat on the southeast corner of Willis avenue and 146th street.

On Thursday, October 29th, John F. B. Smyth will sell the five-story brick flat (leasehold), No. 532 West 29th street.

On Friday, October 30th, John F. B. Smyth will sell the three-story brick house No. 22 East 130th street.

On Wednesday, November 11th, John F. B. Smyth will sell the five-story flat at No. 173 West 64th street, the brick tenements at Nos. 1842 to 1850 2d avenue, and seven lots on 96th street, east of 2d avenue.

CONVEYANCES.

	1890.	1891.
	Oct. 17 to 23 inc.	Oct. 16 to 22 inc.
Number.....	190	179
Amount involved..	\$2,460,566	\$3,324,373
Number nominal.....	54	54
Number 23d and 24th Wards.....	43	51
Amount involved.....	\$128,025	\$87,390
Number nominal.....	10	11

MORTGAGES.

	1890.	1891.
Number.....	243	223
Amount involved.....	\$2,782,801	\$3,085,406
Number at 5% or less.....	110	109
Amount involved.....	\$1,407,070	\$1,668,020
Number at less than 5 per cent.....	19	14
Amount involved.....	\$476,500	\$167,000
Number to Banks, Trust and Ins. Cos.....	57	46
Amount involved.....	\$1,025,900	\$1,495,174

PROJECTED BUILDINGS.

	1890.	1891.
	Oct. 18 to 24 inc.	Oct. 17 to 23 inc.
Number of buildings.....	142	44
Estimated cost.....	\$1,720,495	\$499,075

Gossip of the Week.

SOUTH OF 59TH STREET.

Julius Friend has sold for William T. Lee to Daniel Rosenbaum the old buildings known as Nos. 137 and 139 Wooster street, size 50x100, on private terms for improvement.

Mrs. Frances E. Ogden has sold the four-story brown stone front dwelling, on lot 24.8x80, No. 74 Park avenue, for \$70,000. The purchaser is reported to be Mrs. C. D. Jones. Mrs. Ogden purchased this house in 1884 for \$58,000.

P. C. Eckhardt has sold for Lowen & Halliday to Dr. Daniel Galvan the two five-story three-family apartment houses, Nos. 154 and 156 West 35th street, for \$90,000.

John F. B. Smyth has sold at private contract the following houses which failed to sell when offered at auction: No. 40 West 29th street, a five-story and basement brick house with a four-story brick building on the rear of the lot, which was 20.6 x 98.9, for Dr. John Friedrich to Wm. Sperr, Jr., on private terms; No. 322 East 35th street, a five-story brick and stone tenement, on lot 25x100, for Robert K. Downey to James E. Dougherty, on private terms; and No. 153 West 53d street, a three-story and basement brown stone dwelling for George MacIntosh to a colored organization, of which V. C. Murray is the treasurer, also on private terms.

The estate of Dr. Bayard has sold to Dr. J. J. Hanna, No. 8 West 40th street, a four-story, high stoop, brown stone dwelling, 19.6x70x100, for \$50,000. Brokers, John N. Golding and Charles S. Brown.

Alfred H. Tompkins has sold for Elmira D. Rapp the three-story and basement brick building, 20x50x100, No. 213 East 55th street, to Hiram Slocum for \$16,000.

Ascher Weinstein has purchased from Henry T. Cutter No. 75 West 45th street, a four-story brown stone dwelling, 20x60x100.5, on private terms, and from Wm. J. McRae No. 350 West 32d street, a four-story and basement brown stone dwelling, 19x55x98.9, also on private terms.

L. Froelich has sold for Mrs. McCabe No. 736 Lexington avenue, between 53th and 59th streets, a four-story stone front dwelling, on lot 20x75, for \$23,000.

Etheluda V. Allen has sold to Charles Broadway Roush the four-story brown stone front dwelling (Columbia College leasehold), No. 632 5th avenue, on private terms.

E. H. Ludlow & Co. have sold for Charles Miller to A. Lanfer Norrie, No. 26 West 44th street, a three-story private stable on a full lot, on private terms.

Celia B. Norton, executrix, has sold to a Mr. Meyer, No. 233 West 14th street, a four-story brown stone, high stoop dwelling, for about \$26,250.

Ascher Weinstein has purchased from the executors of the estate of Elizabeth Hodge, No. 28 Henry street, a four-story and basement brick dwelling, 25x60x100, on private terms.

NORTH OF 59TH STREET.

John G. Prague, it is reported, has sold the "Brockholst" apartment hotel, on the northwest corner of Columbus avenue and 85th street, for about \$472,000. The hotel is six stories in height, and it has a front of Tiffany brick and brown stone. It covers a plot that fronts 102.2 on the avenue by about 1.5 feet on 8th street. The ground floor on the avenue front is occupied by stores. Mr. Prague could not be seen yesterday in relation to the report, and his attorney, Mr. Comstock, of Adams & Comstock, would only say that admitting that the story was true he had no authority to give any information in regard to the private affairs of his client. It was reported that the sale was not entirely for cash, but that Mr. Prague had taken in exchange some other property, the location of which could not be ascertained.

Charles E. Schuyler has sold for Charles Buck to the devisees of Benjamin F. Romaine the six-story buff brick and brown stone front flat with stores, known as the "Westport," on the southeast corner of Columbus avenue and 73d street, size 50x90x100, and the six-story brick and stone front flat, known as the "Greenfield," on 73d street, adjoining the above, to the same purchasers, on private terms. The same broker has sold for Van Wageningen & Card to A. Loissette No. 316 West 70th street, a three-story brick and stone stable, 25x90x100, on private terms.

John R. Foley & Son have sold, through the Real Estate Loan and Trust Company, for E. H. Van Ingen, Nos. 525, 527 and 529 West 125th street, three five-story brick and brown stone flats, each 25x75x99.11, for \$80,000, and a lot 2x110.8, on the north side of 89th street, west of Central Park West, for \$15,000, and one on the south side of 90th street, 25x100.8, west of Central Park West, also for \$15,000.

Hall J. How & Co. have sold for the Schreimer estate to J. Allen Townsend five lots on the north side of 13d street, 180 feet west of Park avenue, on private terms.

Lewis Z. Bach has sold to Thomas J. McLaughlin, for improvement, the four lots on the south side of 103d street, 100 feet west of 3d avenue, for \$30,000; and to Frederick Braender, also for improvement, the four lots adjoining the above, for \$35,500. Mr. Bach has also sold to J. J. Reilly two lots on the north side of 102d street, 102 feet west of 3d avenue, for \$11,500.

F. A. Condit has sold for Frank W. Wilman, of Pelhamville, New York, to Francis Skiddy Maloen No. 314 West 89th street for \$23,500.

L. Froelich has sold for Mrs. Aron No. 146 East 65th street, a three-story brown stone dwelling, on lot 20x100, for \$18,500.

George W. Ruddell has sold another four-story brown stone dwelling on the north side of 70th street, near Central Park West. This leaves Mr. Ruddell only one house out of an uncompleted row of five. The buyer is Redcliffe Baldwin and the house No. 65.

Lewis Z. Bach has sold to Wm. S. Patton the lot on the north side of 89th street, 100 feet west of Central Park West, for \$11,000.

John S. Scott has purchased from J. Allen Townsend the five lots on the north side of 103d street, 180 feet west of Park avenue, for improvement. Brokers, Hall J. How & Co.

LEASES.

E. H. Ludlow & Co. have leased the four-story unfurnished dwelling, No. 50 West 51st street; they have also rented the four-story dwelling, furnished, No. 547 5th avenue, to W. Watts Sherman, on private terms.

Chas. E. Schuyler has leased for G. L. Schuyler to Mrs. J. M. Stamm, of Brooklyn, No. 133 East 60th street, a four-story dwelling, 21x58x100, for three years at \$1,600 per annum.

Brooklyn.

Alfred H. Tompkins has sold for Otto Childs, of New York, the block bounded by New Lots road, Stone, Christopher, and Lott avenues; also the plot on the north side of Lott avenue, running 140 feet north on Stone avenue and 140 feet north on Christopher avenue, in the 26th Ward, Brooklyn, to S. P. Sturges, of New York. Mr. Sturges gives in exchange the four flat houses, Nos. 15, 17, 19 and 21 Truiston street, and the three dwellings, Nos. 31, 33 and 35 Ganther place, Brooklyn.

Corwita Bros. have sold the three-story and basement frame dwelling, 22x41, on lot 25x100, No. 70 Oakland street, for John C. Bremer to Susan Smith for \$4,700.

J. P. Sioane has sold the two-story flat house, 22x36, with extension 14x18, lot 25x100, No. 90 Oakland street, for the Ciebulsky estate for \$4,500.

Out of Town.

NEWTOWN, L. I.—Walter H. Sherwood has sold to Mayor Patrick J. Gleason, of Long Island City, 1,063 lots for \$82,500. Broker, S. E. Renner.

WELLS HAWKEN, N. J.—S. E. Renner has sold for Florida W. De Groff to J. G. Gerber, of New York, the Schmitt estate of over eight acres at this place for \$50,000.

CONVEYANCES.

	1890.	1891.
	Oct. 16 to 23 inc.	Oct. 15 to 21 inc.
Number.....	364	378
Amount involved.....	\$1,347,291	\$1,861,964
Number nominal.....	82	103

MORTGAGES.

	1890.	1891.
Number.....	18	322
Amount involved.....	\$1,033,936	\$1,262,298
Number at 5 per cent. or less.....	191	151
Amount involved.....	\$720,465	\$651,800

PROJECTED BUILDINGS.

	1890.	1891.
	Oct. 17 to 23 inc.	Oct. 16 to 22 inc.
Number of buildings.....	113	87
Estimated cost.....	\$437,140	\$431,700

Out Among the Builders.

If those of our readers who are interested in the news items of this department have followed the filings of the past few weeks at the Building Department they will not need to be told that the gathering of facts and figures for this column has been much like trying to find "flgs on thistles." Not since 1884 have the filings for new work in the month of September been so few and unimportant as this year. Among architects generally very little is being talked of for immediate development, though the feeling is confident for plenty of important work after the holidays. It is a significant fact that many good draftsmen are out of work, having been "laid off" by those in charge of the offices of some of the leading firms in the profession. Much new work is in prospect and talked of, both for New York and Brooklyn; but at the moment matters with the architects is seemingly at a standstill and, so far as we can learn, likely to remain so for the next two months. The reasons for this are variously stated. None of them, however, seem to be sufficiently broad to carry the weight imposed upon them. It is said that the building material trade is not extending the same line of credit as formerly, and that in consequence the Building Loan associations are not supporting speculative ventures. This goes for so much, but is not all sufficient for the cessation of building operations, which is very general and by no means confined to the speculative class. The hope which is abroad for better things seems to be well born. We trust it may be fully and speedily realized, not only for the satisfaction of architects themselves, but for the sake of all who are concerned directly and indirectly in the building operations of the city.

Graul & Frohm have plans under way for a seven-story stone and terra cotta piano factories with show-rooms in first and second stories. The building will have a frontage on 2d avenue of 25 feet, and on 23d street of 50 feet. It will have metal ceilings throughout, two elevators, and be finished in hardwoods through the first two stories. Kranich & Bach are the owners, and the cost is estimated at \$100,000.

O. Wirz has plan under way for four five-story brick, stone and terra cotta flats to be built in Avenue B at the northeast corner of 88th street. The corner building will be 25x92 in size and the remaining three 25x70 each with extensions. Geo. G. Bauzer is the owner and the cost has been estimated at \$60,000.

Schneider & Herter have plans on the boards for a six-story brick, stone and terra cotta flat, to be built at Nos. 183 and 188 Delancey street, on plot 43.4x86.9. The building will have fire-proof stairs throughout and is to cost the owner, Chas. Ruff, \$45,000.

Wm. F. Lennon will build at Nos. 95-99 Mangin street a six-story brick and stone building, 65.9x100 to be arranged for stable and manufacturing purposes. The building is estimated to cost \$40,000.

Charles Rentz has plans on the boards for a five-story and basement brick, stone and terra cotta flat, 25x99, to be built at No. 29 Market street at a cost of \$24,000. Fay and Stacom are the owners. Also for the same owners at No. 111 Henry street, a similar flat, 25x88.6 in size, to cost \$22,000.

John S. Hawley will build at No. 80 West 71st street a brick and stone residence, 25x57 in size. J. R. Thomas is the architect.

Plans were filed some months ago for altering No. 118 West 23d street, so as to convert the first two stories and basement into business rooms, and the floors above into apartments. The work was not undertaken at the time, but is now to be proceeded with at a cost of \$14,000. The Excelsior Savings Bank has vacated the first floor which it occupied in this house. D. & J. Jardine are the architects. The latter also have plans for several alterations and additions to the building of the Little Sisters of the Poor on 70th street, near — avenue.

Daniel Rosenbaum will improve the plot, 50x100, Nos. 137 and 139 Wooster street, with a six-story brick store. The architect and builder has not as yet been selected.

Thos. J. McLaughlin will build four five-story brick and stone flats on the south side of 103d street, 100 feet west of 3d avenue.

J. J. Reilly will improve the two lots on the north side of 102d street, 102 feet west of 3d avenue, by the erection of five-story flats.

Frederick Braender intends to build four five-story brick and stone flats on the south side of 103d street, 200 feet west of 3d avenue.

W. H. Hume, the architect for the New Netherlands Hotel, in 5th avenue has contracts ready for signing as follows: For the mason-work, by Brown & Co., of Newark; for the stone-work, by Whalen & Mahoney Bros., and for the iron-work, by the Jackson Architectural Works. Contracts are not yet let for the electric lighting or the marble and onyx to be used in this building. The specifications call for American and African marble and for Mexican onyx. The details have not been fully determined upon as to these decorative materials and the matter of lighting will be put off to the utmost limit of time in order to take advantage of the very latest improvements which may come into the market. Mr. Hume has also let the contracts as given below for the \$250,000 building at Pearl and William streets. The Jackson Architectural Works will supply the iron-work and Moran & Armstrong are the masons. The carpenter work is not yet determined.

Out of Town.

WEST BROOKLYN, N. Y.—P. F. Higgs has completed plans for a two-story frame Colonial cottage, 29x41, to be built for G. A. Helm at a cost of \$5,000.

RIDGEWOOD, N. J.—H. McG. Davis has drawn plans for a two-story and attic frame cottage, 29x32, to cost about \$3,300.

HACKENSACK, N. J.—Fred. P. Washburn intends to build a two-and-a-half-story villa, to cost about \$6,000, from plans by E. T. Hapgood, of New York.

WANTS AND OFFERS.

(Advertisements strictly in accordance with this title will be inserted at the practically nominal rate of 10 CENTS per line (agate). In figuring for themselves advertisers may count seven words for each line, the address to be taken as one line. The object of this department is to bring buyers and sellers into communication with customers. Advertisements must be marked "Wants and Offers Column," and sent to the office of publication, Nos. 14 and 16 Vesey Street, not later than 3 P. M. Friday.)

WANTS.

WE WILL EXCHANGE the following uptown vacant Property for downtown Improved property:
SEVEN LOTS CORNER MADISON AV. AND 98TH ST.; EQUITY \$55,000.
FIVE LOTS CORNER 104TH ST. AND AMSTERDAM AV.; EQUITY \$32,000.
NINE LOTS, LENOX AV., 137TH ST., CORNER; EQUITY \$95,000.
28 lots, entire block, near 135th st., Eighth avenue "L" station, including front on 8th av.; equity \$157,500. MAINHART & LOWE, 258 West 125th.

WANTED.—By experienced young man, aged 28, interest in established real estate and fire insurance office, or would like to meet experienced man to form partnership. Address, stating location, terms, particulars: GEORGE, RECORD AND GUIDE.

FLATS—Experienced man, now in full charge of large steam heated property, wants to make a change; specialties, renting, collecting and saving expenses; best references. Address, SUPERINTENDENT OF FLATS, Box 145 Herald Uptown.

WANTED—A lake and land surrounding same within five hours of New York. H. F. SCHELLHASS, 171 Broadway.

WILL EXCHANGE TWO BEAUTIFUL FOUR-story west side 20 foot houses for a nearby Country Place to build cottages. CONdit, 1179 Broadway.

WANTED—Dwelling, 25 or more feet front, 98th to 68th st, Madison to 6th av. H. F. SCHELLHASS, 171 Broadway.

WANTED.—Country residence, within two hours of New York, overlooking water; farm, with 30 to 100 acres, on Long Island Sound preferred. Address, CHAS. HERBERT, P. O. box 1,822, New York.

WANTS.

Real Estate Wanted.

WANTED—Farm of 100 acres or less in Westchester county not further north than White Plains; price \$5,000. Address, FARM, RECORD AND GUIDE.

OFFERS.

Dwellings and Flats.

A SINGLE FLAT HOUSE on East 108th st.; rents for \$1,104 per annum; price, \$12,000. Private house on East 54th st.; price, \$14,000. Tenement on Sullivan st.; rents for \$3,100; price, \$31,500. HIRAM MERRITT, 53 3d av.

460 WEST 152D ST.—Elegant 2-story and basement brick residence; finest st.; sanitary plumbing; hardwood; \$5,000 cash. Apply at 456.

\$3,500 CASH, \$16,500 mortgage, will buy No. 42 West 130th st.; a four-story, high stoop, brown stone dwelling, elegantly decorated and in good order, 20x50x100. MAINHART & LOWE, 258 West 125th st.

BARGAIN.—320 West 89th st.; four stories, 21 ft, box stoop; \$32,000; easy terms; exchange entertained; examine and interview. CONdit, 1179 Broadway.

LEASEHOLD—FOR SALE.—23d st., between 10th and 11th avs., four city lots, 50 feet frontage on 23d st., running through to 23d st. Inquire at office, corner 11th av. and 23d st., or of Oct 17-1 aw-4w GEO. G. FARNHAM, 65 Broadway.

FOR SALE.—2443 8th av and 210 and 212 West 108th st.; commission allowed brokers. Apply at Aug. 29-uf. Room 19, 153 Broadway.

OFFERS.

FOR SALE.—Five new first-class four-story and basement private dwellings, Nos. 109, 113 and 119 East 45th st., and Nos. 462 and 464 Lexington av.; all leased to desirable tenants or can arrange to give possession to some of them if desired. For further particulars apply to THE C. GRAHAM & SONS CO., 309 East 43d st. Sept 19-1aw8w.

A—At reasonable prices and easy terms, three and four-story residences, with three-story extensions; all improvements. Call and examine or inquire of the owner and builder, on the premises. S. O. WRIGHT, 128 West 121st st., open daily. Oct. 3 uf.

FOR SALE.—Six new cabinet-trimmed three-story and basement brown stone private dwellings, Nos. 142-142 West 123d st.; prices reasonable and brokers commissions allowed. For further particulars apply at office of FRED'K. M. LITTLEFIELD, 156 Broadway. Aug. 29-uf.

FOR SALE.—2443 8th av.; 26.31x109; easy terms; commission allowed brokers; apply at Mar. 28-uf. ROOM 19, 153 Broadway.

FOR SALE.—210 and 212 West 105th st.; five-story apartments; each, 25x89x109; decorated and carpeted; apply at Mar. 28-uf. ROOM 19, 153 Broadway.

Improved Property.

FOR SALE.—Valuable business property in Liberty st., fully rented; selling price guarantees good present paying investment, and location insures increasing value. For terms and particulars apply to MURPHEY & METCALF, Attorneys, 15 Wall st.

TO LET.—Building, 625 and 627 East 15th st., four-story brick; very strongly built; very low rent; including boiler, engine, shafting, etc., if necessary; immediate possession. For particulars inquire of WM. A. WHITE & SONS, 409 Broadway.

OFFERS.

OFFICE OF FREDERICK SOUTHACK, 401 BROADWAY, offers for sale some choice pieces of property on LEONARD ST., between Broadway and West B'way. FRANKLIN ST., between B'way and West B'way. WHITE ST., between B'way and West B'way. BROADWAY, from Barclay to 14th st. BLEECKER ST., from B'way to South 5th av. GREENE ST., Canal to 8th st. WASHINGTON PLACE, B'way to Wooster. WAVERLEY PLACE, B'way to Wooster. APPLY AS ABOVE. FREDERICK SOUTHACK. Oct. 3 uf.

Vacant Lots.

GOOD CHANCE FOR A SYNDICATE. \$600,000 will buy Plot of 150 Lots five minutes walk 125th street Eighth avenue elevated station; this offer can't possibly be duplicated south of 155th st. MAINHART & LOWE, 258 West 125th.

ENTIRE easterly front of Boulevard, by 130 ft. on 86th st. and 144 ft. on 85th st. Oct. 24-1aw6w. OTTO ERNST, South Amboy, N. J.

FOR SALE.—Boulevard and 98th st., southwest corner, 100 feet 11 inches on the Boulevard by 75 feet on 98th st.; one of the finest plots on the Boulevard; terms easy. BERNARD SMYTH, 59 Liberty st.

PLOT OF VERY CHEAP LOTS NEAR 10TH AV. and 23d st; bargain. FRANK HOUGHTON, 145 Broadway.

FIFTH AV.—Plots of six full lots, including a corner, near the 59th st. entrance to the Park, will be sold to a prompt buyer at a great bargain. BERNARD SMYTH, 59 Liberty st.

EIGHT LOTS on 95th st., bet Amsterdam and Columbus avs.; excavated ready for building; terms easy. Apply or address. GEORGE STONE, 81 West 87th st.

40 CHERRY ST., between Roosevelt and Franklin sq., 32x64, vacant; \$12,000; accommodating terms. EDWIN A. ELY, 103 Gold st. sept. 26-1aw8w.

SALES OF THE WEEK.

The following are the sales at the Real Estate Exchange and Auction Room for the week ending Oct. 23.

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

Table listing real estate sales with columns for property address, price, and agent name. Includes entries for James L. Wells, R. V. Barnett & Co., and John F. B. Smyth.

OFFERS.

FOR SALE.—Six choice lots, West 88th st., south side. 1.5 feet west of Central Park; excavated; unrestricted. AUG. BLUMENSTEIN, 210 West 88th st.

SITE for Institution, Factory or Tenements, 263x100; 65th st., near 1st av.; might exchange for improved property. CRUMBIE, 50 Broadway.

100TH ST., between 2d and 3d avs.; ten lots cheap; all mortgage if improved. Sept. 26-1aw8w. EDWIN A. ELY, 103 Gold st.

FOUR ATTRACTIVE LOTS, 149th st., adjoining southwest corner 7th av., \$3,000 each; builders' terms. EDWIN A. ELY, 103 Gold st. Sept. 26-1aw8w.

Brooklyn Real Estate for Sale.

VALUABLE WATER-FRONT PROPERTY FOR SALE.—From 30th st. to 40th st., Brooklyn, adjoining the ferry to New York, 697 feet in length, with the right to extend 623 feet further to the new bulkhead line; very convenient for manufacturing or storage purposes; also the 2d av. front from 39th st. to 40th st., 594 feet in length. Maps and particulars can be had on application at the office of PHENIX CHEMICAL WORKS, 98 Maiden lane, New York.

\$2,500 WILL PURCHASE A PLOT 50x139, ON a corner on a prominent thoroughfare near the ferries, suitable for manufacturing purposes. Apply to CORWITH BROS., 309 Manhattan av., Brooklyn, E. D. Oct. 24-31.

FOR SALE IN BROOKLYN.—Three blocks from 20th st. ferry, one full block of seventy lots for factory purposes; unsurpassed; terms easy; inquire of the owner. S. McDUGALL, Oct. 10-1aw4w. 242 and 243 Washington Market.

Table listing real estate offers and sales with columns for property address, price, and agent name. Includes entries for Wm. Kennelly, A. H. Muller & Son, J. C. Lalor, and B. L. Kennelly.

OFFERS.

SEVEN TWO-STORY AND BASEMENT HOUSES, renting for over \$2,250 per year; expenses low. Particulars from EXECUTRIX, RECORD AND GUIDE, Oct. 24-31.

AT A BARGAIN, because of death in the family 116 Clinton av., Brooklyn, fine three-story and basement brick residence, in first-class condition, on lots 50x125 feet, with fruit trees, flower and vegetable garden; is an excellent and convenient location for a New York business man. Apply on premises.

Country Property.

FOR SALE—White Plains, N. Y., house 40 rooms and 3 acres ground, particularly adapted for hotel; can be filled with paying boarders at once. Inquire DOUGLAS MURKAY, REGISTER'S OFFICE, White Plains, N. Y.

FOR SALE—In plots to suit; eligible building sites (commanding view of Sound for miles), on North st., Greenwich, Connecticut; price reasonable; terms easy; neighborhood aristocratic and fashionable. Apply to FRED. J. STONE, owner, 60 Broadway, N. Y. Sept. 12-uf.

Miscellaneous.

THOMAS & ECKERSON, 35 West 30th st., have a large assortment of houses for sale, from 25th st. to 133d st.; ranging in price from \$13,000 to \$125,000, and on easy terms. Oct. 24-1aw4w.

SET OF NEW YORK CITY DIRECTORIES FOR sale cheap. E. A. TREDWELL, Times Building.

A PARTY ABOUT TO BUILD A FIVE-STORY factory, 50x98, in Harlem, near water-front, will lease the three upper floors and build to suit tenant. Terms very moderate. Address May 16 u. f. OWNER, 409 E. 107th St.

PRINTING.—Book, News and Job. RECORD AND GUIDE PRESS, 14 Barclay, and 14, 16 Vesey sts.

BROOKLYN, N. Y.

FOR WEEK ENDING OCTOBER 23.

Table listing real estate sales in Brooklyn, N.Y., with columns for property address, price, and agent name. Includes entries for Jere Johnson, Jr. and other auctioneers.

OTHER AUCTIONEERS.

Table listing real estate sales by other auctioneers with columns for property address, price, and agent name. Includes entries for Charles W. Osborne, John H. Reynolds, and others.

Delafield to Catherine D. Wright, Stamford, Conn. nom
Dwyer, Michael F., Brooklyn, to The People's Trust Co. 25,000
Same to same. 15,000
Eggert, Henry admr. Heinrich Kopp to Wilhelm Recke. 3,750
Ersler, Victor P. P. and Bertha M., Brooklyn, to Edwin S. Updike, Sr. nom
Falk, Fannie wife of Arnold to Gustav and Arnold Falk. 12,000
Falk, Gustav to Moses Wallach et al. exrs. Arnold Falk. nom
Falk, Gustav survivor of G. Falk & Brother to Moses Wallach et al. exrs. Arnold Falk. nom
Frank, John and ano. exrs. Lewis S. Frank to Louisa Frank, Brooklyn. 12,000
Same to same. 3,000
Ford, Henry W. trustee Augustus H. Ward to Charles Lanier trustee for Alexander C. Lanier. 16,000
Same to same. 16,000
Gebhard, Michael to Louis Wirth. 5,700
Green, Catherine, Orange, N. J., to Garret E. Green. Re-recorded. nom
German-American Real Estate Title Guarantee Co. to Henry S. Blake and ano. trustees John E. Blake dec'd. 14,000
Grotzinger, Rosina to Magdalena B. Keller. 900
Germania Life Ins. Co. of New York to James F. Pierce as Supt. of the Insurance Dept. of the State of New York. nom
Gorsch, Arthur to Catherine Bode, Brooklyn. 1,500
Gottgetreu, Henry to Dora Kierski. 5,570
Gottgetreu, William to Henry Gottgetreu. 5,500
Gwynne, Mary E. to John A. Gwynne. 30,000
Gershel, Heiman et al. exrs. Henry Gershel to Levi N. Hershfield. 7,150
Gordon, Katie admrx. Stephen T. Gordon to Kittie Wiley, Brooklyn. 15,000
Gordon, Katie to Sarah E. Platt Huebsch, Julia admrx. Adolphus Huebsch to William A. Gans et al. trustees of Manhattan Lodge No. 156 I. O. B. B. 4,000
Hyatt, George E. Brooklyn, to Henry W. Ford trustee Augustus H. Ward. nom
Same to same. nom
Hawkes, Henry, Riverside, Conn., to John W. Haaren. 2,000
Hyatt, George E., Brooklyn, to Henry W. Ford trustee Augustus H. Ward dec'd. nom
Isear, Rebecca to Annie F. Leverich trustee. 6,000
Kilpatrick, Edward to John C. Overhiser. 6,100
Kurzman, Ferdinand exr. Babette Myer to The Farmers' Loan and Trust Co. nom
Kelly, Eugene and Edward and Joseph A. Donohue, of Eugene Kelly & Co., to Harriet V. Ogden. 10,000
Leupp, William H. New Brunswick, N. J., to Francis Delafield and ano. trustees Edward Delafield dec'd. 14,000
Middlebrook, Frederic J., Brooklyn, to Charlotte O. Schetter, Brooklyn. 5,605
Middlebrook, Frederic J., Brooklyn, to The Farmers' Loan and Trust Co. 12,684
Morgenthau, Henry to Minnie Hayman. nom
Mahony, Michael J. and Daniel F. to Jonas Weil and Bernhard Mayer. 1,660
Miller, J. Bleecker to The Title Guarantee and Trust Co. 2,000
Nineteenth Ward Bank to Prosnitz & Grenebaum. 5,000
Purser, Priscilla S., Yonkers, N. Y., to Priscilla S. and George H. Purser, Jr., exrs. George H. Purser. 3,000
Radebold, William and Edward Wenz to Wilhs H. Young, George H. Gerard and Adolphus F. Quick, of Young, Gerard & Co. nom
Riker, Silvanus S. to Samuel Riker. 31,183
Ramsteck, Jacob to Louise A. Ramsteck. nom
Razen, Mary A. to Rosina Riegelman. 3,000
Smith, H. Allen to Charles B. de Barril. nom
Schneider, Louis exr. Anna Schwarz to Bertha Haegele. 800
Sheridan, James F. and Patrick H. and James S. Segrave to Thomas C. Cornell. 3 assigns., each \$370. 1,110
Spooner, Charles W. to William H. Ken-nagh. 1,250
Studwell, William J. and George S. to Henry Hart. 6,650
Stevens, Howard A. to James Thomson. 2,500
Scott, William W. exr. Ann E. Walker to Edward Kilpatrick. 155
Stedman, Ernest G. to Sarah Taylor. Re-recorded. 5,000
The Bradley & Currier Co. (Lim.) to James C. Guick. 6,065
The Lawyers' Title Ins. Co. of New York to The Twelfth Ward Savings Bank. 13,500
Title Guarantee and Trust Co. to George N. Earl. 2,500
Same to Eliza M. Zerega. 400
Title Guarantee and Trust Co. to Isabel Holmes, Seymour, Conn. 5,000
Same to same. 5,000
Title Guarantee and Trust Co. to Thomas E. Rochford. 5,000
Title Guarantee and Trust Co. to Phebe C. Lawrence, Lawrence, L. I. 2,000
Ughetta, Henry L. exr. and trustee Maria Ughetta to Henry L. Ughetta, Brooklyn. 10,000
Winkler, Jacob and Elizabeth his wife to Margaret Hurley, Brooklyn. 1,400
Whalen, John to John Halloran. 13,000
Wright, Catharine D. to Margaret L. King. 14,000
Wood, Mary L. formerly Randell guard. of Henry M. Randell to Henry M. Randell. 12,500

Wallach, Moses and ano. exrs. Arnold Falk to Fannie Falk widow. nom
Zucker, Jennie N. to Joseph W. Sandford, Jr., Plainfield, N. J. 4,000

KINGS COUNTY.

OCT. 15 TO 21—INCLUSIVE.

Anderson, William S. and William L. Dowling to William J. Donald. \$5,015
Arnold, Daniel S. and Silas A. Condict to John Townshend et al. trustees William G. Patterson dec'd. 4,200
Boogher, Simson L. and ano. exrs. Mary Plummer to The Title Guarantee and Trust Co. 5,000
Burrroughs, William H. to Louis De B. Kuhn. 600
Bennett, Jr., Martin to Minnie Bennett. nom
Burger, Anna M., Mary A. Gilner and Martin Schoeffel to Mary Schoppa. 2,500
Burton, Wingfield G. to Frank P. Ward. nom
Barthman, Eleanor M. to Helen D. Isaacs extrx. Jane C. Moore. 2,750
Bailey, Frank to The Title Guarantee and Trust Co. consid. omitted
Same to same. nom
Same to same. 40,000
Burrows, Mary A. to Samuel Dean. 1,400
Cohn, Amalie to Nathan Levy. 750
Conger, Clarence R. to Susan A. Babcock. 12,303
Case, George C. to Elizabeth Taber. 2,250
Cross, Elizabeth to John H. Schutte. 6,000
Cellars, George to William C. Edwards. 1,000
De Bevoise, John C. and ano. exrs. Gertrude Colyer to Walter M. Cook, Pittston, Pa. 3,700
Same to Mary E. Cook, Pittston, Pa. 1,600
Same to same. 1,000
Same to Arthur Cook, Pittston, Pa. 2,500
Same to same. 3,000
Same to same. 1,000
Doody, Daniel and David Stone to Charles Hagedorn. nom
Driscoll, Edward to Asa W. Parker. 15,800
Dieter, Absalom W. to Hans S. Christian. 14,845
Davenport, Julius exr. Ann Wilson to The Title Guarantee and Trust Co. 2,800
Everit, Thomas to Harriet E. Dunn. 750
Fischer, Jacob to John Fensch. 810
Forrester, William O. to Hans S. Christian. 2,000
Franke, Eunice R. to Otto J. Bueb. 5,159
Flanagan, William to William H. Hazzar et al. trustees James Brady. 10,000
Gillespie, Earl A., Woodhaven, L. I., to Maud P. Nelson. 3,500
Gardner, Jennie to James W. Smith, Yaphank, L. I. 4,000
Germania Life Ins. Co., New York, to James F. Pierce, Supt of the Ins. Department, New York. nom
Hendrickson, Edward to Ada F. Hendrickson. nom
Hulst, Hannah to Theodore F. Jackson exr. Guy C. Hotchkiss. 2,000
Halstead, Pearson exr. Annie Joy to Pearson Halstead trustee Annie Joy. nom
Same to same. nom
Joost, Magdalena and ano. exrs. Magdalena Joost to Elizabeth Cross. nom
Jacoby, Robert P. to Absalom W. Dieter. 14,845
Jarashow, Israel to Leopold Michel. 3,000
Jarashow, Israel to Mary Jarashow. nom
Keck, Albert to Augustus Ziegler. 500
Kaufman, Louis and Benjamin Benjamin to Joseph Benjamin. 1,200
Kent, Phebe V. to Virginia P. Kent. nom
Kleinlein, Anna D. extrx. John Kleinlein to Margaretha Lutter. 1,000
Koebler, Franklin and ano. exrs. Margaret A. Tietjen to Robert A. B. Dayton trustee Anson Blake. 952
Le Bean, Maria to Julius Lehrenkrauss. 300
Lane, George B. to Herman Hartjen. 1,000
Lemon, Andrew to William Andrews and August Nickel. 1,950
Levin, Barnett and Max Gittelsohn to Julius Beirach. 900
Lippmann, Leopold J. to Frank W. Koch & Co. nom
Lewis, Margaretha to George H. Smith. nom
Low, Edwin C. to Charles Cooper. nom
Marsh, Ettie, formerly Townshend, to Mary A. Townshend. nom
Nafis, William H. to John N. Eitel. 1,500
Nostrand, John L. to Henry L. Nostrand. 1,000
Same to same. 500
Same to same. 500
Oakley, John B. H., New York, to Robert W. Scharf. 3,000
Powell, Sarah H. to The Women's Prison Assoc. and Home. 3,500
Pearce, Nancy and ano. exrs. Hosea O. Pearce to Elizabeth Cross. 2,800
Same to Albert G. McDonald. 2,800
Pillen, Mary J. to Jacob H. Werbelovsky. 200
Rushmore, Isaac W., Plainfield, N. J., to The Children's Home Assoc., Plainfield, N. J. 1,000
Robley, James admr. Christopher to James Robley. 2,800
Same to same. 1,500
Ray, William J. to Maria Le Beau. 500
Stewart, Horatio S. to Bernard Levino. 5,000
Same to same. 5,000
Struse, Henry J. and ano. exrs. Conrad Goehl to Martha C. Jennings, New Brunswick, N. J. 4,000
Simon, Semche to Joseph Newborg. nom
Sink, Delia to George Tiesel. 900
Title Guarantee and Trust Co. to John Morton. 8,000

Same to Elizabeth Cross. 6,000
Same to Matilda S. Taylor. 5,000
Same to The Long Island Historical Society. 17,500
Same to Mary A. Wood. 3,000
Same to The Brooklyn Trust Co. 15,000
Same to Mary H. Powers trustee Elijah P. Woodruff dec'd. 8,000
Same to Sarah M. Mygart and ano. trustees Jacob A. Robertson. 1,500
Same to Edward De Witt Mason. 3,000
Same to Mary M. Webster. 2,500
Same to Brooklyn Society for the Prevention of Cruelty to Children. 5,000
The Sterling Fire Ins. Co. to Clarence R. Conger. 12,303
Watson, James H. and James H. Pittinger, of Watson & Pittinger, to Maud P. Nelson. 2,000
Westfall, George F. and ano. exrs., &c., Diedrich Westfall to Rebecca Stemmerman extrx. of Claus Stemmerman. 6,000
Willets, Samuel to Mary W. wife of Aron Wright, Springboro, Ohio. 1869. 3,000

JUDGMENTS.

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

NEW YORK CITY.

Oct.
17 Adams, Florence L—A L David..... \$119 15
19 Anderson, Rodolphus W—D L Newborg..... 478 45
20 Aldridge, Arthur F—Hettie M Tenney..... 459 98
20 Abbe, Charles C—Robert Dawson.... 304 77
20 Alexander, Robert—Fernando Solinger..... 720 00
22*Albright, Charles H—G C Andrae... 1,183 86
22 the same—G C Andrae..... 1,758 25
22 the same—Henry Abegg..... 1,587 09
22 Altschul, Emil—M L Simon..... 252 42
22 Asselta, Guseppe—Vincenzo Barone di Jacome..... 244 92
22 Astor, William W—J W Holloway..... costs 216 64
22 the same—the same..... costs 216 64
17 Bour, Nicholas A—Will ans Silk Mfg Co..... 93 19
17 Bennett, Andrew S—Peter Mitchell.. 356 12
17 Beacham, John—John Gag..... 88 62
17 Bonnell, Tammisin H—Chatham Nat Bank..... 5,046 45
19 Barnes, Oliver W—Maverick Nat Bank..... 950 63
19 Broderick, Michael J—George Ehret. 250 72
19 Butler, George B—Judge Publishing Co..... 817 76
19 Bonforte, Salvatore—J C Moore..... 105 29
20 Benedict, Edward E—Chemical Nat Bank..... 823 52
Bushfield, John H }
20 Brady, Mary A, extrx } Moses Sahnlein... (D) 1,889 49
Philip H Brady }
20 Black, Joseph R—Patrick Cassidy.... 622 13
20 Burtis, Nathaniel W—Commercial Bank..... 534 33
20 Burlington, Albert S } Second Nat Bank of Red Bonnell, John Harper } Bank..... 537 14
21 Bleiman, Arrah—S C Huntington.... 117 04
21 Bonnell, John Harper—Market and Fulton Nat Bank..... 2,148 01
21 the same—H E Bowns..... 682 10
21 Bates, Wilbut Melville—August Hecksher..... 490 26
21 Blanck, George B—Mary A Pomroy.. 234 10
21 Bernard, Franklin B, admr Charles Bernard—J H Screven, exr..... 633 46
21 Byrne, William J—Edward Fisher... 1,179 43
21 Babson, George F—John Fox..... 152 27
21 Bonnell, John Harper—Chatham Nat Bank..... 5,048 76
21 Biel, Susan—Mary McKeon..... 85 13
21 Brickwedel, Charles—Esther Moses.. 432 21
21 Blair, Thomas J—E C Gates..... 270 78
21 Buek, Gustave H } P R Weiler..... 943 13
Buek, Charles }
21 Behrman, Abraham—T G Palmer.... 302 13
22 Beyrich, Richard M—P W Myer.... 10,915 87
22 Brunder, Carl B—Charles Mildenberg..... 269 25
22 Boyle, Joseph W—Dori Lyon..... 195 65
22 Bloch, William—R H Gerstel..... 137 66
22 Burrroughs, Horace F, Jr—J C Carney..... 52,564 83
23 Berhner, Julius—Abraham Goldstein 67 87
23 Bedell, Daniel M—G R Brown..... 123 48
23 Braumgras, William H—F W Devoe & Co..... 5,100 52
23 Bridges, Francis J—James Falvey... 84 16
23 Baldwin, Theron—Washington Nat Bank..... 520 74
23*Bailey, John F—H G Cordley..... 51 46
23 Broder, Benjamin—Frederick Gutter. 518 41
23 Beaudet, Homer J—Walter Scott.... 2,784 52
Bernheimer, Charles M } Simon
Bernheimer, Abraham C } Kierstein
23 Bernheimer, Julius C } costs 89 71
Bauer, Felix L }
23 Beno, Joseph—M L Stieglitz..... 744 96
23 the same—H H Kahn..... 533 53
23 Butler, Charles T—Essex Co Nat Bank..... 1,227 64

Table listing names and addresses in Kings County, including Rigsby, Robert; Reinhardt, Aaron; Reilly, William B; Rossi, C Talamo; Remantan, Antonio; Rule, William G; Richter, Louis A; Richardson, Emma; Root, James H; Ross, Salvador; Roberts, George H, Jr; Reynolds, Hugh M; Roberts, Austin J; Roberts, Walter J; Spiegel, Robert; Steiner, Nathan M; Simons, Luella E; Streifler, Jacob; Stono, Louis; Shelansky, Jacob; Snyder, Mesier R; Schenck, Daniel S; Siebert, William M; Servis, Peter V; Swift, George F; Simon, Falk; Schneider, Louis H; Sheridan, John; Shea, Dennis; Schumann, Louis; Schellenberger, Ferdinand L; Steinmetz, Elizabeth; Steinmetz, John H; Silvie, Isaac A; Stables, John J; Stables, Rosalie L; Stables, Ernest; Stables, Charlotte A; Strasburg, John J; Stewart, James E; Stahl, Jacob; Stewart, Robert B; Stevens, Adolphus E; Steiger, Joseph; Steindler, Joseph; Schwartz, Abram; Schmeckenbecher, George; Sudowsky, Louis; Schaffner, Ernestine; Simon, Kaspar; Sharpe, Clements; Salisbury, John, Jr; Saxton, Josiah C; Stephens, Harry T; Southmayd, Charles F; Smith, Luella E; Smith, John; Smith, Justus J; J & J W Ellsworth Co; The Seeger & Guernsey Co; Saranac Improvement Co; The Thomas Murray Co; Hudson River Boot and Shoe Mfg Co; The N Y, New Haven & Hartford R Co; The Barriett Electric Co; The Pfister Bookbinding Co; Rapid Printing Co; Manhattan Railway Co; Dunlaps Cable News Co; The Sheet Metal Machine Co; New York Life Ins Credit Co.

Table listing names and addresses in Kings County, including The Mayor, Aldermen, &c; Manhattan Railway; J H Bonnell & Co; The McWilliams Printing Co; E G Blakelee's Sons Iron Works; J H Bonnell Co; Bank of Red Bank; American Tree Guard Co; Metropolitan Elevated Railway Co; The Mayor, Aldermen, &c; Henry Zeltner; North and South American Construction Co; J H Bonnell & Co; The Mountain Summit House; Pennsylvania R R Co; The Brooklyn (Lim); Newell Bros Mfg Co; J H Bonnell & Co; Manhattan Railway Co; The American Musician Publishing Co; Church Publishing Co; The College of St Francis Xavier; Postal Telegraph Cable Co; The Riehenstein Lumber Co; J H Bonnell & Co; The Mayor, Aldermen, &c; Thayer, Horace H; Tangeman, Richard; Tonolla, George C; Tuft, Annie; Thompson, Joseph A; Tucker, Preble; Trainer, John B; Turkheimer, Adolph; Tramer, John B; Tramer, Alicia F; Thompson, James; Trintz, Annie; Taylor, Theodore B; Taylor, William B; Terrall, Park; Train, Henry W; Ullmann, Raphael R; Ullman, Leopold; Valentine, Robert H; Vogel, Albert D; Vidette, Charles H; Wilkens, Christian; Winner, Benjamin W; Weiner, Minnie; Weiss, Frederick L; Waggoner, Ralph H; Walton, Arthur H; Washburn, William T; Walter, James N; Woodman, Nathaniel H; Wells, Alfred L; Wild, Edward C; Wyatt, George S; Wilmurt, Jefferson; Waring, John T; Weston, George N; Westervelt, B V; Wakeley, Esther A; Wilson, John C, Jr; Young, Hugh; Zarr, Emily; Zuber, Quirin.

Table listing names and addresses in Kings County, including Burtis, Nathaniel W; Berkson, Henry; Baisley, Albert H; Blaney, Daniel F; Brielman, Jr; Brady, Mary A; Brockmann, William; Burtis, Nathaniel W; Burcher, Walter V; Burwinkle, Martin; Beers, Rollin E; Baur, John; Bonnell, John H; Birdsall, Henry D; Barnes, Oliver W; Bolles, Thomas N; Brown, Junior Thomas; Cummings, George W; Came, Thomas; Collins, Charles H; Conkling, Augustus; Cootey, Harriet G; Cullen, Edward J; Cranston, Henry; Chaffee, George; Collins, Charles H; Duffey, Michael; Denike, Thomas S; Donovan, James; Elford, Charles E; Farr, Jacob; Fogarty, James J; Fullwood, James H; Frischman, Ignatz; Friedman, Louis; Fitzpatrick, John; Fleming, Elizabeth E; Foster, David M; Frankish, Joseph; Frankish, John K; Franklin, Adelaide F; Gebe, Edward A; Golding, Jr; Griggs, James M; Glashoff, Peter H; Graham, Martin; Gould, Edward; Gilgan, John; Griffith, William; Griffiths, Thomas W; Griffiths, Margaret; Harper, William D; Haug, John; Herod, William; Hartmann, Max; Herod, William; Hogan, John; Hogan, Mary; Horn, Ch; Harper, William D; Haas, William; Harris, George S; Harrison, Ols; Hunt, Joseph F; Jewett, James C; Jones, Joseph R; Kilocone, Patrick; Koenig, John; Kemp, Abraham; Koch, Henry; Katzmann, Henry; Kuckuk, Frederick; Luther, Ella F; Leisenheuer, Charles; Levy, Coppel; Lawson, Jacob; Lynch, Francis H; Leary, John; Lett, Margaret; Lewry, Samuel D; Mallon, Patrick; McNeil, Henry; Martin, Harry; MacGarrity, James H; Mason, James H; Monahan, Patrick; Marton, Charles; Maynard, "Olivia"; Mooney, James; McBean, Archibald; McChesney, Joseph; McGovern, Peter; McKeon, Patrick; Mcmeser, Frank A; Murray, John E; Mason, John L; Murray, John E; O'Connor, John; O'Neill, Dennis.

KINGS COUNTY.

Table listing names and addresses in Kings County, including Oct. Albaum, Franz; Allen, Charles; Alexander, Robert; Atwood, James; Abbe, Charles C; Adams, Frank H; Bonnell, John H.

Table listing names and amounts, including Puels, Joseph P-C Bott, Paton, James-Betty Frank, Pencil, John C-M L Brock, etc.

Table listing names and amounts, including McLaughlin, John-G E Ketcham, McCaffrey, William J-F D Rogers, etc.

Table listing names and amounts, including David Shuldiner agt Edward Smith, owner and contractor, Lexington av, s e cor 87th st, 100x65, etc.

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

KINGS COUNTY.

October 16 to 22-Inclusive.

Table listing names and amounts for Kings County, including Brown, Wyman S-C W Dayton, Campbell, William A-M Hynes, etc.

KINGS COUNTY.

Oct.

Table listing names and amounts for Kings County, including State st, n s, 100 w Henry st, 25x100, Herman Becker agt John H. Robertson, etc.

MECHANICS' LIENS.

NEW YORK CITY.

Table listing names and amounts for Mechanics' Liens, including Anthony av, e s, 200 s Gray st, 25x112, James Smith agt H. Masche, etc.

SATISFIED JUDGMENTS.

NEW YORK.

October 17 to 23-Inclusive.

Table listing names and amounts for Satisfied Judgments, including Alexander, John V-Harry Force, Biershenk, Peter F-William Rankin, etc.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like Eugene B. Hedden, Eastern Parkway, and Third av. e s. 40. n 47th st.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like 21 Flushing av, 21 East 31st st, and 21 West 9th st.

BUILDINGS PROJECTED.

The first name is that of the owner; ar't stands for architect, m'n for mason, c'r for carpenter and b'r for builder.

NEW YORK CITY.

SOUTH OF 14TH STREET.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like Cherry st, No. 274, 4th st, n w cor 10th st, and 7th st, Nos. 199 and 201.

BETWEEN 14TH AND 59TH STREETS.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entry for 52d st, No. 212 E., two-story brk stable.

BETWEEN 59TH AND 125TH STREETS, EAST OF 5TH AVENUE.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for 95th st, n s, 90 e Park av, and Park av, No. 1845.

BETWEEN 59TH AND 125TH STREETS, WEST OF CENTRAL PARK WEST AND 8TH AVENUE.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for Central Park W. (8th av), 98th st, n s, 375 w 8th av, and 110th to 125th street.

NORTH OF 125TH STREET.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for 131st st, n s, 200 w Boulevard, 152d st, s s, McCombs Dam road, and 159th st, n s, 300 w Amsterdam.

23D AND 24TH WARDS.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for Beech terrace, Oak terrace, 4 two-story frame dwell'gs, Beekman av, and Suburban st.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like Aqueduct av, Jefferson av, and Prospect av.

BRIGGS COUNTY.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for 1916—Arlington av, 1917—Vermont st, and 1918—Sunnyside av.

KINGS COUNTY.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries for 1919—Hamburg av, 1920—Jefferson av, 1921—Bergen st, 1922—St. Marks av, 1923—St. Marks av, 1924—Macon st, 1925—Jefferson av, 1926—Willoughby av, 1927—Jay st, 1928—McDonough st, 1929—McDonough st, 1930—Court st, 1931—Driggs av, 1932—Irving av, 1933—Warwick st, 1934—Linwood st, and 1935—Weirfield st.

SATISFIED MECHANICS' LIENS.

NEW YORK CITY.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like Fort Independence st, Inwood av, and Same property. Abraham Steers.

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

KINGS COUNTY.

Table with 3 columns: Address, Owner/Contractor, and Amount. Includes entries like Gates av, Chapel st, Pacific st, Fourth av, Dean st, Lewis av, and Same property.

Chatwood, Carrie. 167 W 29th... T Kelly.
Clifton, E. Mrs. 214 W 70th... T Kelly.
Cohen, Lena. 237 E 77th... H S Eisler. (R)
Connell, Richard. 107 W 32d... S Heyman & Co. (R)

Kendall, Lillian. 189 Lexington av... H Israel.
Kilbin, Estelle. 200 W 41st... J Moriarty. (R)
Kilpatrick, J. 238 E 86th... H S Eisler.
King, A. G. 49 E 78th... J Gregg & Co.
Kohler, Auguste. 162 E 38th... F Struy. 1,000

Thorn, Elizabeth. 857 Park av... B M Cowperthwait & Co. 291
Treadwell, Mary T. 153 E 116th... J Moriarty. 298
Tribolet, Albert. 530 5th... G Fennell & Co. 140
Tuck, Fannie. 34 Market... B M Cowperthwait & Co. 110

Table listing names and addresses such as Follenus, C. 889 Tompkins av., C S Lacey, Gravel, A. 445 5th., Brooklyn F Co.

Table listing names and addresses such as Hurych, J. 1329 Greene av., Anna Hurych, Pulley Business, Tools, &c.

Table listing names and addresses such as Same—H Bloemerke, Jr., Clinton, 4,500, Sears, W H—E V A Belfatto, Montclair.

NEW JERSEY.

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

ESSEX COUNTY.

CONVEYANCES.

Table listing conveyances in Essex County, including Abernethy, Hamilton—W H Hennion, South Orange, Adams, John—M Miko, Clinton.

MORTGAGES.

Table listing mortgages in Essex County, including Allen, T W—J Lever guard, Hudson st., Barlet, M J—J H Breakenridge et al, Clinton.

MISCELLANEOUS.

Table listing miscellaneous items and businesses such as Adams, A...P Barrett, Truck, Bailey, Antoinette, 67-73 Kent av.

BILLS OF SALE.

Table listing bills of sale such as Beasley, W. 508 Flushing av., P Coyne, Saloon Fixtures.

Table listing names and amounts, including Thieme, F J—H S Pfeil, Gold st. 150; Thieringer, J M—The Montclair B and L Assoc, Montclair. 600; Thompson, F E—A M Keen, Academy st. 3,000; Trippi, A H—The Fraternal Band L Assoc, East Orange. 4,200; Tucker, C C—B W Tucker, Elm st. 2,000; Van Iderstine, W H—The Chosen Friends' Home Loan and Savings League, South Orange. 2,500; Viegler, Sarah—C A Feick, Boyd st. 1,900; Vogel, Frederick—C Morris, 16th av. 650; Wadsworth, E M—J Ball, East Orange. 7,000; Waldron, Michael—Montclair B and L Assoc, Montclair. 1,400; Wilcox, Paul—Charles I Bayles, Montclair. 1,700; Williams, John—Woodside B and L Assoc, South Orange. 2,000; Wilson, James—Orange Valley B and L Assoc, Orange. 1,500; Wosnitzer, Max—Thirteenth Ward B and L Assoc, Prince st. 300; Zarra, Ffemena—Fourteenth Ward B and L Assoc, Lock st. 12,000

CHATTEL MORTGAGES.

Table listing names and amounts under Chattel Mortgages, including Blinn, George—G Kahn, horses and wagon. 135; Bose, W F—P H Hanley, furniture. 245; Brisius, Catharine—F Lisiewski, pool table. 200; Carolan, Matt—Nat Cash Reg Co, register. 200; Dey, L H—C Feigenspan, saloon. 320; Franzblau, Sarah—A Hahn, stock of hats. 250; Griffin, John—C Weigand, furniture. 250; Jones, T S R—Nat Cash Reg Co, register. 200; Lance, G M—Minton, furniture. 203; Meiers, Charles—J C Kohant, machinery. 100; Mersel, John—Hirschfeld & Co, safe. 25; Mey, Charles—J Ketcham, furniture. 36; Marden, J S—J Ketcham, furniture. 65; Noonan, M C—W K Rankin, groceries. 230; Presdee, J G—The J H Mohlman Co, groceries. 500; Smith, H L—A Steadman, furniture. 200; Stuhlinger, J G—P Ballantine & Sons, saloon. 120; The South Orange Field Club—R M Miles, bowling alley, &c. 2,000; Thompson, John—J Matthews Apparatus Co, soda apparatus. 295; Von Possinger, Louis—A Blum, saloon. 205; Wolfarth, Albert—M Kane, furniture. 40

JUDGMENTS.

Table listing names and amounts under Judgments, including Kearney, Margaree—G Riker. 150; Lehman, Charles—A M Allegaert. 116; Meeker, L M et al—G Pearce. 337; Rhodes, Wm—A L Tiplin. 131

HUDSON COUNTY.

CONVEYANCES.

Table listing names and amounts under Hudson County Conveyances, including Baker, Elizabeth D—A F Smith. \$375; Banta, W S—L Fader, Harrison. 300; Bescher, Chas—W Cranston, Hoboken. nom; Blauvelt, J J—C B Lawson. nom; Bloch, Valentine—H Pilz, Union. 3,350; Briden, Frank—Rosetta A Barbour, Kearney. 800; Brown, Juliette L—H N Lang, Bayonne. 700; Brown, Samuel—H Sharf. 550; Buck, T W and C H—W Buck, Hoboken. nom; Britten, Virginia F—T H Love. 1,600; Burrows, Waters—J Nist. 1,600; Carscallen, J D—R M Jarvis. 800; Chaddock, J W—W H Chaddock. 23,000; Clark, Alice and Mary A, by sheriff—H Harney. 3,200; Cogan, Thomas—W Fleming. 900; Coster, Henrietta T—T Featherston, Hoboken. 250; Crane, Clarissa L, devisee of Thomas—Mary C Haskard, Bayonne. 600; Cranston, William—Margaret Bescher, Hoboken. nom; Cummings, Joseph—J D Leary, Hoboken. 7,000; Curry, J H—J Kennedy. 750; Dorr, Caroline D—Gustave F Schepeler. nom; Egbert, T K—G L Betcher. 1,500; Eilshemius, H G—Martha E Munn, Kearney. 1,450; Elliot, D G—Dorothea M Fahr. 3,000; Ettinger, Moritz—G M Behrmann, Hoboken. 6,250; Eoff, Rachel A—J Lindsay. 6,500; Ford, Geo—H D Magee, Bayonne. 1,650; Gillen, Michael—P McArdule. 1,100; Glaser, Theo ald—A Kebbholz, North Bergen. nom; Godfrey, H H—R J B Lutz, Bayonne. 600; Heckingbotham, J C—J Wils n. 3,500; Hensing, Chas—Ellen B Wecht. 4,000; Hertzgen, Jno—T Flynn. 1,800; Hoboken Land and Impt Co—The Mayor and Councilmen, Hoboken. 1,190; Holmes, H H—W Fleming. 900; Hudson, J H and Hannah—C Martens. 1,666; Hughes, T R—J Usher, Guttenberg. nom; Jacoby, Theodore—J F Hoops. 3,600; Kannard, William, by sheriff—D S Naylor. 500; Keegan, Cornelius—Mary J McCoy, Guttenberg. 533; Kneale, Edward—Mary Maines. nom; Maines, Mary—Ella Kneale. nom; McClue, Arthur—Sarah Williams. 1,600; Mehli, John—E A Brickwedel. 1,200; Monson, Penmah, by sheriff—Provident Institution for Savings. 1,500; Muirhead, W G—II Vanderbeck. nom; Naylor, D S—J F Kenney. 2,100; Nichols, E H—L Benois. 600; North Jersey Land Co—Augusta C Larson, Kearney. 250; Oakley, Margaret—F Oakley, North Bergen. nom; Pane, Milfen by exrs—D W Bedford, Weehawken. 14; Parker, Cutland—D W Van Buskirk, Bayonne. nom; Parker, Cutland, Jr—W S Bacot, Bayonne. nom; Peterkin, John—W F Peterkin. 2,000; Peterkin, W F—Jane Peterkin. 2,000; Pittlit, Marie—H Fehler, Hoboken. 2,550; Rusch, W F—Francis M McDonough, Hoboken Schepeler, G F—J Doir. nom; Schuetz, Chas—C Stuelzer, North Bergen. 3,500; Sherman, B B by exrs—Magdalena Bishop. 500; Siegfried, Adam—F A C Kaiser. 750; Sinclair, Henrietta—G Casteen, West Hoboken. 2,000; Sparks, H B—Mary A Page, West Hoboken. 1,900; Spengler, Marie E—B N elker. 1,750; Steenken, Arend—Katie Taylor. 230; Symes, J H—F Hochart, Union. 1,600; Van Buskirk, De Witt—C Parker, Jr. nom; Vanderbeck, II and F J—W G Muirhead. nom; Van Horn, Jacob—C Martens. nom

Table listing names and amounts, including Weller, Julia—Margaret Haun, Hoboken. 1,000; Welsh, Rachel—Elizabeth Welsh, Harrison. 900; Wicht, Chris—C Hensing. 4,000; Wood, Anna F and Florence Lembeck by special master—B Hohman, Bayonne. 400; Wulfers, Anna and Martha by special guard to trustees of School District No 10, Union. 310; Wulfers, Henry—same, Union. nom; Zabriskie, Augustus—C Numbers, Jr. 2,665

MORTGAGES.

Table listing names and amounts under Mortgages, including Beck, Julia—C A Mergoz, 3 years. 1,000; Bergen, Mary—Bridget Leahey, Hoboken, 3 years. 300; Broderick, Lawrence—Elizabeth S Noyes, 5 years. 2,000; Casteen, Geo—Hoboken B and L Assoc, West Hoboken, installs. 1,200; Coleman, J J—Exrs H Maass, 5 years. 1,700; Couch, Laura A—D Felter, Bayonne, 3 years. 1,750; Crevier, J C—Hoboken Bank for Savings, Hoboken, 3 years. 6,000; Daumon, B D—S Burhaus, Jr, 5 years. 3,400; Dicks, Virginia W—J Duryea, Bayonne, 1 year. 6,000; Driscoll, Maria C—W H Lewis, 1 year. 750; Ehlkeck, H W—A J C Foye, installs. 4,800; Ettlmg, David—A Campbell, 5 years. 2,000; Frank, Magdalena—J S McMaster, Bayonne, 5 years. 800; Frank, Philip—P M Griffith, Bayonne, 3 years. 3,000; Hoffmann, Herman—S Langendorf, 1 year. 1,016; Jewell, C C—Improved Land and Loan Assoc, installs. 800; Kennedy, John—J H Curry, 6 years. 250; Kenney, J F—The Jersey City B and L Assoc, installs. 2,000; Kruse, Adele M—Jersey City Galvanizing Co, Kearney, 7 years. 1,550; Lauterbach, Henry—Improved Land and Loan Assoc, installs. 200; Leahey, Bridget—Catharine Murphy, Hoboken, 3 years. 500; Lindsay, James—Rachel A Eoff, 5 years. 3,500; Lowe, T H—Virginia F Britten, 3 years. 8,000; Magee, H D—Bayonne B Assoc No. 2, Bayonne, installs. 1,400; Martens, Christ—G Grovenwoldt, 3 years. 3,500; McCoy, Mary J—P T Callahan, Guttenberg, 1 year. 1,000; Meincke, Paul—Anna M Ehrgoth, 3 years. 500; Nist, Jacob—Agnes Van Horn, 3 years. 225; Nolan, Catharine—D W Alliance, 5 years. 1,000; O'Connor, Margaret—Bayonne B Assoc, Bayonne, installs. 1,800; Oesb, Helene M E—H Uber, Hoboken, 5 years. 3,000; O'Reilly, Patrick—F C Hansen, West Hoboken, 3 years. 300; Otto, F E—C Pape, 2 years. 500; Otto, F E—Ottile Grote, 5 years. 2,500; Pfeiffer, William—Industrial M B and L Assoc, installs. 3,000; Pollitz, Catharine—Bergen Land and Improvement Co, installs. 1,920; Reuter, John—C Kopf, 5 years. 383; Scheeber, Conrad—G Vreeland, 5 years. 400; Templeton, F C—P Boyle, Bayonne, 1 year. 1,200; Thomas, Maria A—The Howard B and L Assoc, installs. 800; Thomas, Mary L—The Centreville B and L Assoc, Bayonne, installs. 3,400; Muhleg, C W—M Fries, Kearney, 3 years. 2,000; Von Der Leith, Wilhelmina—E Wulff, Hoboken, 1 year. 1,600; Wers, Ernest—Anna E Vreeland, Bayonne, 3 years. 200

CHATTEL MORTGAGES.

Table listing names and amounts under Chattel Mortgages, including Arnold, George—F G Smith, piano. 165; Bartsch, Herman—R Bartsch, grocery store, &c. 2,600; Berrian, John—C Birdsall, furniture. 100; Bowler, Mary E—F G Smith, piano. 240; Bremer, Harry—D Bernes, saloon. 800; Brovedel, F A, Arlington—C I Cannon, furniture. 200; Brodenick, Agnes—F G Smith, piano. 280; Brown, James—National Cash Register Co, cash register. 200; Brozlich, Anton, Hoboken—Favorite Clothing Co, furniture. 23; Carroll, Mary F—F G Smith, piano. 295; Carr, W H—C Birdsall, furniture. 130; Faber, Louis, Hoboken—Wm Peter Brewing Co, saloon. 784; Feinberg, Herman, Secaucus—IS Feinberg, 300 cows, &c. 2,656; Foley, M F—The Bachman Brewing Co, saloon. 1,130; Geisenheimer, George, Jr—F G Smith, piano. 250; Goldschneider, Adolf, Bayonne—C Feigenspan, saloon. 350; Greil, Ernest, Hoboken—C Birdsall, furniture. 190; Griffith, H C—J H Lippe, undertakers wagon. 230; Gruber, J P—E Gundrum, machinery. 1,000; Hackett, H C—C Birdsall, furniture. 100; Hansoo, Jane—F G Smith, piano. 165; Harms, Dietrich—H Betten, grocery store, &c. 500; Harnett, Medora, Kearney—C Birdsall, furniture. 130; Hopkins, Rosannah—J Mullins & Co, furniture. 186; Horn, Adolf, Hoboken—Knickerbocker Brewing Co, saloon, &c. 725; Hughes, J R—J Wallace & Son, saloon. 385; Hurley, J H. Bayonne—F G Smith, piano. 265; Inwright, J C—W J Limerick, piano, &c. 160; Same—S Morgan, piano, &c. 100; Jacoburtz, Barnett—F G Smith, piano. 275; Klodt, William, Hoboken—Bernheimer & Schmid, saloon. 800; Kolorik, John, Bayonne—F G Smith, organ. 70; Kuch, Maria L—J Hecht & Co, cows and wagon. 280; Linetan, John and Margaret—T C Lyman & Co, saloon fixtures. 1,288; Luyster, W W—C Birdsall, furniture. 130; Maher, P, Kearney—Net Cash Reg Co, cash register. 160; Mangels, Edward—Bavarian Brewing Co, saloon. 500; Mansfield, Walter and Charles Senger, partners as Senger & Mansfield—Ada Mansfield, grocery store and cracker business. 300; Same—Minnie Senger, grocery store and cracker business. 600; Malitzki, Johanna—Wm Peter Brewing Co, ice box. 120; McDonald, John—Bernheimer & Schmid, pool tables. 450; Moeller, Theobald, Hoboken—E Gieche, horse, wagon, &c. 850; Nolan, Jane, Hoboken—L Gordon, furniture. 259; Nolan, Lizzie, Bayonne—L Baumann, furniture. 116

Table listing names and amounts, including O'Reilly, Bernard—T C Lyman & Co, saloon fixtures. 466; Overbaugh, Annie L, Bayonne—F G Smith, piano. 280; Peloubet, J H—G P Howell, jewelry business. 1,320; Pennetts, M A—The Budwefser Brewing Co, saloon fixtures. 425; Reich, Max and Emma his wife, Hoboken—L J Lesser, furniture. 333; Saegren, Victor, Bayonne—J Gregg & Co, furniture. 119; Sailer, R B—Wm Peter Brewing Co, saloon fixtures. 850; Schmidt, J M—Bavarian Brewing Co, saloon. 587; Schroeder, Henry, Hoboken—National Cash Register Co, cash register. 175; Smith, F A—J Gregg & Co, furniture. 57; Trapp, Mrs Edward—F G Smith, piano. 330; Tyach, Mary V—same, piano. 375; Vondy, T H, Bayonne—C Birdsall, furniture. 120; Van Loan, Celina—F G Smith, piano. 166; Walder, Jacob and Otto, West Hoboken—F Beuermann, butcher fixtures. 250; Wallace, Mary E—C Birdsall, furniture. 130; Wrede, Edward, Hoboken—C Stein, saloon. 725; Young, J C—F G Smith, piano. 290

BILLS OF SALE.

Table listing names and amounts under Bills of Sale, including Balestriene, Michael—G Monaco, barber shop. 100; Breusch, Jacob—Julia Miller, butcher shop fixtures, &c. 250; Miller, William—J Breusch, butcher shop fixtures, horse, &c. 250; Ziegenbalg, Alexander and John, Bayonne—F E Taylor, barber shop. nom

JUDGMENTS.

Table listing names and amounts under Judgments, including Bloch, Frank—Snedeker & Boynton. 142; Droyer, Edward—G Heinz. 100; Geiger, F H—The Wm Peter Brewing Co. 669; Hinchen, Febecca M O—J H Wetjen. 680; Kremer, Alois—N H Heyman. 291; Leonard, F E—M Meyer. 623; Meyer, G L—Austin, Nichols & Co. 288; Murphy, James—J Emmons. 442; O'Connor, J J—Annie Cordts. 42; Taylor, William—Sherman, Tabor & Co. 227; The Columbia Rolling Mill Company—The Beckett Foundry and Machine Co. 3,137; The New York, Lake Erie & Western R R—Robert Henry admr of John Henry. 2,000

BUILDING MATERIAL MARKET.

BRICKS.—We are informed that some reports were sent out from this market last week quoting prices 25c. per M higher. Of course, no such advance took place, but the effect was bad, as manufacturers were misled and correspondingly disappointed when they ascertained the facts. Nor has there been any gain this week that would warrant a making up of quotations. The payment of 12 1/2 or even 25c. per M premium still has to be made where buyers insist upon having some pet make, and the delivery of which involves a special shipment, but the same stock offered on open market would have to go in with the general average, and there is nothing to indorse a quotation higher than \$5.25 per M for a regularly established rate. The character of the business differs in no essential particular from that previously advised, buyers moving in a slow, indifferent manner, and appearing to feel as though there was little chance of any adverse turn to the market. Some cargoes are now and then taken to pile away where quality is peculiarly attractive, but most of the demand is said to be based solely upon early and positive consuming wants, with those somewhat curtailed during the week by the stormy unpropitious weather. Pales have found a trifle more attention, but would pay no higher prices and wanted the best of stock. From primary points no news comes to hand that appears fresh or pertinent. The season is being rapidly wound up and will in most cases leave the yards with an ample stock on hand from which some shipments are likely so long as the weather permits, and in other cases manufacturers will feel inclined to carry over until spring.

HARDWARE.—The distributive trade in all general lines of stock is very good and indeed broadening out somewhat, as dependent localities commence to hurry a little over getting in their fall and winter assortments, with a more or less cheerful feeling ruling accordingly. The local call is relatively the poorest, and especially so for builders' hardware, most of supplies for present consumption having been contracted for some time ago, and the prospect for additional wants proving quite slim. No announced changes of importance are given out on lists or discount sheets, but the tone on prices is easy and predictions of moderate declines are made.

LATH.—We do not discover much, if anything, really new upon the market this week. The immediate local demand is of limited proportions, owing to the comparatively liberal amounts laid in by dealers a short time ago and not over free consumption at the moment. Occasionally, however, a parcel is wanted, and that in conjunction with more or less call from dealers in neighboring cities creates an outlet balancing the limited offering and preserves the market upon a firm basis. Receivers claim they could raise the value line still higher if they so desired.

LIME.—Nothing really new comes into notice on this market. Demand has been fair enough to make a place for about all the cargoes coming to hand, and the tame tone of last week has not developed into an actual decline. Receivers, however, seem to be quite well satisfied with the quantity of stock they have to take care of and do not care to be called upon to handle any larger arrival. The actual consumption at the moment is only moderate.

LUMBER.—The distributive trade continues quite irregular, but evidently with less tendency toward an increase that had been hoped for. Some dealers appear to be doing very well, indeed a few may be found who are really quite busy, but as a rule the output of stock is moderate and confined to deliveries on the final end of contracts. In the meanwhile the yard accumulations are gradually filling up with supplies coming to hand from various directions in execution of engagements, and dealers are making some additional purchases as they discover where assortments will require filling out and rounding up. This makes the inquiry somewhat more difficult to

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satisfy as the selection is close with a disposition toward the better qualities, but as the grades most wanted are not particularly plenty, present or prospective, the influence is more or less stimulating to the line of valuation. There is a cheerful feeling in regard to chances for the export trade.

Eastern Spruce retains most of the former general features. Demand for random cargoes is of a somewhat indifferent character and when a number come in together receivers meet with the usual experience, though some claim to have driven rather better bargains of late, as locals find outside dealers affording more or less competing custom. On the other hand, however, buyers now experience considerable difficulty in securing attention to special bills, even though they may be willing to pay the full rates insisted upon. Manufacturers seem to think they have about all the orders on hand for which they are likely to obtain transportation, and naturally feel a hesitation about entering upon fresh engagements, especially as many of them propose shutting down at the earliest possible moment. Yard prices continue to be well sustained and dealers feel that they are entitled to considerable credit for the solid manner in which they have adhered to the spring compact in regard to retail rates.

Piling is a little disappointing to some of the trade. A few very good contracts have been perfected and a fair business done on small orders, but no real animation reached in the demand, and between fresh arrivals and the accumulation in the basins buyers promptly obtained accommodation without the necessity of increasing their bids.

Hemlock is more active than a month ago, yet it fails to move with quick, snappy trade, and most of the demand is of a character to indicate that it is for assortment rather than main stock, and considerable of what is ordinarily looked upon as regular custom is now missing. Prices are steady, possibly on some special calls a trifle firmer, but no quotable changes appear necessary in naming the general line of valuation.

White Pine may be called steady all along the line. Box boards have been called for somewhat more freely, not that there is any actual increase in the wants, but buyers who have been standing off for no particular reason, except that it was a fashion of the season, are now stirring themselves to obtain the supply likely to be necessary for usual winter wants. The effect is stiffening on values, aided somewhat by dealers who have on hand a pretty large accumulation collected at a lower line of cost. For uppers and select, demand is good and prices firm, buyers appearing to appreciate that the present scant offering is likely to continue, as primary points from which contributions to this market are ordinarily drawn have limited accumulations, with owners of the stocks assuming an indifferent attitude. On foreign orders a good trade is calculated upon this winter.

Yellow Pine by a portion of the trade seems to be considered as retaining quite an unsatisfactory position, but reports of an opposite character are less exceptional than heretofore, and there are dealers who indignantly deny that this division of the lumber trade is any worse than the rest. Prices are low, certainly, and there is no special vigor to the demand, but the stock retains favor for average consumption, and the cutting on rates is looked upon as about done with. Indeed, the movement for a combination among operators to which we were the first to call attention as progressing some weeks ago, is practically concluded, and the promise is for smoother sailing in the future.

Carolina Pine retains a firm market, with a good general demand, and the predictions that the cheapness of other woods would displace this class of stock have not been verified. Furthermore, the recent meetings of manufacturers and the agreement entered into in matters of supply and hire of prices indicates that sellers feel every confidence in their advantages and are determined to stand out for them.

Hardwoods can at the best only be credited with a fairly active market for any description of stock, and in many instances we hear complaint of positive dull tone. The consumption of house trim for balance of the year it is thought can hardly extend beyond the completion of work now in hand, and for which provision has already been made. The furniture men may help somewhat, but it seems most likely they have about completed engagements for the supply of material most likely to be required. Dealers in consequence feel no great anxiety about adding materially to their accumulations, but there is some little trade to be found for first-class offerings of the staple grades, and on the prices reported few changes in line of quotations appear necessary.

GENERAL LUMBER NOTES.

GREAT BRITAIN.

The *Timber Trades Journal* as follows:

LIVERPOOL.

With reference to the Canadian imports, there has not been any further rise in the freight market. Owners of the regular liners from Montreal are still looking forward for a further rise in the quotations from Montreal for deals and similar goods. They are indicating 65s. per standard for the remainder of this month.

The principal importations now landing from Canada are of deals, by the regular liners.

GLASGOW.

Very few deals, it is still to be noted, are coming to hand per the regular weekly liners from Quebec and Montreal, though, as shown last week, this market has a good opening at present for additional supplies to a substantial amount, as stocks at present are exceptionally light. Everything points to rising prices as the season advances, freights being now higher, and stocks, both of log timber and deals, very moderate, while there is the prospect of a good demand continuing, as our wood-consuming industries are generally well employed. From the Clyde shipbuilding report for last month renewed inquiry was seen to have sprung up; the amount of new orders booked during the month being stated at 45,000 to 50,000 tons.

STATE.

The *Albany Argus* reports:

The market shows no change of importance as the result of the week, the general condition being practically the same as previously reported. As a whole, there is a fair trade doing, but the demand is rather irregular. The trade in pine continues pretty well spread out for all grades and sizes, but if there is anything doing especially well it is in the upper grades. Stocks on the market are quite full, with the exception of 1 1/4-inch, while one or two other sizes are in moderate supply. Receipts during the week have been moderate. Trade in spruce has been scarcely up to

the mark for the week, and not much lumber is coming forward. Hemlock continues quiet, while hardwoods are having a moderate trade. Shingles are doing fairly.

THE WEST.

The Northwestern Lumberman as follows:

Receipts during the week have been light. The winds have been adverse to incoming vessels, but that does not affect receipts as much as the disposition of the manufacturers to hold back their lumber for higher prices. It is said by some commission men that the yard dealers are now buying the larger portion of their lumber to be shaped up at the mills to suit special requirements. The dealers now want to even and fill up their stocks preparatory to going into winter quarters. The good demand that has prevailed for a month or more has broken up stocks and developed special calls for different sizes and lengths, so that dealers know what they want, and are trying to get such lumber as will satisfy it. So they negotiate with the commission men, the stuff is shaped up at the mills, and cargoes are forwarded directly to the yards without tying up at the market. Thus the commission men are really selling more lumber than appears at the sale docks.

Piece stuff has strengthened a little during the week. Cargoes that are shaped to suit the buyer have been sold at \$10 a thousand within a few days. This is an indication that the weakest spot in the season has been passed. Now that trade has brightened up, and the yard men are seeking the market again, while freight rates have advanced, there is no further show this season for a decline. On the contrary the prospect is rather for an advance. It is probable that by next issue the bottom price of fair cargoes of piece stuff will be \$10, with \$10.25 for lots specially suited to the customer. 8lm jims are quotable at \$12 to \$12.50 a thousand, and long wide joists at \$14 for 22 and 24-foot lengths.

Carriage boards still drug a cargo where they predominate, but strips and boards running well to stock widths are in extra demand.

The following are from the Chicago Timberman:

Preparations are making which look as though lumbermen would make heavy demands upon the forests this winter. Throughout northern Michigan and Wisconsin camp equipments are going into the woods at a very rapid rate, supplies are being put in before the weather changes that lead to the belief that with plenty of men at command there will be an increased slaughter of pine trees in almost all sections of the northern woods.

The demand for labor for the woods work has already become very marked in certain localities and in some places it has even interfered with the mill work. With an eye to the main chance, workmen would prefer to accept berths for a winter in the woods rather than wait for about four or eight weeks, as the case may be, until the mills close down and then run their chance of getting as good jobs as are now offered them. Besides, it is a well-known fact that the farmers are employing more labor this fall by perhaps 20 per cent than last fall, and here is another rivalry for the loggers to contend with, and hence they are making drafts upon the mill employes to an unusual degree.

Here in the North the principal factor in the lumber trade is white pine, although large quantities of hardwoods, including yellow pine and cypress, are also handled. As was stated last week, the stock of lumber now on hand in Chicago is less than it has been at this season for the past ten years, with probabilities that the shortage will be greater on January 1st than it is now. And this state of affairs may be said to apply to all the great manufacturing and distributing centres of the North and Northwest. Marinette, Wis., and Menominee, Mich., are said to be the only points where the mills have not been seriously crippled for the past two or three months by the tardy arrival of logs, millions of which are to-day "hung up" on the various logging streams.

In ordinary years the mills, as a rule, carry over enough logs to enable them to start up and run for some weeks in the spring before the arrival of any new logs, but such is not the case this season. Logs have been cleaned up as they never were before, and the probabilities are that, with the exception of mills that are supplied by logging railroads, no considerable amount of sawing will be done until after the first of June, at least.

An Eastern buyer who was in the city this week and who has just returned from a trip through the hardwood belt of the South declares that this impression is a false one, particularly as applied to quarter-sawed oak. He says that the mills in the South have almost abandoned the practice of cutting quarter-sawed stock, and that there was not nearly as much of this class of lumber in pile as he had expected to find. It may be, therefore, that the Chicago yards will realize a good thing on quarter-sawed oak early in the coming season. There is scarcely a dealer who did not stock up heavily in the spring, and as quarter-sawed oak has been moving slowly they have abundant stocks now on hand.

With the number of mills that have stopped cutting quarter-sawed oak one would think that there would be a great deal more of plain-sawed lumber offered, but this is not the case. While plain-sawed oak is coming forward freely there is no particular surplus of dry stock, and in Wisconsin the price on red oak is as firm as ever. If the furniture trade should pick up this winter, as it ought to, there will be a ready market for all available stock, and it would be not at all surprising should a scarcity of oak develop before the end of the year.

In fact it is confidently predicted that there will be a marked scarcity of thick oak next spring. Very little thick oak has been cut this year, and as it requires some little time to dry this stock, with any demand at all it will not take long to exhaust the supply now in sight.

The Mississippi Valley Lumberman as follows:

Some of the saw mills favorably situated will be run this winter—more in all probability than have been operated in previous years. The owners will seize on the opportunity which has been created by the inability of the water mills to run during the past six weeks and pile up stock for the spring trade. If, however, the winter is as cold as some of the scientific as well as the unscientific weather prophets have promised it will be, there will not be a great amount of lumber manufactured at these winter mills. Inventive genius has been turned at different times in the direction of a process of thawing out logs—or overcoming the difficulties which present in sawing frozen logs—but not a great deal of success has thus far been achieved. The winter mills which have been able to command a good price for their timbers and bill stuff have generally proved profitable, but the weight of the evidence is against winter sawing in latitudes as far north as Minnesota and Wisconsin.

Stocks of lumber in Minneapolis are very complete—larger and fuller, probably, than at any point in the West. Lumber is being made at the rate of about 18,000,000 feet a week and being sold at the rate of about 10,000,000 a week. The sawing season is drawing to a close, however, but the dealers will go into the winter with exceptionally good stocks. This condition does not lessen their appreciation of the value of their holdings.

NAILS.—All hands are still grumbling and the market throughout is unsatisfactory. Even wire nails, notwithstanding a good export trade, in addition to the lion's share of home calls, do not secure a movement that is stimulating, and cut are considerably demoralized, with prices made to fit the negotiations immediately in hand. Threats of stopping production continue and that is all. We quote Cut at \$1.50@1.60 per keg for car lots and \$1.75@1.85 per keg for parcels from store, for iron, and add 5@10c. per keg for steel; Wire, \$2.60@2.05 at mills, and 2.20@2.35 from store.

PAINTS, OILS, COLORS, ETC.—In pretty much every essential detail the market remains the same as last week. The volume of trade does not run full enough to create animation in any description of stock, and frequently operators may be heard expressing surprise over the moderation shown on part of buyers; yet it has been noticeable that some custom is duplicating orders of two or three weeks ago, and that is a fair indication of better consumption than

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jobbers and retailers had calculated upon. To meet the calls at present making there is a very good run of supplies, both in quantity and assortment available, and owners quite ready to negotiate. Indeed, in some instances a slight anxiety to realize is noticeable, which creates an unsettled tone on values and occasional quiet cutting. It is, however, claimed that on Leads the agreement line of valuation is closely adhered to for all pure pigment. Association Corroders' rates stand as follows: Lead in oil in kegs and dry lead in kegs, in lots of less than 500 lbs., 7½c. net; in lots of 500 lbs to 5 tons at one purchase, 7c.; 5 tons to 12 tons, one purchase, 5½c.; 12 tons and over, one purchase, 6¼c.; dry white lead in bbls. ½c. per lb. less than price in kegs. Lead in oil 12½ lb. in tin pails, add 1c.; in 25 and 50 lb. tin pails, add ¼c.; and in 1 to 5 lb. tin cans, assorted (100 lbs. in case) add 2½c. per lb. to keg price. Terms on lots on 500 lbs. and over, note or acceptance at sixty days, or 2½ per cent. discount will be allowed for cash paid within fifteen days of invoice date. To make either of the above required quantities any assortment of packages of white lead, red lead and litharge may be counted. The above quotations are free on board cars or boat at corroding point. Linseed Oil has fair demand, with no further slashing rates of a serious character, but Western makers are eccentric and cannot resist the temptation to make an occasional cut. We quote at general range at 35@40c. for Western, and 40@56c. for City. Spirits Turpentine continues rather weak under the influence of a slow, indifferent demand. Holders, however, appear to have the supply very well under control, and they offer stocks with moderation in pretty much all cases. We quote at 37@38c. per gallon, according to quality, delivery, etc.

TAR AND PITCH.—For ordinary trade purposes there has been an average deal, but no large movement of stock, and the market without animation. Supplies are not abundant, but there is apparently enough of them to satisfy all present requirements. We quote Pitch at \$1.70@1.75 per bbl.; Tar at \$2.15@2.50, according to quantity, quality and delivery.

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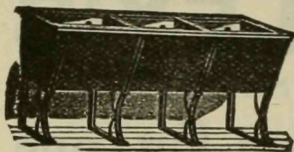
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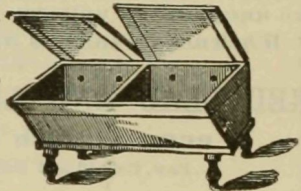
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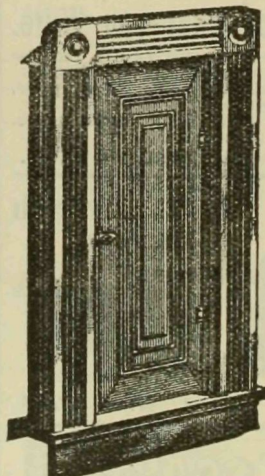
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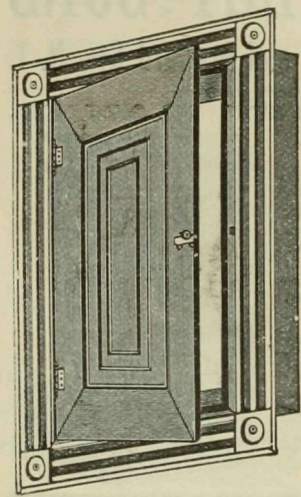
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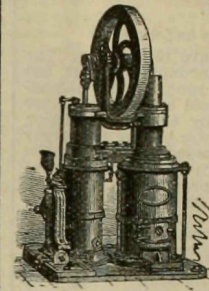
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Two-thirds 12 inch butt, 38 to 42 ft
average length 5 1/2 @ 6
Three-fourths 12 inch butt, 40 to 45
ft average length 5 3/4 @ 6
All 12 inch butt and up, 40 to 45 ft
average length 6 @ 6 1/4
Pieces stick, 40 feet each 4 00 @ —
do. 45 6 00 @ —
do. 50 8 00 @ —
do. 55 12 00 @ —
Inch spars, per inch 20 @ 22
Scaffolding poles, each 60 @ 1 00
Clothes poles, 45 to 65 feet, each 3 00 @ 6 00

HEMLOCK:
Penn. joist 12 00 @ 12 50
do. boards 13 00 @ 13 50
do. timber, 20 ft and under 12 50 @ 13 00
do. do. 22 to 24 ft. 13 00 @ 13 50
do. do. 26 to 28 ft. 13 50 @ 14 00
do. do. 30 to 32 ft. 14 00 @ 15 50
do. do. 34 to 36 ft. 15 50 @ 16 00
do. do. 38 to 40 ft. 16 50 @ 17 50

WHITE PINE—Good uppers and
select, 1 to 2 inch 40 00 @ 48 00
Upper and select, 2 1/2 to 4 inch 50 00 @ 58 00
Shelving 26 00 @ 31 00
Pickings, 1 inch 33 00 @ 36 00
Cutting-up, 1 inch 25 00 @ 28 00
Bracket plank 30 00 @ 35 00
Dressing-boards 18 00 @ 22 00
Box, inch 13 50 @ 14 00
Box, thick 14 50 @ 15 50
West India shippers 16 00 @ 19 00
Rio Janeiro do. 20 00 @ 21 00
River Plate C. J. 29 00 @ 30 00
Australia do. 25 00 @ 30 00

YELLOW PINE—Random cargoes
delivered N. Y. 18 00 @ 19 06
Ordered cargoes 19 50 @ 21 00
Flooring 22 00 @ 24 00
Step plank 26 00 @ 28 00
Common siding 15 00 @ 16 00
Heart face boards 22 00 @ 23 00
Car orders 21 00 @ 23 00
At Atlantic ports, f. o. b. 12 00 @ 12 50
At Gulf ports, f. o. b. 11 50 @ 12 50
North Carolina pine timber 13 50 @ 15 00
do. flooring 1 inch 16 00 @ 22 00
do. do. 1 1/4 16 50 @ 22 50
do. do. 1 1/2 @ 2 inch 24 00 @ 25 00
do Shipping culls or box 12 00 @ 14 06
do Plain and mottled 1/2 @ 1 1/2 inch 18 50 @ 25 50
Ash, white 36 00 @ 49 00
Elm 20 00 @ 22 50
Oak, plain 37 00 @ 41 00
Oak, quarter sawed 52 00 @ 55 00
Oak, quarter sawed, extra thick 56 00 @ 60 00
Redwood 45 00 @ 52 50
Maple, clear 28 00 @ 33 00
Chestnut, clear 33 00 @ 35 50
Cypress, clear 30 00 @ 32 50
Black Walnut, good to choice 130 00 @ 140 00
Black Walnut, ordinary to fair 100 00 @ 120 00
Black Walnut, 3/4 78 00 @ 83 00
Black Walnut, selected and seasoned 150 00 @ 155 00
Black Walnut counters 110 00 @ 150 00
Black Walnut, culls 35 00 @ 40 00
Black Walnut, rejects 50 00 @ 53 00
Cherry, wide 110 00 @ 115 00
Cherry, good 85 00 @ 100 00
Cherry, ordinary 65 00 @ 80 00
Whitewood, inch 30 50 @ 32 50
Whitewood, 3/4 inch 24 50 @ 26 00
Whitewood, 1/2 to 2 1/2 inch 32 00 @ 34 00
Shingles, Pine, 16 inch, extra 2 75 @ 3 10
do 18 inch, extra 4 10 @ 4 30
do 18 inch, clear butt 2 80 @ 3 10
do 18 inch, stocks 4 50 @ 4 60
do 18 inch, stocks 5 30 @ 5 40
Shingles, Cypress, 6x20 8 00 @ 10 00
do larger sizes 11 00 @ 15 00
do sawed 6 00 @ 9 00
Cedar—Medium to large 6 1/4 @ 7 1/4
do.—Extra large 7 1/4 @ 8
Mahogany—Small 6 1/2 @ 7 1/2
do—Medium 8 @ 8 1/2
do—Large 9 1/4 @ 12
do—Extra Large 13 1/4 @ 14