Steamboats and Railroads.

SAFETY, SPEED, AND COMFORT.
NORWICH LINE.
For Boston, Worcester, Fitchburg, Groton Junction, Lowell, Lawrence, Nashua, Manchester, Concord, Palmer, Brattleboro, and intermediate points. The new and staunch steamers
CITY OF BOSTON
CITY OF NEW-YORK,
CITY OF LAWRENCE, and
CITY OF NEW-LONDON,
will leave New-York daily (Sundays excepted), at 5 o'clock p. m., from Pier 40, North River, foot of Canal and Watts-sts.
For New-London and Norwich, there connecting with Express trains for the above points, via New-London, Northern, Norwich and Worcester, and Boston, Hartford, and Erie Railroads.
For through tickets and rates of freight, apply at the Office, Pier 40, North River.
J. E. SHORT, jr., Agent.
New-York, Oct. 16, 1869.

NEPTUNE LINE STEAMERS Daily for PROVIDENCE, BOSTON, WORCESTER at 5 p. m., from Pier 37, N. R., foot of Robinson-st.
Cabin fare to BOSTON, $4 50. To PROVIDENCE, $3.
Deck fare to BOSTON, $2 50. To PROVIDENCE, $2.
Freight at lowest rates. Connect at Providence with Boston and Providence and Prov. & Worcester R. Rs. for all northeast N. Eng. cities and towns

FOR RONDOUT, landing at Cozzens, Cornwall, Newburgh, Milton, Poughkeepsie, and Rhinebeck. The steamboats THOMAS CORNELL and JAMES W. BALDWIN leave DAILY, at 5 p. m., Pier 34, N. R., foot Harrison-st.

CENTRAL RAILROAD OF NEW-JERSEY.—Passenger and Freight Depot in New-York, foot of Liberty-st., connects at Somerville with South Branch Railroad, at Hampton Junction, with the Delaware, Lackawanna, and Western Railroad, at Phillipsburg, with the Lehigh and Susquehanna Division, and at Easton, with the Lehigh Valley Railroad and its connections, forming a direct line to Pittsburgh and the West, without change of cars; also to Central Pennsylvania and New-York State.
ALLENTOWN LINE TO THE WEST.
WINTER ARRANGEMENT.
Commencing January 10, 1872.—Leave New-York as follows:
6 a. m.—For Flemington, Easton, Bethlehem, Bath, Mauch Chunk, Williamsburg, Potsdam, Allentown, Mt. Carmel, Hazelton, Tunkhannock, Towanda, Waverly, Rochester, &c.
9 a. m.—For Easton. Connects at Junction with Del., Lack. and West. R. R.
9 a. m.—Western Express, daily (except Sundays), for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Phillipsburg with Lehigh and Susquehanna Division for Mauch Chunk, Wilkesbarre, Scranton, Williamsport, Erie, &c., at Easton with Lehigh Valley Railroad for Mauch Chunk.
10:30 a. m.—Way Train for Somerville.
12:30 p. m.—For Flemington, Easton, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Bending, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.
3 p. m.—For Somerville. Connects at Phillipsburg with Lehigh and Susq. Division for Bath, Allentown, Wilkesbarre and Scranton; and at Easton with Lehigh Valley R. R. for Allentown and Catasauqua; and at Phillipsburg for Bethlehem.
3:30 p. m.—For Flemington.
4:30 p. m.—For Easton, Allentown and Mauch Chunk. Connects at Junction with Del., Lack. and West. R. R.
4:30 p. m.—For Somerville and Flemington.
5 p. m.—For Somerville.
5:30 p. m.—For Plainfield.
6:45 p. m.—Western Express, daily, for Easton, Bethlehem, Allentown, Harrisburg, Pittsburgh, Chicago, and Cincinnati.
6 p. m.—For Somerville.
7 p. m.—For Somerville.
7:30 p. m.—For Easton.—For Easton.
9:00 p. m.—For Plainfield.
For Elizabeth at 6:00, 6:30, 7:15, 7:45, 8:00, 8:30, 9:00, 9:15, 10:00, 10:30, 11:00 a. m.; 12:00, 12:30, 1:00, 2:00, 2:15, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 7:45, 8:30, 9:00, 10:30, 11:30, 12:00 p. m.
Trains for the West can be obtained at the office of the Central Railroad of New-Jersey, foot of Liberty-st., New-York, and at the principal hotels and ticket offices in New-York City.
R. R. RICKER, Superintendent.
H. P. FARNUM, General Passenger Agent.

DELAWARE, LACKAWANNA and WESTERN RAILROAD
MORRIS AND ESSEX DIVISION.
NEW BROAD GAUGE LINE to Water Gap, Stroudsburg, Scranton, Binghamton, Syracuse, and Oswego, WITHOUT CHANGE OF CARS.
Depots in New-York, foot of Barclay-st. and foot of Christopher-st.
TIME ARRANGEMENTS commencing MONDAY, November 20, 1871.
8:00 a. m. BROAD GAUGE EXPRESS TRAIN, via Boonton Branch, runs directly through from New-York to Oswego without change of cars, connecting at Scranton with Chenango R. R. and at Binghamton with L. and B. R. R. for Rochester, Watkins, Elmira, &c.
8:30 a. m. EXPRESS MAIL TRAIN, connects at Dunellen with Boonton Branch, at Dover with Chester R. R. for Andover and Newton, at Washington with the U. L. and W. R. R. for Water Gap, Stroudsburg, Scranton, Great Bend, Binghamton, Syracuse, and Oswego, and at Easton with Lehigh Valley R. R. for all points on that route.
12:00 noon. LEHIGH VALLEY EXPRESS stops at Newark, Morristown, Dover, Waterloo, Hackettstown, Washington, Phillipsburg, and Easton; connects at Waterloo with sunset Railroad at Phillipsburg with Del. Del. R. R. for Bethlehem, &c., and at Easton with L. V. R. R. for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Hazleton, and Harrisburg.
2:30 p. m. BROAD GAUGE EXPRESS TRAIN, via Paterson and Boonton, runs directly through to Scranton and Binghamton, without change of cars, reaching all principal stations. Connecting at Dover with Chester R. R.
4:00 p. m. EASTON EXPRESS connects at Dover with Chester R. R., at Waterloo with Sussex R. R., and at Easton with L. V. R. R. for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Hazleton, and Harrisburg.
5:30 p. m. HACKETTSTOWN MAIL, connects with Boonton, Chester, and Sussex Railroads.
7:00 p. m. EXPRESS.
For MORRISTOWN, at 7:30, 9:10, 11:20, 12:00 m., 2:30, 3:20, 4:10, 5:30, and 6:30 p. m.
For SUMMIT and intermediate stations at 6:30, 7:15, 7:45, 9:15, 10:15, 11:20 a. m., 12:00 m., 2:30, 3:20, 4:10, 5:30, 6:30, and 7:30 p. m.
For ORANGE and SOUTH ORANGE, at 6:30, 7:15, 7:45, 9:15, 9:40, 10:15, 11:20 a. m., 12:00 m., 1:00, 2:30, 3:20, 4:10, 4:30, 5:30, 6:30, 7:30, 9:40, 10:15, and 11:45 p. m.
For NEWARK, at 6:30, 7:15, 7:45, 8:40, 9:15, 9:40, *10:15, 10:30, 11:20, 11:30, and 11:45 a. m., 12:00 m., *12:45, 1:00, 2:30, 3:20, 4:10, 4:30, 5:30, 6:30, *6:40, 7:30, 9:40, 10:15, and 11:45 p. m.
Trains marked * stop at Bay View.
Leave New-York for BLOOMFIELD and MONTCLAIR, at 6:30, 9:40 and 11:00 a. m. and 2:00, 3:20, 5:30, 6:30, and 7:30 p. m.
A. HARDEN, Superintendent.

ERIE RAILWAY.—WINTER ARRANGEMENT of Trains, taking effect Dec. 18, 1871. Pier Chambers st. Depot. (For Twenty-third-st. see below.)
9:00 a. m. Chartered and Limited Express, Drawing-Room Coaches to Buffalo and Niagara Falls, and Sleeping Coaches to destination.
11:00 a. m. Express Mail for Buffalo and Niagara Falls. Drawing-room Coaches to Susquehanna and Sleeping Coaches to destination.
5:30 p. m. Night Express. Sleeping Coaches to Buffalo and Niagara Falls.
7:00 p. m. (Valley Connecticut and Chicago Night Express. Sleeping Coaches through to Cincinnati, Buffalo, Niagara Falls and thence to Chicago.
For Port Jervis, 9:00, 9:30, 11:00 and *11:15 a. m., 4:30, 5:30 and *7:00 p. m.
For Goshen and Middletown, *7:30, 9:00, 10:30, 12:00 and *11:15 a. m., 2:30, 4:30, 5:30, and *7:00 p. m.
For Warwick, 9:00, 10:30 and 11:15 a. m., 4:30 p. m.
For Newburgh, *7:30, 9:00, 10:30 and *11:15 a. m., 2:30, 4:30 and 5:30 p. m.
For Fishkill, 9:00, 10:30, 11:00 and *11:15 a. m., 2:30, 4:30, 5:30, 6:00, 6:30, *7:00 and *11:00 p. m.
For Ridgewood, Hohokus, Allendale and Ramsey's, 9:00, 10:30, 11:30, 2:30, 4:30, 5:30, 6:00, *6:30, 7:00 and *11:00 p. m.
For Suffern, 9:00, *7:30, 10:30, 11:30, 2:30, 4:30, 5:30, 6:00, *6:30, 7:00 and *11:00 p. m.
For Hackensack, 9:00, *7:30, 10:30, 11:30, 2:30, 4:30, 5:30, 6:00, *6:30, 7:00 and *11:00 p. m.
For Rutherford, Passaic and Paterson, 9:00, *7:30, 10:30, 11:30, 2:30, 4:30, 5:30, 6:00, *6:30, 7:00 and *11:00 p. m.
For Hackensack and Way, *10:00 and 6:15 p. m. 12:45, 4:00, 4:45, 6:00 p. m.
For Nanuet and Way, *10:00 and 6:15 p. m. 12:45, 4:00, 4:45 and 6:00 p. m.
For Hillsdale and Way, *10:00 and 6:15 p. m. 12:45, 4:00, 4:45 and 6:00 p. m.
For Spring Valley and Way, *2:00, 7:45 and 8:15 a. m., 12:45, 4:00, 4:45, and 6:00 p. m.
For Hasbrouck, 9:00, *7:30, *10:00, a. m., 1:30, 3:15, 4:15, 4:45, 5:30, 6:30 and *7:45 p. m. Saturdays only 12:00 night.
For Orange, 9:00, 10:30, 11:30 a. m., 1:30, 3:15, 4:15, 4:45, 5:30, 6:30, and *7:45 p. m. Saturdays only 12:00 midnight.
For Piermont and Nyack, *10:00 a. m., 1:30, 4:45, 6:30, 6:30, and *7:45 p. m. Saturdays only 12:00 midnight.
N. B.—Trains leaving Chambers-st. on even hours or half hours leave Twenty-third-st. fifteen minutes earlier than above time. The five a. m. and twelve midnight trains start from Chambers-st. only.
N. B.—Trains on the N. R. R. of N. J. leaving Chambers-st. on quarter hours, leave Twenty-third-st. thirty minutes earlier than above time.
Tickets for passage and for Apartments in Drawing-Room and Sleeping Coaches can be obtained, and orders for the checking and transfer of Baggage may be left at the Company's offices—241, 529 and 957 Broadway; and One Hundred and Twenty-fourth-st. and Third-ave., Harlem; 4 Court-st., Brooklyn; 191 Broadway, Williamsburgh; at the Company's Depots, and of Agents at the principal hotels.
* Daily. † Sundays only. ‡ Except Sundays only. § Week only.
WM. R. BARR, Gen'l Pass'r Agent.
L. B. RICKER, Gen. Supt.

NEW-YORK AND NEW-HAVEN RAILROAD.
SUMMER ARRANGEMENT,
COMMENCING MAY 22, 1871.
Passenger Station in New-York corner of Twenty-seventh-st. and Fourth-ave. Entrance on Twenty-seventh-st.
TRAINS LEAVE NEW-YORK
For New-Haven and Intermediate Stations, 7, 9 (Ex.), 11:30 a. m., 12:15 (Ex.), 3 (Ex.), 3:45, 4:30 (Ex.), 5:30, 6:30, and 8 (Ex.) p. m.
For Milford, Stratford, Bridgeport, Southport, and Westport, 7, 10:30 a. m., 3:45, 6:30, and 8:30 p. m.
For South Norwalk, 7, 9 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3, 3:45, 4:30 (Ex.), 5:30, 6:30, and 8 (Ex.) p. m.
For Darien, 7, 9, 11:30 a. m., 3:45, 4:30, 5:30, and 6:30 p. m.
For Stamford, 7, 9 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3:15, 3 (Ex.), 3:45, 4:30 (Ex.), 5:30, 6:30, 8:15, 8 (Ex.) p. m.
For Greenwich and intermediate Stations, 7, 9, 11:30 a. m.; 2:15, 3:45, 4:45, 5:30, 6:30, 8:15 p. m.
Sunday Mail Train leaves Twenty-seventh-st. New-York, at 7 p. m. for Boston, via both Springfield Line and Shore Line.
CONNECTING TRAINS.
For Boston via Springfield, 9 a. m.; 3 and 9 p. m.
For Boston via Shore Line, 12:15 and 3 p. m.
For Hartford and Springfield, 8 a. m., 12:15, —, and 9 p. m.
For Connecticut River Railroad, 8 a. m., 12:15 p. m. to Northampton, 3 p. m. to Montreal.
For Hartford, Providence and Fishkill Railroad, 8 a. m., 12:15 p. m.
For Shore Line Railway at 8 a. m.; to Norwich and Providence, 12:15, 2, to New-London and Norwich, 4 p. m.
For New-Haven and Northampton Railroad, 8 a. m.; 3 p. m. to Northampton and Williamsburgh.
For New-Haven, Middletown and Willimantic Railroad (Air Line), 8 a. m. and 3 p. m.
For Housatonic Railroad, 8 a. m., 3 p. m., and 4:30 p. m. to Waterbury.
For Naugatuck Railroad, 8 a. m., 12:15 and 4:30 p. m.
For Danbury and Norwalk Railroad 7 a. m., 12:15 and 4:30 p. m.
For New-Canaan Railroad, 8 a. m., 12:15 and 4:30 p. m.
Commodious Sleeping Cars attached to 8 p. m. Train, and also to Sunday Mail Train on either Line. Drawing-room Car attached to the 9 a. m. and 3 p. m. Trains.
Passengers can procure tickets to any point reached over this road at the Depot of the New-York and New-Haven R. R. Co., Twenty-seventh-st. and Fourth-ave.; also at the Offices of the New-York Transfer Co., 241 (Astor's Express), No. 944 Broadway and No. 1 Court-st., Brooklyn; and at Grand Central Depot, where passengers can have their baggage called for and checked by leaving suitable notice. Baggage can have their baggage called for and checked from residence to destination.
JAMES H. HOYT, Supt.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing Monday, Nov. 13, 1871, Through Trains will leave from New Depot, Fourth-ave. and Forty-second-st.
8:00 a. m. Chicago and Montreal Express, with Drawing-room cars through to Rochester and at Albany.
10:30 a. m. Special Chicago Express, with Drawing-room cars to Buffalo and Niagara Falls, and connecting at Suspension Bridge with Great Western Express.
10:45 a. m. Northern and Western Express.
3:00 p. m. Special Troy Express, on Saturdays.
4:00 p. m. Montreal Express with Sleeping-cars from New-York to St. Albans.
5:00 p. m. Express, with Sleeping-cars for Watertown, Oswego, and Rochester.
6:00 p. m. Pacific Express, with Sleeping-cars for Rochester, Buffalo, Suspension Bridge, also for Chicago, via Lake Shore, Mich. S. and M. C. and Niagara Falls; also for Chicago, via Toledo, leaves on Sundays 6 p. m.
10:00 p. m. Express, with Sleeping-cars for Troy and Albany.
All local trains running north of Yonkers leave from new depot.
Reserve Special Trains from Thirtieth-st., west side, as heretofore.
C. H. KENDRICK, General Passenger Agent.

NEW-JERSEY RAILROAD—FROM FOOT OF DERBROSSES-ST. and from foot of CORTLANDT-ST.—For WEST PHILADELPHIA, at 8:30 and 9:30 a. m., 12:30, 4:00, 5:00, 6:30 p. m. 12 night and on Sunday at 8:00 p. m. For Philadelphia at 8:30, 9:30 a. m., 12 noon, 4:00, 5:00, 6:30 p. m. For BALTIMORE and WASHINGTON at 9:30 a. m. and 8:00 p. m. For CAMDEN and AMBOY at 8:30 a. m., 12:30 and 9:30 p. m. For the SOUTH at 9:30 a. m., 9:30 p. m. Silver Palace cars to Washington and Lynchburg cars on 9:30 p. m. train, without change. For the WEST via Pennsylvania Railroad—9:30 a. m. and 8:00 p. m. For the WEST via Philadelphia and Reading Railroad—8:30 a. m. and 8:00 p. m. Silver Palace cars are attached to the 9:30 a. m. and run through from New-York to Pittsburgh, Cincinnati, Louisville, and St. Louis, without change. Silver Palace cars are attached to the 8:00 p. m. daily, and run through to Pittsburgh, Cincinnati, Louisville, and St. Louis, without change. Silver Palace cars are attached to the 9:30 p. m. and run through from New-York to Fort Wayne, Chicago, without change. Tickets for sale at foot of Dereosses-st., foot of Cortlandt-st., 944 Broadway.
(*Daily.) (Mar. 12, 1871.)
F. W. RANKIN, Gen. Pass. Agt. F. W. JACKSON, Gen'l Supt.

SOUTH SIDE R. R. OF L. I.
Winter Arrangements, commencing Oct. 30, 1871, from Roosevelt and Grand-st. Ferries, New-York.
8:30 a. m. Mail for Patchogue, by stage for Bellepoint and Fire Place.
10:00 a. m. Accommodation to Babylon.
2:30 p. m. Express for Patchogue, by stage for Bellepoint and Fire Place.
4:30 p. m. Accommodation for Islip, through to Patchogue on Saturdays.
5:30 p. m. Babylon Accommodation.
8:30 p. m. Accommodation for Merrick.
The 8:30 and 10 a. m. and the 2:30 and 5:30 p. m. trains connect at Valley Stream for Rockaway and Hempstead.
L. W. DOUGLAS, Superintendent.
See Time Tables.

REAL ESTATE.

NEW-YORK, Monday, April 22, 1872.

At the Exchange, this morning, Joseph McGuire sold, by order of the Supreme Court, under direction of Julius J. Lyons, referee, a valuable plot of ground at Washington Heights, being located on the Kingsbridge-road, 165 feet south of One-hundred-and-ninetieth-st. The plot contains about 68 city lots, and has a house costing upwards of $25,000 thereon. The whole was sold to Mr. B. F. Beekman for $46,568. Messrs. Muller, Wilkins & Co. sold house and lot on East Forty-fourth-st. Messrs. V. K. Stevenson & Son sold house and lot No. 103 Macdougal-st.

James M. Miller sold tenement-house and lot on west side of Avenue A, near Twenty-third-st.

For to-morrow (Tuesday) several sales of importance are announced, Messrs. Muller, Wilkins & Co. will sell valuable lots on Grand Boulevard, One-hundred-and-forty-sixth, One-hundred-and-forty-seventh, One-hundred-and-sixteenth and One-hundred-and-thirtieth-sts. The lots are clear of rock and are all well located.

The Hon. Henry McDonald has purchased John Cahr's farm, situated in Saddle River Township, New-Jersey, 60 acres, at $250 per acre. Smith & Gillespie have sold, at private sale, 83 city lots, in Clifton, N. J., at about $100 per lot.

Wm. H. Raynor reports the sale of the piece of land on the west side of Kingsbridge-road and the road leading to Fort Washington depot, being 210 feet on Kingsbridge-road and 280 feet on Fort Washington-road, comprising 33 lots, for $30,000. Also, two-story frame house, 18.9x40, n. s. One-hundred-and-thirty-second-st, between Sixth and Seventh-aves., for $6,250.

At the Exchange Salesroom at noon, on Wednesday, M. A. J. Lynch will sell by auction by order of Mr. Cornwallis, attorney for the executrix of the estate of the late Samuel T. Tisdale, the valuable property at the south-west corner of Fourth-ave. and Fourteenth-st., running from the rear of Wallack's Theater to the stables adjoining the Maison Dorce, fronting on Union-square, and measuring 96 feet on Fourth-ave., and 28 feet on Fourteenth-st. Union-square is already one of the most prominent business centers in New-York, and rarely such a desirable piece of realty as this falls under the hammer, and this property will no doubt attract the attention of capitalists in search of a desirable investment.

A. D. Mellick, jr., & Brother will sell on Thursday, April 25, on the premises, at Plainfield, commencing at 1 o'clock p. m., the following valuable property: The handsome two-story house and lot on the south-east corner of Cherry and Seventh-sts., containing 12 rooms; lot 100 feet on Seventh-st., and 270 feet in depth. Also, a lot in the rear of above premises, fronting on Third-place. Also, a block of 13 two-story houses and lots, on Third-st., each containing six rooms, and conveniently arranged for one or two families. Also, the magnificent Hillside property, containing 108 acres, having a charming view of the surrounding country. This property will be sold in villa plots of from three to eight acres each, and will offer one of the most desirable opportunities ever presented to purchase building plots in this charming and rapidly improving town. The terms, which will be moderate, will be made known on the day of sale.

AUCTION SALES OF NEW-YORK REAL ESTATE.

BY MULLER, WILKINS & CO.
Factory brown-stone house and lot, No. 134 East 44th-st., between 3d and Lexington-aves., 20x100.....$16,250
BY V. K. STEVENSON, SON & CO.
2-story brick house and lot, No. 103 Macdougal-st., lot 20x67.6.....$10,100
BY JOS. McGUIRE.
1 plot ground on Kingsbridge-road, 125 ft. s. of 190th-st., with house thereon, having an area of about 60 feet-and lots.....$46,568
BY JAMES M. MILLER.
3-story tenement-house, w. s. Ave. A, 67.41 ft. s. of 23d-st., lot 24.9x75.6.....$15,000

OFFICIAL TRANSFERS OF REAL ESTATE.

NEW-YORK CITY.
Broome-st., s. s. (No. 481), 62.3 ft. e. of Lourens-st., 21x100.11, irreg; H and L.....$26,000
Broadway, e. s. (No. 6255), [illegible] (May, 1850).....230,000
Monroe-st., s. s. [illegible] (May, 1850).....None.
Broad and Wall-sts., n. e. corner, 15.8x45.6.....250,000
Lewis-st., e. s. 200.3 ft. n. of Commercial-st., 24x[illegible], h and L.....20,000
Spruce-st., n. w. corner Gold, 24.3x47.5, irreg (build share).....40,000
[illegible]-st., s. s. 150 ft. e. of Ave. A, 25x100, h and L.....6,000
[illegible]-st., s. s. 100 ft. w. of Ave. C, 25x100.5, h and L.....None.
[illegible]-st., s. s. 125 ft. w. of Ave. C, 25x100.5, h and L.....
[illegible]-st., s. s. 142.9 ft. w. of Lexington-ave., 14.6x68.9, h and l (assd. $7,500).....10,000
[illegible]-st., s. s. 124 ft. e. of 8th-ave., 20.10½x81.9, h and l.....23,000
[illegible]-st., s. s. 224 ft. e. of 8th-ave., 20.10½x81.9, h and l.....13,500
[illegible]-st., s. s. 175 ft. w. of Lenox-ave., 25x100, h and l.....17,000
[illegible]-st., s. s. 175 ft. w. of Lenox-ave., 25x100, h and l (assd. $9,000).....11,000
[illegible]-st., s. s. 200 ft. w. of Lenox-ave., 25x100, h and l.....12,500
[illegible]-st., s. s. 225 ft. w. of Lenox-ave., 25x100, h and l.....20,000
[illegible]-st., s. s. 250 ft. w. of Lenox-ave., 25x100, h and l.....20,000
[illegible]-st., s. s. 275 ft. w. of Lenox-ave., 25x100, h and l.....12,000
[illegible]-st., s. s. 300 ft. w. of Lenox-ave., 25x100, h and l.....12,000
[illegible]-st., s. s. 325 ft. w. of Lenox-ave., 25x100, h and l.....12,000
[illegible]-st., s. s. 350 ft. w. of Lenox-ave., 25x100, h and l.....12,000
[illegible]-st., s. s. 375 ft. w. of Lenox-ave., 25x100, h and l.....12,000
[illegible]-st., s. s. 400 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 425 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 450 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 475 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 500 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 525 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 550 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 575 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 600 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 625 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 650 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 675 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 700 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 725 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 750 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 775 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 800 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 825 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 850 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 875 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 900 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 925 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 950 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 975 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1000 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1025 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1050 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1075 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1100 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1125 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1150 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1175 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1200 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1225 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1250 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1275 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1300 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1325 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1350 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1375 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1400 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1425 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1450 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1475 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1500 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1525 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1550 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1575 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1600 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1625 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1650 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1675 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1700 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1725 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1750 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1775 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1800 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1825 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1850 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1875 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1900 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1925 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1950 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 1975 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2000 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2025 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2050 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2075 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2100 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2125 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2150 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2175 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2200 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2225 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2250 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2275 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2300 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2325 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2350 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2375 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2400 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2425 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2450 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2475 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2500 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2525 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2550 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2575 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2600 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2625 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2650 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2675 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2700 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2725 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2750 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2775 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2800 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2825 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2850 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2875 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2900 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2925 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2950 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 2975 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 3000 ft. w. of Lenox-ave., 25x100, h and l (assd. $7,000).....12,000
[illegible]-st., s. s. 3025 ft. w. of Lenox-ave., 25x100, h and l (assd