

REAL ESTATE BUILDERS RECORD AND GUIDE.

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REMODELING OLD LAW TENEMENT HOUSES

How an Owner Can Alter Old Structures and Obtain Increased Rental Returns on Investment

By WILLIAM H. ABBOTT

First Deputy Commissioner, Tenement House Dept.

PART II.

DURING the past fourteen years of the department's existence there have been only about twenty old buildings that have been altered into new law tenements. Four of these old buildings were private houses, three were loft buildings, two were stables, and the balance were types not recorded. As the finished product is more of a new building than an alteration, no further reference to it will be made in this article.

Many improvements and alterations to

old law tenements are of a minor nature, and are made to accommodate a new tenant. These might be called voluntary, but the compulsory changes made necessary to enable the owner to increase his income and keep abreast of the high taxes and assessments are the ones that I feel will be of most interest to such an owner.

Within the past five years there have been 15,000 alteration applications filed with the Tenement House Department, involving an average outlay of about \$1,000 a house. These include increasing the number of apartments, changing water-closets from the yard and placing them within the apartments, adding a number of new rooms to the building, replacing with new white enamel plumbing fixtures those that have become old and dilapidated, occasionally introducing a new light shaft near the center of a building, so as to open up the interior and dark rooms, and, after serious fires, replacing the public halls and stairs with ones of fireproof material.

The farseeing and wideawake owner has anticipated these conditions and has met the inevitable. Now he is reaping the harvest. The other class of owner is still ploughing in the same old furrow, playing a losing game, but not having enough initiative or money to meet the situation in an up-to-date manner. They are becoming despondent and discouraged at what appears to be ultimate ruin.

To these owners I would say: Make the returns commensurate with the outlay; plan your alterations carefully and judiciously, endeavor to decide what improvement is most desired, then go to work.

It will not be expected that all the conveniences of the new law tenement can be made in your house, but cover the most important demands. If interior rooms are to be eliminated, install an open shaft with windows to the outer air; if the apartments are too large, divide them up, but be careful that the toilets are placed within the new apartments and the best lighted room is arranged for the general living room; if the public halls and stairs are narrow, dark and tortuous, re-design this important means of entering the apartments and endeavor to get light, easy and shorter stairs and passageways. One dollar or two added to the rental of a remodeled apartment may be regarded as a good return on a considerable outlay and is being obtained by most of those who have made the experiment.

The records of the department show about 2,750 applications annually from architects and contractors who are employed by the owners to alter and improve their property. The greatest percentage of alterations is for the removal of water-closets from the yard and placing them upon the various floors of the tenement so as to be more convenient to the occupants. Many times this represents a second change to these fixtures, as by the removal of the original school sink or privy vault the owner in order to save money erected the new toilets over the site of the old ones, even though the department advised him to the contrary. It is the old tale—experience is the best teacher. The inexperienced owner believed he knew

best and had to be taught by his own loss, which sometimes was costly.

It may be of interest in this connection to repeat other words of advice that the Tenement House Department is still giving, thereby saving some poor or unfortunate owner a few dollars while making alterations that in a few years will be of little or no use.

Do not spend any money on alterations affecting the preparation of food, where such work is below the ground level. Common sense might tell one that this is unhealthy, and even if the law

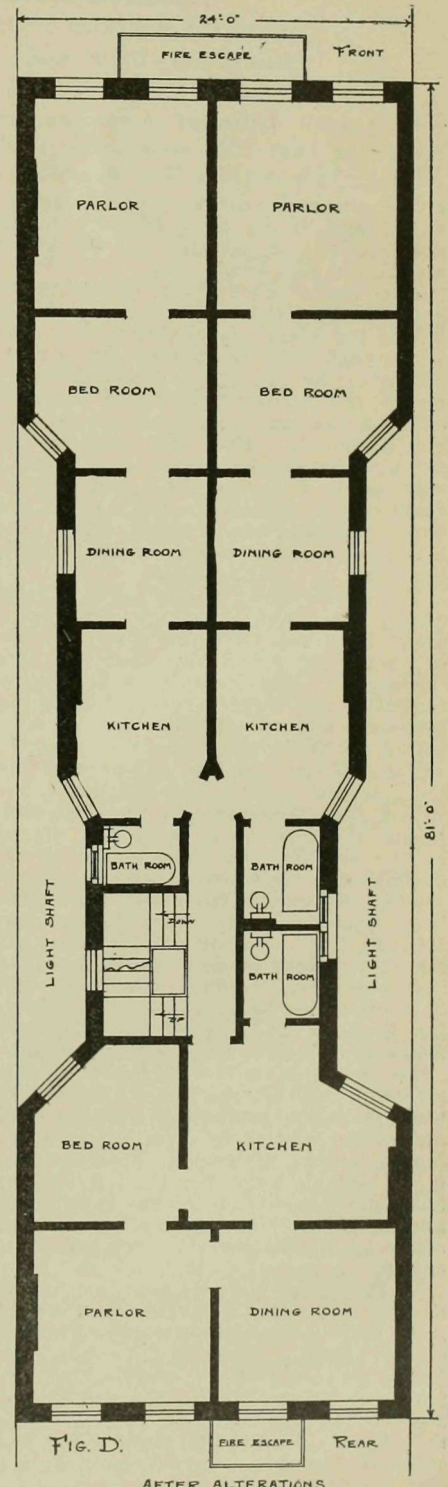
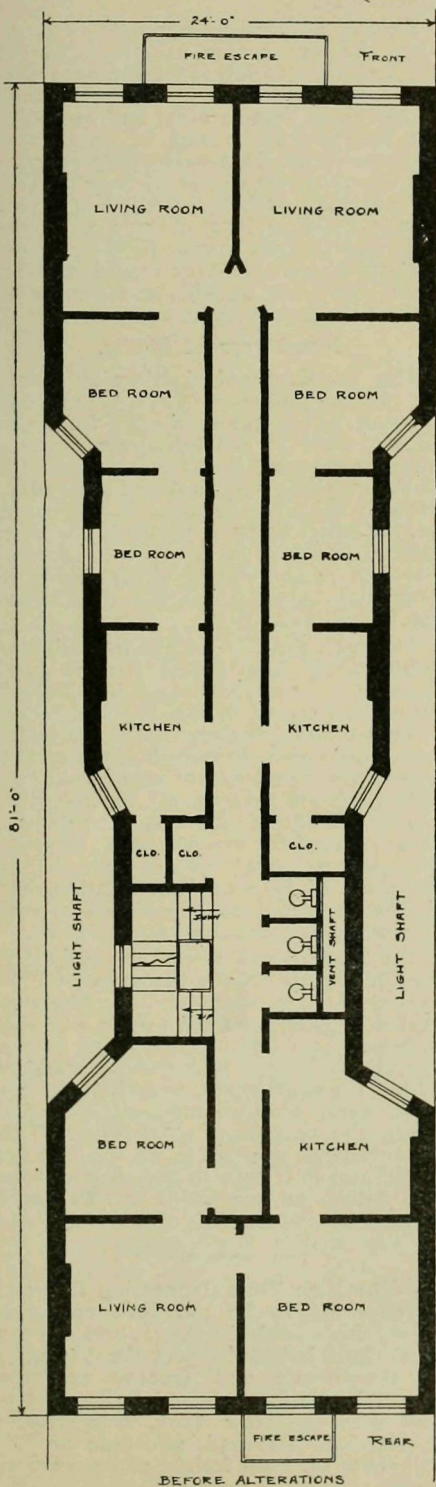


FIG. D.

AFTER ALTERATIONS

does not prohibit the condition today, I positively believe that in a few years the Legislature will provide necessary laws to properly regulate such conditions. A fair example of this can be found in the latest laws on bakeries.

Other words of advice are given to the builders of the new law tenement, so that in designing these multiple dwellings they shall bear in mind the possibility of dividing up the large apartment into smaller ones, as the demand might require, without tearing down half of their building to arrange for properly lighted halls, adequate stairs, fire-escape in legal locations, etc.

Even within the short life of the department's existence many changes have become necessary to the new law tenement that was built in 1902-3. On account of the change of local conditions, their eight and nine-room apartment is no longer profitable, and in some cases the owner wishes to sub-divide.

Let us see what lawful objections confront him. If the total number of apartments above the entrance floor exceeds twenty-six, then the main stairs have to be increased in order to accommodate the additional families; the access to the new apartments probably creates a new public hall, which must be of proper width and legally lighted; the privacy of the new apartment must be maintained

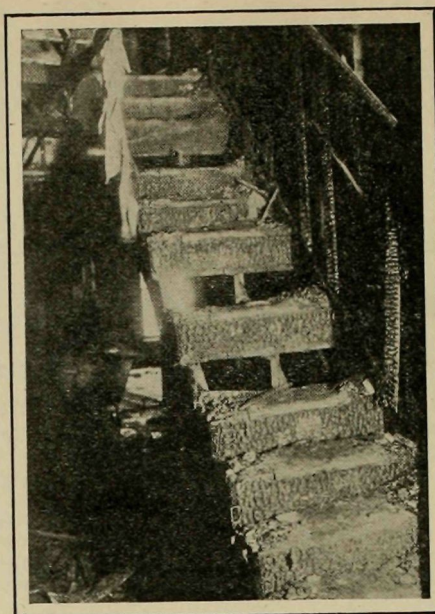


FIG. C.—STAIRWAY AFTER FIRE.

so that access to water-closet and bathroom must be had without passing through a bedroom; the toilet accommo-

dations must be within the new apartment. The fire-escape, or second means of egress, must be located as required by law, and if partitions are changed care must be taken to see that the windows are not less than 10 per cent. of the area of the rooms in which they are located. It will, therefore, be seen that a little forethought on the part of the architect in designing the new tenement may save the owner many hundreds of dollars in the near future.

Probably the best opportunity afforded the owner for making improvements to his tenement is after a fire. The more severe the conflagration, the greater field the architect has in displaying his ingenuity.

Many fires in tenements result in the complete destruction of the stairs and halls, thus seriously jeopardizing the chances of escape. The illustration, marked Figure C, shows only too accurately some of the results of a fire in one of the many tinder boxes, in which the bulk of our people live. No one will dispute the fact that it was high time to enact laws that would put an end to this kind of construction, and in its place give the occupants of tenements a fireproof stairway and entrance hall by which to reach the street in the event of fire or panic in the house. The brick enclosing stairhall with iron and slate stairs, concrete and iron floors and the kalamein covered trim and doors furnishes as complete a fire protection agency as can be constructed.

Equally as good an opportunity is offered the owner of a fire-destroyed old law tenement to introduce the open fireproof light shaft, which may be as small as 25 square feet in area, and on which the bed and bathrooms of each story may ventilate. This necessarily requires considerable cutting out of floor timbers and partition walls, but if the larger part of the building is a charred ruin, the labor and expense is very light compared with the great advantage resulting therefrom. The law should be amended to make this improvement compulsory.

Non-Fireproof Shafts.

The non-fireproof dumbwaiter shaft, the greatest and most dangerous medium through which flames spread from one floor to another, not infrequently mushrooming through the space between the hanging ceiling and roof and destroying not only the house in which it originated, but the entire block, is probably the most difficult problem, on account of the rapidly and comparatively silent march of destruction with which the department has to contend.

Although the loss of life through this non-fireproof shaft may not be very great, the amount of money lost annually by fires traced to this medium is tremendous, and I believe that if the insurance companies, in insuring tenements, where the non-fireproof dumbwaiter or light shaft are present, would, in issuing a policy, materially increase the premium on account of the fire risk being so great, the owners would rebuild immediately the shaft of fireproof construction, and thus save many million dollars a year that otherwise would go up in smoke.

The "Before and After," shown in Figure D, represents another type of non-paying old law tenements. By the suggested improvement the owner was able to increase the width of the living rooms, provide bathroom, tubs and water-closet within the apartments, and eliminate the long, dark, semi-private hall from between the two front apartments. This improvement was made at the cost of \$1,250 and it is safe to say that at least two dollars an apartment can be added to the old rentals.

—The New York Connecting Railroad is expected to be put into operation this year. With its huge bridge over Hell Gate, it will connect the boroughs of the Bronx and Queens and the Pennsylvania-Long Island Railroad system with the New York, New Haven & Hartford Railroad, affording an all-rail route for both freight and passenger traffic.

IN THE CONGESTED EAST SIDE

Assessed Valuations in Orchard Street Show Increase from 1905-1910 and Decrease from 1910-1916

ARE New York City's old and conservative tenement properties on the lower East Side maintaining their values? This question is a most interesting one and worthy of consideration, on account of the rapid development of new sections of the city and the effect on the old districts.

The lower East Side continues to house a congested tenement population. While the class of tenancy is not one which pays large rentals, the income capacity of the average five and six-story tenement is commensurate with the type of structure and the character of the neighborhood. For the purpose of studying conditions from a statistical standpoint, a typical East Side street, Orchard street, was selected, a north and south thoroughfare running from East Houston street to Canal street, through the heart of the East Side.

The development of this street is principally five and six-story tenements, which have witnessed few changes within recent years. Aside from the new exchange of the New York Telephone Company and a large public school, the section is a tenement house district, with stores on the grade floor.

The table prepared on this page shows the assessed valuation of each block, between East Houston and Canal streets, giving the aggregate valuations placed by the city on both sides of the street, in both the unimproved and improved states. An examination will show that land values rose on every block from 1905 to 1910. Between 1910 and 1916, however, values in both the unimproved and improved condition declined; the only exception being the block containing the new building of the telephone company, which is assessed at \$340,000.

An explanation for this situation is rather difficult since Orchard street has been retaining its renting strength, and carries few, if any vacancies. The store rentals are as high today as they ever were, and although the income derived from the upper parts of the building is not as high, this deficit is more than offset by the firmness of the store situation.

In 1905 when the city was just beginning to experience its famous "boom," and values were rising, owners did not protest against increased assessments. In more recent times, the market for tenement houses has not been so active, and mortgagees are not as lenient as they formerly were. Orchard street has suffered, just as so many other sections of the city have suffered on account of

the extreme caution of lenders and the demand for greater equities. Perhaps this explanation will explain to some degree the decline in value, but the interesting fact remains that we have the paradoxical situation of higher rentals, and lower appraisements, and the increased cost of operation reflected in the demand of owners for lower assessments.

ORCHARD STREET.			
East Houston to Stanton Sts.			
1916.			
East Side		West Side	
Unimproved.	Improved.	Unimproved.	Improved.
\$304,500	\$472,000	\$193,000	\$279,000
1910.			
322,000	535,000	206,000	324,000
1905.			
255,000	443,000	160,000	236,000
Stanton to Rivington Sts.			
1916.			
268,500	375,500	283,500	445,000
1910.			
286,000	406,000	297,500	505,000
1905.			
207,000	331,000	217,000	418,000
Rivington to Delancey Sts.			
1916.			
†187,000	529,000	313,000	461,000
1910.			
202,500	342,500	317,500	483,000
1905.			
147,500	292,000	232,500	370,000
Delancey to Broome Sts.			
1916.			
182,500	262,000	96,500	134,000
1910.			
172,500	267,500	181,000	285,000
1905.			
114,500	186,000	138,000	215,500
Broome to Grand Sts.			
1916.			
178,000	232,000	145,000	188,000
1910.			
177,500	252,000	112,500	200,000
1905.			
144,000	219,500	59,000	72,000
Grand to Hester Sts.			
1916.			
*407,000	724,000	201,100	313,000
1910.			
405,000	791,000	241,000	341,000
1905.			
349,000	712,000	190,000	317,000
Hester to Canal Sts.			
1916.			
215,000	313,000	183,500	288,500
1910.			
254,000	384,000	182,000	297,000
1905.			
254,000	351,000	181,000	277,000
TOTALS.			
1916.			
East Side		West Side	
Unimproved.	Improved.	Unimproved.	Improved.
\$1,742,500	\$2,907,500	\$1,415,600	\$2,108,500
1910.			
1,819,500	2,978,000	1,537,500	2,435,000
1905.			
1,491,000	2,536,500	1,177,500	1,905,500

*Public School in this block assessed as follows: 1916, \$250,000 unimproved, and \$500,000 improved.

†New building of New York Telephone Co. in this block assessed at \$60,000 unimproved and \$340,000 improved.

INCREASE IN SUBWAY CONGESTION

Interesting Figures Given and Probable Results of Districting Plan—Dual System a Factor

By DANIEL L. TURNER

Deputy Engineer of Subway Construction, P. S. C.

THE subway was originally designed for a capacity of from 400,000 to 500,000 passengers per day. The subway, which commenced operation the latter part of 1904, carried 72,723,000 passengers in 1905.

The next year, 1906, the traffic had increased to 137,917,000 passengers. That is practically double, an increase of 100 per cent. within one year after operation. Contrary to the expectations of a great many who felt that the embarking upon a subway was a hazard from a financial standpoint for the reason that everybody thought that people would object very seriously to riding underground in subway lines, it was thought that the business would be very slow in developing. On the contrary, the growth was astounding.

Traffic Increases.

The figures constantly increased, of course not at such a rate of increase, until we are now carrying 345,586,000 people a year. That is an average of very nearly a million a day. Of course, the business during the year has fluctuated exceedingly. There is a daily fluctuation in business. There is a monthly fluctuation in business dependent upon traffic conditions. Part of the busiest season of the year, around the holiday period, in December, the number of passengers carried a day is over a million and sometimes a million and a half a day.

The exceedingly rapid development of business and the popularity of that method of travel is indicated when you consider the fact that all the elevated lines in Manhattan, that is, the Second, Third, Sixth and Ninth avenue lines in 1915, only carried 301,793,000 people, as against 345,586,000 for the subway. The subway is now carrying more passengers a year than all of the four elevated lines in Manhattan combined.

Another comparison that is interesting is that in 1905, the first year the subway was in operation, the several elevated lines in Manhattan carried, in round figures, 266,000,000 passengers as against 76,000,000 passengers on the subway. In the period which has since elapsed the elevated lines have increased from 266,000,000 to 302,000,000, whereas the subway has increased from 73,000,000 to 346,000,000.

This tremendous increase has been taken care of without any increase in the number of lines, simply by increasing the length of the trains and decreasing the train intervals. The schedule at the start was two minutes for the express service. Now the schedule for the express service has been reduced to one minute and forty seconds. There has been a considerable decrease in the interval and there has been an increase in the length of trains—the express service has been an increase from eight to ten cars for each train.

Overloading Trains.

Of course, overloading has increased enormously. At the beginning there was an overloaded condition, but it was nothing comparable to the overloading that is carried now. I have known counts to be made in subway cars carrying close to 200 passengers. We figure as a rule about 125 persons to a car as the number for a load, whereas the seating capacity is a little under 50—we put it at 50. The seats are 19 inches wide.

The 1914 increase in the 181st street station business, over 1913, is 385,000 passengers. The total business on that station during 1914 was 6,133,000. That is an average of about 18,000 a day. I count 340 days to a year. During 1913 it was 16,000 a day; 1912, 14,000; 1911, 12,000. This is an increase of 50 per cent. in three years. This is a station where the only means of getting to the surface from the subway platform is by an elevator.

The unusually large business at 181st street is due to the extensive building around that point. The same result is bound to come at any point along the route of the rapid transit system if there is any sudden building.

On the Broadway branch from 96th street north before the subway went into operation there were no rapid transit facilities. There was absolutely no population in that area. The business during 1914 on that branch was 44,000,000 passengers. That is more than 10 per cent. of the total business of the whole subway.

This increase occurred in nine years. The total business for the year 1914 was 340,000,000. That branch in Broadway provided 44,000,000 of the total. That was virgin territory before this rapid transit line was opened. In a business way it shows the tremendous effects of the system.

If there is no control or regulation over tenement building, the automatic effect must be that the distribution of the population which the transit lines are designed to effect will be to a large extent nullified.

If there is no control over housing or building regulations such as proposed generally in the program of this Commission the providing of additional facilities simply increases congestion. In fact, I would say, just at this particular time that the new rapid transit facilities are about to be opened up, that this is the psychological time for the adoption of a program such as is proposed for this Commission. In fact, if you do not adopt a program such as is proposed by this Commission or a similar one you will lose the benefit of the rapid transit facilities.

Air Space per Passenger.

The subway cars are 9 feet wide and 51 feet in length, including the platforms.

The height of the subway cars is 12 feet above the base of the rail. The body of the car is about 8 feet. These dimensions give the subway car a cubic content of approximately 3,672 cubic feet. Counting 200 passengers to the car each person would have an air space of 18½ cubic feet.

My theory of the capacity that rapid transit lines ought to be permitted, or any municipal transit line ought to be permitted at the rush hour, is about 50 per cent. over the seating capacity. The rush hour, of course, is not the peak—the peak is 15 or 20 minutes where the load is very much in excess of the average for the hour. I think that is a reasonable proposition. I arrive at this conclusion from the standpoint of permitting free circulation in the cars. That has no bearing on the health standpoint. I had a talk with Dr. Emerson, the Commissioner of Health, and he arrived at the same conclusion from the health viewpoint—about 50 per cent. overload.

You understand that we could not accommodate or take care of the business of New York on such a basis. We have to carry in one way to business in New York City, over all lines—surface, elevated and subway—somewhere in the neighborhood of half a million people in one direction in one hour. We must provide transportation facilities, but a standard as to seating capacity will be impossible. It is financially impossible. Neither would it be a physical possibility under present conditions.

The proportion of daily travel in New York during the rush hours is a very variable proposition. The rush hour traffic, that is, the traffic in one hour in one direction past the maximum load point varies all the way from 4½ to 5 per cent. in the subway to 20 per cent. on some of the surface lines of the total daily business in both directions. On the surface lines I observe it has run as

high as 20 per cent. of the total, one-fifth of the total business of the day is carried in one direction in one hour.

I have no doubt that people let three or four trains go by before getting on at the Grand Central station during the rush hour. Everybody bound for a certain destination is able to get into the first train to that destination which arrives. They may not all get a seat, but undoubtedly they all get in. There may be some little waiting at 14th street. There was a time when 14th street was simply a swarming mass of people. They frequently had to wait five or six minutes before they could get on a train. Now the waiting has moved up to 42nd street, in my judgment. This is just a general observation that I am speaking of. I have not had any actual count made.

Time Spent in Subway.

I should not think that the length of the average trip would amount to much more than 25 or 30 minutes. I made some careful observations some time ago, and the average ride on the subway was then about five miles. I think it may be a little greater than that now. This average is for the whole day. The average for the rush hour ride would run somewhere around 35 to 40 minutes. The time spent in the subways by those who travel during the rush hour, therefore, averages about 80 minutes per day.

I would not, however say that the limit so far as car and the length of trains is concerned, has been reached in the present subway. I think that the interval may yet be reduced somewhat.

At the peak of the rush our new contracts, as a matter of fact, require a minute and a half interval, forty trains an hour. Some of the operators maintain that we are not going to be able to quite accomplish this. From the best evidence that could be obtained, after careful study of the situation, the contracts were drawn to require that the equipment be provided to maintain the necessary speed and that a signal system be provided which would permit that kind of interval. Now if the traffic can be controlled so as not to congest the lines, but can be distributed so that cars are not excessively overloaded, then station stops will be reasonably short. I believe under such conditions that the 1½-minute interval may be accomplished. That is our feeling anyhow. I know that we can do better in the present subway if we could reduce the time of the stop.

At the Grand Central.

The Grand Central station, which is practically a controlling stop on the present subway, runs up to nearly a minute, when really it ought not to be more than half a minute, thus stalling everything on the line. When the subway was originally put into operation the stop then necessary after a very short time stalled the operation for the reason that the signals did not permit the trains to approach the station because they had to maintain a running distance and the result was that the train in the station got a clear signal to go ahead and the other train not only had to get into the station and stop, but had to travel some distance in the rear.

After the congestion became intense the condition was improved by installing the speed control signal which permits a train to come right up behind the other train to the station, so that when it does get a clear signal to go ahead it has but a short distance which it has to run. With the signal development of the present time it is possible that it may be practicable to maintain that kind of operation and thereby decrease the interval between trains.

You have not only to distribute the

workers but you have to distribute the places of abode and you have got to distribute the places where they work. This is the prime essential. The difficulty today is that one part of New York City is the objective point of so many people. As it stands now practically everybody wants to go somewhere between 42nd street and the Battery during the peak of the rush. Practically all the lines are built in order to carry people to that one location. Now, I do not think there is any necessity for such a condition.

There ought to be localized centers surrounded by residential areas, away from the one general center, which would be traversed by those transit lines which connect the outer sections with the general center. There would then be created a two-way traffic movement to such localized centers from the contiguous residential areas.

Unless a careful plan of housing and districting regulation, such as you are trying to carry out here, is adopted, it will be absolutely impossible for the city to cope with its municipal transportation problem. These two problems have got to be taken together. They are absolutely related to each other. We can provide facilities up to a maximum of the street capacity, but we are rapidly coming to the actual capacity of the streets so that the housing ought to be so controlled and manufacturing sites and working sites with a view to having the population distributed over the whole area and in that way develop a two-way business on all lines to the very utmost.

I think districting is absolutely essential to the transportation problem of this city. That is the only way in which the excessive rush hour congestion can be eliminated in any way.

To illustrate what I have just been saying, the transit plan, as it has been laid down, is to distribute the population throughout the whole city.

It is essential, however, in order that the plan may be effective that there may be some control over housing regulation near the business center, for the reason that if you permit tenements to be piled up near the business center, thereby reducing the ride to twenty minutes or half an hour, people are going to insist upon living in these areas rather than going out into the undeveloped and new areas which the rapid transit system has made accessible.

Need for Cross-Connections.

If there were such cross-connections between Long Island City and the residence portions of Brooklyn it would tend to draw factory workers out of Manhattan into the outlying boroughs and make it easy for them to get back and forth to places of work which would not have to be in Manhattan.

I think that the traffic conditions I have pointed out will undoubtedly continue even after the new subways are completed unless a districting plan is adopted. Unless you have your districting plan or something similar to it carried out, the transit problem of the city will come to such a point that it will be impossible for the city to cope with it.

Anything that would tend to restrict the available factory area in central Manhattan and to increase the residential areas in central Manhattan would undoubtedly tend to decrease excessive congestion on the rapid transit lines, especially if the residential area is located within a short distance. It might intensify congestion if a segregated manufacturing district were more than walking distance from a segregated residential section.

I think that is usually the condition abroad which makes the per capita ride so much less. The per capita ride in 1910 and on the rapid transit lines was 161, today it is 176. The total per capita on all lines in 1910 was 321. Today it is 358. Now, those are fare passengers. That does not mean all the rides. When you consider the transfer rides the figures enormously increase. There is no other intensity of riding comparable with ours anywhere else in the world.

Every individual rides 358 times every year. That means practically everybody rides once every day. It is an indication of the intensity of the use of the municipal transit lines and our intensity of use is very much greater than any other lines, simply because of the general conditions that industries are not located near home sections for the workers so that many may walk.

The average person will walk about one quarter of a mile to a rapid transit station. I don't believe that you will get many people to walk half a mile to a station. That is particularly during the rush hour. During non-business hours they will easily walk more. There are very few people compelled to walk more than half a mile in Manhattan or Bronx to get to a station.

On the dual system we have doubled facilities and by doubling the facilities we have trebled the capacity and that has been done chiefly by utilizing the two-way movement through business centers. I mean by that, that the trunk line which is built through a business center has branches or feeders at both ends of it, so that all trains originating, we will say in the Bronx in the morning

come down town fully loaded, go through the business center, lose their loads, go over to Brooklyn, fill up and come back through the business center again, so that we have a four track traffic line through the congested part of the city where most of the people want to go, every track of which is utilized by a fully loaded train.

There are twelve tracks in the existing rapid transit system, five utilized by empty trains and seven by full trains. When I say the existing rapid transit system, I do not mean to include the Brooklyn elevated lines, because they are not city transit lines—they simply serve Brooklyn. They do not bring people through the business center. I mean Manhattan elevated lines and the subway lines. Under the dual system we have increased the capacity to nineteen tracks, five of them empty and fourteen utilized by full trains. In other words, we have doubled the number of full train movements through the business center. We still have a potential capacity for increases by running some more branches to Brooklyn without building another foot of subway through Manhattan.

WANT RESOLUTION PASSED WITHOUT UNNECESSARY DELAY

"THE Commission on Building Districts and Restrictions, presenting the Resolution, knowing the absolute impossibility of making arbitrary laws to fit all conditions," said Edward Blum, of George and Edward Blum, architects, before the Board of Estimate recently, "have recognized this fact by the great powers they have conferred on the Board of Standard and Appeals. Speaking to many citizens I have found the consensus of opinion is that it is regrettable these ordinances were not passed some fifty years ago.

"I ask that the Board of Estimate pass these resolutions without unnecessary delay, and that any individual questions be referred in the form of appeals to the Board of Standards and Appeals. No doubt, the resolutions are not perfect and do not meet all the questions that may arise, but I will state that these resolutions prove to be the most honest, clear and clean-cut documents. Proof of my contentions is that no opposition of any consequence has developed, a most unusual thing to occur in a metropolis of five million people.

"The most important part of ordinances and laws is their proper execution and the ability of the executors whose worth has been thoroughly proven. The means to get best service is to acknowledge and encourage it by proper remuneration, to pay what it is worth and insist on having value received.

"Efficient public men, heads of departments and operatives of real worth, are a distinct saving both in time and overhead charges; this system is recognized in all methods of efficiency applied to general business throughout the world and must be applied to the great corporation of the City of New York as well as the State. The penny wise and costly policy of inexperience must not be considered. If necessary I have facts to prove that this policy has been very expensive to our city in the past, also the efforts of this administration toward efficiency has been to some degree successful as applied to the city departments. They have been severely criticised and hampered by the public opinion, and human nature which hates to pay salaries and to be directly taxed, thereby suffering ten-fold from costs of which they never hear; then suddenly absolute necessity calls for immediate action on vital improvements such as rapid transit, budgets for education, etc., and the city finds itself unable financially to meet the obligations. I therefore ask that the Board of Estimate consider and recommend the necessary and proper salaries to the executors and operatives of the departments which are effected by these resolutions, insuring efficiency and stability and making it worth while for able citizens of mod-

erate means to serve the best interests of the city, and feel that they can remain in their position, and that when they retire, they shall find themselves honored, and with the wherewithal to provide for their old age and their families.

"As illustrative, I would point out that the proposed salary of the chairman of the Board of Standards and Appeals, who is to direct legislation affecting billions of dollars of property, is less than that of a judge of a municipal court, furthermore, the position is not assured for any long term of years, and is subject to political disturbances.

"After those resolutions are passed we must insure the proper enforcements for all times. A year and a half from now we are confronted with a possible change of administration. Perhaps members of the present city government, choice as it is, will look to advancement to better and more remunerative positions, or return to the pursuit of their various professions; some of them may not in justice to themselves and to their families keep on serving the city for glory, and I for one think that it is not fair to expect self sacrifice indefinitely from anyone.

"I therefore ask that the Board of Standard and Appeals be made a non-partisan, stable and permanent organization, to remain undisturbed by any political changes. To accomplish that result two things are necessary: Firstly, proper and suitable salaries; secondly, no removal of any officer to be made by any one citizen without proper publication, and without showing clear proof of inadequacy or negligence.

"I therefore propose that these resolutions be passed by this board, without delay or taking into consideration the salaries and permanency of these executives who are to be appointed by our mayor for the administration of these resolutions and for the future prosperity of our city."

To Readvertise Bids.

All bids submitted to the Public Service Commission for the First District for the construction of Route No. 31, the Livonia Avenue elevated extension of the Eastern Parkway subway in Brooklyn, have been rejected and the commission will readvertise. Bids were opened on May 23, at which time Dennis E. Conners of No. 64 West 88th street, Manhattan, was low at \$1,376,122. The commission held these bids in abeyance pending an effort through another contract, which it was proposed to let for structural steel only, to secure the construction of the line for less than the Conners bid. Failing in this, the commission decided to reject all bids and readvertise, believing that the cost of steel will decrease in the near future.

LEGAL NOTES AFFECTING REALTY

Prepared by Committee on Real Estate Laws of
Real Estate Board, Samuel P. Goldman, Chairman

Maintain Telephone Lines.

THE New York Court of Appeals, in *Fossume vs. Requa*, holds that a grant by a land owner to a telephone company of the right to erect poles and maintain its lines along the highway in front of the land constitutes an incumbrance thereon and violates a subsequent contract of sale where the owner agreed to convey the premises to the purchaser in fee simple. The purchaser in such a case may maintain an action at law against the owner to recover damages for failure to carry out his agreement to convey a clear title. The fact that the telephone line was a visible construction, or that the statute allowed a telephone company to acquire the use of a highway for its lines on making compensation to the abutting owner does not constitute a ground of defense to such an action.

Assessments.

The New York Court of Appeals has handed down a decision in an action to review assessments on a large number of lots in Brooklyn, holding unjustifiable increases in the assessments which were based upon anticipatory rather than upon actual increases in value. The increase in the assessments for taxation for 1915 over those of 1914 was 20 per cent. or over in 82 cases out of the 118 reviewed, and in the remaining cases the increase ran from 7 to 20 per cent. These advances were defended by the City largely, if not entirely, upon the theory that there was during the year an enhancement to the actual value of the lots in question due to two factors, (1) that the restrictive covenants in relation to the character of buildings upon the lots expired on January 1, 1915, and (2) the construction of the depressed Sea Beach Line. The court held, however, that the facts established by the evidence did not support the City's contention. Only a few sales of lots on this tract were made during the year ending on October 1, 1914, so far as the evidence showed, and such sales as were made would not support the inference that there had been any general increase in the actual value of the property in the tract sufficient to justify a general increase in the assessments running from 20 to 200 per cent. in that period. The property for some unexplained reason had remained dormant. The conclusion was, therefore, that the deputy tax commissioner had based the increases in the assessments upon anticipatory, rather than upon actual increases in value. Sales to the Sea Beach Railway Company for the construction of its line did not furnish any fair criterion of value of the remaining lots in the tract.

Apartment Houses.

In two cases recently decided by the New York Court of Appeals, *Sheridan vs. P. J. Groll Construction Co.*, 112 N. E. 568, and *Chappelle vs. 412 Broadway Company*, 112 N. E. 569, that court holds that the business of owning and operating apartment houses or loft buildings is not "hazardous" and employees injured in such business cannot recover under the Workmen's Compensation Act.

Restrictions.

In a suit to enforce certain restrictions in the use of the defendant's land, it appeared that the tract of which the lot was a part was divided into lots and sold according to a recorded plan. Many of the lots were sold subject to restrictions, but nearly half were sold without any restrictions whatsoever. There was nothing on the plan purporting to restrict any of the lots shown thereon, and neither the first conveyance of the defendant's lot nor any subsequent deed in the claim of title imposed restrictions. The Massachusetts Supreme Court holds that the defendant's lot cannot be held subject to restrictions for the benefit of other lots. If the deed, through accident or mistake, omitted to refer to

restrictions imposed upon other lots, the remedy of the grantors or those claiming under them was by bill to reform the deed, and could not be considered under a bill to enforce restrictions.—*Sargent vs. Leonardi* (Mass.), 112 N. E. 633.

Termination of Lease.

A lease described the term as one year, from September 1, 1913, to August 31, 1914, and thereafter from year to year until one of the parties should, or on or before the 1st day of July, give the other notice of his or her intention to terminate the lease. The leased premises were mortgaged, and the mortgage operated as an assignment of the lease, but the mortgagee failed to give the tenant notice to quit. The Massachusetts Supreme Court holds, *Noble vs. Brooks*, 112 N. E. 649, that the lease was not terminated by reason of the mortgage.

Bids at Foreclosure Sales.

A novel situation was involved in a motion to compel the purchaser of real property at a foreclosure sale to complete his purchase, *Carstens vs. Locasta*, 159 N. Y. Supp. 270. It appeared that the son of the plaintiff, the first mortgagee, without authority from his mother, stated at the sale to the second mortgagee, who was bidding, that his mother would permit \$7,500 of the price to remain on mortgage, if the second mortgagee bought in the property, and she got all her money out of it. The second mortgagee bought in the property, and the first mortgagee subsequently repudiated her son's representation. The New York Appellate Division holds that the first mortgagee was not

guilty of fraud by her repudiation, estopping her from enforcing the second mortgagee's bid. The son's undertaking was too vague for enforcement, as it did not cover the time of the running of the proposed mortgage, nor the rate of interest payable. Refusal to enforce the purchaser's bid might result in injury to the owner of the equity or redemption by a new sale, with a deficiency judgment against him.

Adverse Possession.

In an action to enjoin the New York Westchester & Boston Railway Company from trespassing on two separated strips of ground, each 66 feet wide, it appeared that the strips, granted in 1872 for railway purposes, were not fenced off, and when the original railway project was dropped, were abandoned and discarded. The land then became used as portions of the surrounding farm tracts and returned to its original occupation. As a projected way it had not been fenced off; and, of course, it required no separate fencing when restored to its use as part of a larger field cultivated and pastured to its original limits, where the field was substantially fenced in. The New York Appellate Division, *Arnold vs. New York, Westchester & Boston Railway Company*, 159 N. Y. Supp. 258, holds that under section 372 of the Code of Civil Procedure, declaring that, for the purpose of constituting adverse possession, land is deemed to have been possessed and occupied where it is protected by substantial enclosures, or where it has been usually cultivated, adverse title to a strip of land may be acquired where the strip was enclosed in the exterior boundary fences of a larger portion, and the whole parcel was cultivated by the possessor in the usual manner, notwithstanding, that there was little work on the particular strip, which was unsuitable for cultivation.

COAL INVESTIGATION.

Unsatisfactory Condition in Trade to Be Looked Into by Federal Authorities.

THE Federal Trade Commission, Hon. Joseph E. Davies, chairman, is about to start an investigation of the conditions governing the anthracite coal market. Several weeks ago the Real Estate Board of New York and the New York Building Managers' Association each appointed a committee to act jointly as the Coal Conference Committee, to bring before the Federal authorities the unsatisfactory situation affecting anthracite coal. Attention was called to the fact that the coal supply companies were about to raise the price of anthracite coal, not only as to tonnage prices, but by a change in the standard sizes of coal, to an extent that appeared to be unwarranted. The Real Estate Board was represented by W. J. Van Pelt and the Building Managers' Association by B. E. Martin.

President Wilson, to whom the first appeal was made, referred the matter to the Federal Trade Commission, which expressed its willingness to consider such an investigation if it was made evident that a sufficiently large number of consumers of coal were interested.

The Coal Conference Committee prepared a petition which was widely distributed. The committee also communicated, through Mr. Martin, with Senators O'Gorman and Wadsworth and with Congressman Fitzgerald. On June 22, Senator Hitchcock of Nebraska introduced the following resolution (Senate Resolution 217) which was considered and agreed to:

RESOLVED, That the Federal Trade Commission be, and it is hereby, requested to make an immediate investigation into the operations and accounts of the leading companies producing anthracite coal for the purpose of ascertaining the facts concerning the recent increase in the price of anthracite coal and report the same to the Senate during the present session of Congress, if possible.

RESOLVED, That the commission be requested to include in its report a showing of the relation between the cost of labor and the price of anthracite coal prior to said increase and at the present time.

On June 28, Congressman Fitzgerald forwarded Mr. Martin the following letter from Chairman Joseph E. Davies, of the Federal Trade Commission:

Referring to your recent letter enclosing letter from Mr. Martin, of New York, pertaining to the anthracite coal situation, permit me to advise that recently the Senate passed a resolution, a copy of which is herewith enclosed, calling upon the Federal Trade Commission to make an investigation with reference thereto.

We will therefore proceed in the matter forthwith and get in touch with Mr. Martin or any other gentlemen who are familiar with the conditions in New York whom you might refer us to.

Nearly 1,000 petitions were forwarded to the Federal Trade Commission by the joint committee of the Real Estate Board and the Building Managers' Association. The petitioners included property owners and consumers of coal in the five boroughs of Greater New York, in the other portions of New York State, in New Jersey and in Minneapolis and Detroit.

Under date of July 5 the Federal Trade Commission notified the Coal Conference Committee officially as follows:

Your letter of June 30th, addressed to Commissioner Davies and enclosing petitions from property owners and other consumers of coal in Greater New York, other parts of New York State, New Jersey, Minneapolis, Minn., and Detroit, Mich., has been received. The Commission will make an investigation of the anthracite coal situation in accordance with the resolution of the United States Senate.

The Commission desires to thank you for your courtesy in forwarding these petitions.

Order on Gas Rates.

During the week the Public Service Commission reaffirmed its order of May 25, reducing the rates for gas in the Second and Fourth Wards of the Borough of Queens. The original order reduced the rate from \$1 to 85c per 1,000 cubic feet for gas furnished by the Newtown Gas Company; and from \$1 to 95c per 1,000 cubic feet for gas sold by the Woodhaven Gas Light Company, the Richmond Hill and Queens County Gas Light Company and the Jamaica Gas Light Company. The new rates were ordered to take effect on July 1. The original action of the commission was taken upon opinions of Commissioner William Hayward, who held that the prevailing rates of \$1 were too high. Following the issuance of the order of May 25 the companies petitioned the commission for a rehearing, which has been held recently.

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TABLE OF CONTENTS

(Section One.)

	Page.
Remodeling Old Law Tenement Houses; Wm. H. Abbott.....	39
In the Congested East Side.....	40
Increase in Subway Congestion; D. L. Turner.....	41
Want Resolution Passed; Edward Blum.....	42
Legal Notes Affecting Realty.....	43
Coal Investigation.....	43
Editorials.....	44
Query Department.....	45
Real Estate Situation; Chas. E. Duross.....	46
National Conference on Taxation.....	46
New Waterfront for Brooklyn.....	47
Colonial Parkway Improvement.....	57
Building Material Market.....	56
Classified Buyers' Guide.....	66
Current Building Operations.....	56
Departmental Rulings.....	64
Leases.....	54
Personal and Trade Notes.....	58
Private Sales of the Week.....	50
Real Estate Notes.....	55
Statistical Table of the Week.....	55
Trade and Technical Society Events.....	64
Wholesale Material Market.....	57

Diplomacy is now counted on to smooth out the Mexican trouble. When neither of two governments really desire peace instead of war a broad path leading to it can usually be found. No more troops will be sent to the border than are now under orders to entrain. Business interests feel relieved.

A normal business in plan-filing in Manhattan borough under modern conditions has been considered to be \$90,000,000 worth of new buildings scheduled within a year. This takes into account the fact that a large amount of residential work with which the builders of old New York were once favored has, owing to the growth of the city, gone to the other boroughs. With half the year gone Manhattan has scheduled more than half a hundred million dollars' worth of new work.

Building operations, as well as the real estate market in general, usually develop late in a period of revived activity, but they would have been farther advanced at this date had extreme conditions resulting from the European wars not interfered. A conflict between two of the greatest powers would have accelerated business in this country, but with all of the powers at war such enormous demands have been made upon the United States for supplies as to block off with freight congestion and extreme prices much domestic construction.

A Hudson River city which adopted the Plan C form of commission government last November has dismissed its city manager for being too much imbued with the sentimentalities of social welfare workers to make an efficient business director. Instead of making obviously necessary economies in the administration, his thoughts ran to playgrounds, tenement reforms and similar uplift activities, as if the little city of less than thirty thousand population were "suffering for want of recreation at municipal expense," instead of relief from an extravagant budget.

Fire Department Rules and Building Code Requirements.

The regrettable conflict of authority between building inspection departments continues, notwithstanding the imminence of operations under the new Lockwood-Ellenbogen law. While the Fire Department claims no authority over the construction and alteration of buildings, it yet maintains that when a building is completed and occupied the inspectors from its Fire Prevention Bureau have authority to enter, to see that regulations of the department have been complied with, and to require such additional exit facilities as will render the building safe for its occupants.

Thus, the construction of a building may proceed under plans prepared in conformity to the Building Code, and under the official eyes of the inspectors, from the Building Bureau having jurisdiction, but when the builders are all through, the Fire Department inspectors may step in and order changes, if in their judgment alterations are necessary, no matter how costly.

For example, the Building Department approves of plans providing for stairway enclosures constructed of slow-burning materials in a building not exceeding forty feet in height, and not occupied by more than fifty persons above the first story. That is to say, it will approve of partitions of wood studs fire-stopped at every story, and wire-lathed (or covered with plaster boards) and plastered. But the Fire Department will insist on the construction of the enclosure complying with specifications adopted by the State Industrial Commission.

The Building Code permits of hardwood doors on enclosed stairways, but the Fire Department insists on metal or metal-covered doors exclusively. And it will accept exterior stairways as a required means of exit only for buildings not exceeding 75 feet in height.

Under such circumstances it may be a wise proceeding, for the time being, on the part of those having plans to file, to follow the advice of the Fire Commissioner and obtain the prior approval of the Bureau of Fire Prevention when the provisions of the Building Code relating to exits are in question, and make sure that after the completion of the building there will not be expensive and untimely alterations to make.

But is the Commissioner certain of his legal footing, and that he is not going beyond his jurisdiction in assuming a responsibility for the safety of buildings beyond what the Charter has laid upon him as a representative of the Administration? The duties of the Fire Commissioner as set forth in section 774 are limited to enforcing the laws and ordinances and the rules and regulations of the State Industrial Commission, in respect of (1) the prevention of fires, (2) the storage, sale, transportation and use of combustibles, (3) the installation and maintenance of fire-alarm systems and fire-extinguishing equipment, and (4) the adequacy of exits from all buildings "except tenement houses and factories," as well as (5) the investigation of the origin of fires and the suppression of arson.

In other words, the Charter is explicit in stating that the Fire Commissioner shall have no jurisdiction over exits in either factory buildings or tenement houses, and that his duty in other respects is simply to enforce the laws and ordinances as he finds them in respect to those matters which have been enumerated. Evidently no responsibility devolves upon him where no law or ordinance applies. Moreover, his private judgment in respect to exits can hardly be superior to the combined opinion of the many eminent architects and engineers who were consulted in the preparation of the provisions relating to this subject contained in the Building Code.

Strenuous Times.

The new national revenue bill, prepared in the House Ways and Means Committee, discontinues the stamp tax on real estate deeds, memorandums of

sale, insurance policies, stock certificates, bills of lading and promissory notes, to take effect December 31. At the same time it virtually doubles the income tax, imposes a graduated inheritance tax, levies a tax on war munitions, copper and dyestuffs, and establishes a tariff commission. The tax on places of amusement is revised and graduated, but the rates on certain occupations, on wines and beers, and on manufacturers of tobacco and cigars, are retained.

So far as it affects real estate transactions the existing war tax is not oppressive, though obviously unnecessary. In case of deeds it imposes the rate of only 50 cents on each \$500 of equity (mortgages excepted), and a 2-cent stamp will do for a stock certificate.

The new measure is designed to raise \$210,000,000 a year, and to draw it from the incomes of individuals and corporations, but proportioned in such a manner that the largest incomes will have to pay relatively more than under the existing law. That it will meet the ordinary expenses of the Government, plus the extraordinary obligations incident to an intervention in Mexico, without being supplemented by a bond issue, is improbable.

But with the new vision of national prosperity before us, a bond issue, even if of large proportions, would not lessen the supply of funds for business activities. The inflow of gold continues in large volume. Over one hundred million arrived during the last six weeks, to add to an accumulation already fabulous. Warm weather has improved crop prospects and the European war needs insure another year of good demand at top prices. May exports amounted to \$472,000,000, or \$61,000,000 more than the previous record. An enormous amount of construction work awaits a further reduction of steel prices and a clarifying of the Mexican situation. General business continues active, though the rush of foreign orders has moderated, and there is a tendency toward a readjustment of prices on a basis favorable to greater domestic activity. These are strenuous times, but the country's financial and economic position being unassailable, they hold no menace for real estate interests.

Light on the Rapid Transit Contracts.

In a statement which Comptroller Prendergast has made to the Thompson Legislative Investigating Committee concerning the negotiations leading up to the signing of the contracts for the construction of the new subways, it is declared with every evidence of sincerity and probability that the arrangement was fair and honorable, and the best that could be obtained for the city under the circumstances.

It was a composite agreement, an evolution from a number of separate plans and proposals, and every step to the attainment of the ultimate result received the widest publicity. It is true that seven of the eight members of the Board of Estimate (Mayor Gaynor being the exception) were elected upon a platform which stated that all future subways should be owned by the city, and built with city funds—if the city were financially able to keep up with the demands for transit extensions, and then only on terms that would preserve strict and effective municipal control.

Very soon it was demonstrated that the city could not with its own means alone undertake the construction of an independent system, to compete with the one then in existence and impose upon the community the payment of two fares where only one is now required. At the early conferences between the members of the Board of Estimate and the Public Service Commission the possibility of building a municipal road on the Tri-borough route was almost the only subject considered. But when the Public Service Commission at length advertised contracts for the construction, equipment and operation of that route with private capital, no tenders were received.

Meanwhile a strong sentiment was developing in favor of the extension of the

existing system, in preference to the construction of the Tri-borough route, a sentiment which the Record and Guide encouraged, and which finally induced the Board of Estimate in January, 1911, to direct a committee to confer with the Interborough officers and the Public Service Commission with reference to any subway plans they might have to propose. In March the Brooklyn Rapid Transit Company joined the conference, and this was the beginning of the development of the Dual System.

The negotiations had not reached any basis of agreement up to October, 1911, when the publication of the letter of President Rea of the Pennsylvania Railroad Company called attention to the plight in which that company, with its local investment of over \$100,000,000, had been left by the inability of the city administration to evolve a scheme of subway construction, and saying that the needs of the company could only properly be met by extensions of the original system operated by the Interborough.

With the city being urged from most sides to adopt the principle of extending existing lines rather than constructing an independent system, the conferences were directed toward that end for the next seven months. We can well believe that there was not a single question affecting the financial side of the subject which was not thoroughly discussed in public. The real estate interests, on their part, were most anxious for the consummation, as was testified to by a mass meeting at the Vesey Street Salesroom. Had there been a residuum of public interest in an independently built subway system, or any substantial opposition to the pending contract, there certainly would have been, as the Comptroller says in conclusion, a fight for the principle.

A settlement of the question had to be made on broad lines or not made at all, when the issues to be compromised concerned such vast interests as are at stake in this city. The administration in undertaking to provide rapid transit for every part of the city at the public behest naturally had to obligate itself heavily, and from all accounts acquitted itself in the negotiations as well as any similar body could have done under the circumstances.

Ex-Commissioner Bensel on West Side Improvements.

Editor of the RECORD AND GUIDE:

The commerce of this port would be increased and therefore benefitted by the additional facilities provided for in the plans for the West Side improvements. I cannot see how these would be any particular benefit to realty, however. An inspection in the district adjacent to the present transatlantic terminal south of 23d street, North River, will show the small effect that this improvement has had on the adjoining property. In fact, it may, I think, be proven that transatlantic lines which are developed particularly for passenger business do not operate to develop the adjacent territory for use in commercial lines.

Movements in trade centres are rather difficult to forecast, but to my mind the proposed change in the New York Central Railroad tracks will not of itself affect the location of the wholesale and commercial house district.

The unique advantages in a commercial way, possessed by New York, lie in water-front advantages and its water channels or routes to the interior of the country.

These natural advantages with their development are mainly responsible for the city's prominence and commercial importance. With the necessities the railroads have grown in importance and have been fitted to meet the commercial needs, but a relatively unimportant change made in one railroad system cannot, to my mind, affect materially the location of a commercial district.

There will be under the new plan possibilities for warehouse construction, but these possibilities have existed for a long time in the past. The high valuation of Manhattan Island real estate has to a great extent interfered with the development of railroad yards within its limits,

How little the transatlantic lines need track connections may be noted from the fact that the steamship companies berthing at the Chelsea section, which is the principal transatlantic terminal in this part, have not found it expedient to develop the possibilities of direct car connection with their ships at the Chelsea piers.

J. A. BENSEL.

The Automobile and the City Plan.

A factor of rapidly growing importance in city planning is the motor vehicle. At the Sixth Annual Conference on City Planning in Cleveland, Nelson P. Lewis, chief engineer to the Board of Estimate and Apportionment, New York City, discussed the problems which the advent of the automobile has introduced into the city plan.

In his conclusions, Mr. Lewis insisted that the manufacturers must adapt themselves to existing conditions rather than attempt to force changes in those conditions:

"The problem of the motor vehicle in its relation to the city plan is the avoidance of congestion due to concentration of traffic on certain streets and the congestion and confusion which will result from mixed traffic or the presence on the same street of vehicles of different sizes and speeds. The tendency toward centralization has presented a number of serious problems. The garden-city movement and the effort to control the height, arrangement and use of buildings are protests against this tendency and will, if successful, do much to solve the problem of traffic congestion, more particularly the trouble due to mixed traffic. A mere statement of the number of vehicles passing through a given street does not give an adequate idea of the resulting congestion. Some offer far more obstruction to traffic than others, depending upon their size, speed and flexibility, while the roadway capacity may be such as to cause or prevent congestion."

For purposes of comparison an attempt has been made at standardization in London, and the results were presented in tabular form by Mr. Lewis. The degrees of obstruction assigned to different vehicles range from one-half for cycles to ten for slow, two-horse trucks and the same for electric street cars or trams. In general the motor vehicle is rated only about one-half as obstructive as the horse vehicle, and fast moving vehicles only half as bad as slow.

Mr. Lewis concluded that "while street corners and junctions should be improved wherever possible, manufacturers of motor vehicles should understand that they must adapt their vehicles to street conditions wherever possible, and that they should not be satisfied with present practice and expect the city streets to be adapted to such practice. . . . Every effort should be made to conform with the existing conditions before demands are made for modification of street details at great cost."

United Owners And West Side Plan.

A recent statement issued by Stewart Browne, president of the United Real Estate Owners' Association, insists with respect to the West Side Improvement plans, while endorsing their major features:

"That the city shall own in fee a 200 feet wide marginal way from 59th street to Spuyten Duyvil, and that there shall be free access to the same from the side streets which it is proposed to close east of the tracks.

"That the railroads shall by deed surrender to the city all riparian rights west of the tracks (which it has or pretends to have) in form similar to that contained in the deeds from certain upland owners to the railroad.

"That an investigation independent of the Corporation Counsel's office be made of all deeds or agreements under which the railroad claims ownership of land or easements.

"That all land and easements on the railroad's or city's side be appraised by independent appraisers, and it has suggested Thomas B. Graham and Herman De Selding as two leading expert appraisers in water front and land under water property."

QUERY DEPARTMENT

This department is intended to be of service to all interested in the real estate market, whether as broker, agent or property owner. The readers of the Record and Guide are invited to send in questions on matters pertaining to real estate, building and building management, though legal questions will not be answered in this column. Arrangements have been made through which the questions will be answered by a Committee of the Real Estate Board, including the following:

E. A. Tredwell, real estate broker.
Frederick D. Kalley, real estate broker.
Robert R. Rainey, real estate broker.
B. E. Martin, President New York Building Managers' Association.
William Douglas Kilpatrick, builder.
H. H. Murdock, architect.

Question No. 94.—Will you kindly advise me as to the necessary procedure in garnisheeing the salary of one who has moved from premises and still owes rent for same? G. E. J.

Answer No. 94.—In order to garnishee salary of an employee it is necessary to get a judgment against him and then issue an execution thereon, and have it returned wholly or partly unsatisfied, whereupon application can be made to the Court having jurisdiction for an order directing that an execution against the salary be issued, which, when granted, authorizes the issuance of an execution against the salary.

Question No. 95.—When the term for which a mortgage is made expires, and both parties agree to continue it, should there be a new mortgage made and recorded, or an entry made on the old mortgage; or can the papers be allowed to remain as they are? C. A.

Answer No. 95.—It is best to extend the mortgage by an agreement duly executed. Attention is called to the fact, however, that extension agreements are in a great many instances unenforceable, owing to the failure of consideration. If no valid agreement extending the mortgage is made, the mortgage can be called at any time after it becomes due.

Question No. 96.—How long will the so-called "War Tax" on recorded conveyances be in force? How is the amount of tax determined? Does the tax only affect conveyances or all recorded instruments in the Register's Office. TAX.

Answer No. 96.—The first "War Tax" act would have expired December 31, 1915, but by joint resolution of both houses, approved by the President December 17, 1915, it was extended to December 31, 1916. It is highly probable that an act will be passed by Congress in the next few days further extending or changing the War Revenue Law. The law affects conveyances (but not mortgages) of real estate. Many other instruments which would in the nature of things be recorded are covered by said act. Other transactions, the papers evidencing which need not be recorded, are also covered by the act. The amount of the tax imposed is according to the value of the property transferred in some instances; in other instances the tax depends on the nature of the instrument.

Question No. 97.—A broker leased a house to one of his clients for a term of five years, and at the expiration of the term the landlord himself made a lease to the same client for twenty-five years. Is the broker entitled to a commission on the twenty-five year term? B. V. W.

Answer No. 97.—He is not.

Question No. 98.—Is the landlord or the tenant responsible for fire drills in a factory? T. C.

Answer No. 98.—The Labor Law, section 83-A gives the requirements for fire drills in factories, such law to be enforced by the Fire Commissioner. Section 94 of the Labor Law defines a tenant factory as "a building separate parts of which are occupied and used by different persons, companies or corporations and one or more of which parts are so used as to constitute in law a factory." It specifies certain sections, among them section 83-A, of which it says "the owner, whether or not he is also one of the occupants, instead of the respective lessees or tenants, shall be responsible for the observance and punishable for the non-observance . . . anything in any lease to the contrary notwithstanding."

REAL ESTATE NEWS OF THE WEEK

Large Percentage of Sales During Last Six Months for Purpose of Improving Sites

By CHARLES E. DUROSS.

A CAREFUL review of the real estate market on the lower West Side of Manhattan discloses an interesting condition both as to the number of sales and the prices obtained. The character of the property sold has been nothing out of the ordinary, and yet my observation leads me to state that about 80 per cent. of the sales made during the last six or nine months have been for the purpose of improvement either by remodeling or rebuilding. Sales have been more numerous during the first half of 1916 than in the year previous. Prices obtained were somewhat under the asking prices of a year or two ago, but that is naturally to be expected in times like the present. The encouraging fact remains that sales and improvement of vacant land with substantial appropriate buildings always lead to a better market and a stiffening of prices as the movement gathers momentum.

There was a time not long ago when it seemed that part of the West Side which is known as Chelsea and Greenwich Village was destined to be given over entirely to business, storage and factory buildings to the exclusion of all dwellings. Within the last year there has been a decided change of opinion in favor of building moderate priced apartment houses, ranging from two to six-room apartments. One example of an improvement of this kind is the job in the north side of 16th street, between Sixth and Seventh avenues, on a plot 300 feet in width by one-half the block in depth. This property was purchased by William Lustgarten from the Longstreet Estate, the former owners of the property for fifty years. In the Greenwich Village section, which has increased in popularity as a home section for artists and other people of taste and refinement, a number of sales have been made. In nearly every case the new owner has improved either by building or remodeling. New houses of neat design are going up at 50 to 63 West 10th street, and at the northwest corner of 11th street and West 4th street. Others have just been completed and sold to investors at 455-457 Hudson street and at the southwest corner of Bleecker and Perry streets. It is the universal rule that apartment houses are fully rented

as soon as completed. There is never any lack of good paying tenants for all the new houses that can be built in this favored section of our city. It is a rare thing for a builder who sticks to the lower West Side of Manhattan to go broke putting up apartments, for the supply of tenants is almost unlimited.

One cause for holding back building operations at the present time is the high price of materials and labor, but this may in a measure work a benefit to many not in our district and to some owners in our district who have perhaps unwisely built lofts or have store property on hand. There is no denying that for three or four years back loft property has rented poorly, because of over-building and business conditions.

The money market is fairly good now and the outlook is encouraging. Building loan money is readily obtainable, although lenders of all kinds are much more conservative than in years back when real estate was booming. And not a few found to their sorrow they had loaned all, if not more than, the property was worth. There is no trouble in getting 50 to 65 per cent. of the value of any real estate, especially if it is located on the West Side of Manhattan, south of 59th street. The ruling rate of interest on mortgage money on time loans is 5 per cent., and on building loans it is 6 per cent. Some few loans are made at 4½ per cent., but these are usually for special reasons like purchase money loans and others are made at that low rate for the reason that they represent a very small percentage of the value of the property which must also be in favored locations. The outlook is encouraging and I look for further improvement in the future.

Considering the burdens which real estate has borne during the last eight or nine years, it is remarkable that it sells as well as it does today. Only a security of the highest order could have passed through so much strain and so much tampering by legislators causing high taxes in times of general depression, without utterly collapsing and going to the wall. Owners who have patience and will keep up their property to its greatest efficiency will realize their expectations.

NATIONAL CONFERENCE ON TAXATION

Preliminary Program of Organization Which Will Meet at Claypool Hotel, Indianapolis, Ind., August 28 - 31.

First Session.

Afternoon, August 28, 2:30 P. M.

1. Conference called to order by Samuel T. Howe, chairman of the Kansas Tax Commission and president of the National Tax Association. Introduction of temporary chairman, Hon. Lawson Purdy, president department of Taxes and Assessments, New York City. 2. Address of welcome—Hon. Samuel M. Ralston, Governor of Indiana. 3. The Tenth Anniversary of the National Tax Association—Allen Ripley Foote, honorary president and founder of the National Tax Association. 4. Organization of Conference—Appointment of permanent chairman, secretary and necessary committees.

Second Session.

Evening, August 28, 8 P. M.—Indiana Session.

1. Administration of the Assessment Laws—Hon. L. R. Naftzger, Assistant Attorney-General of Indiana. 2. The Township Assessor—Judge Charles J. Orbison, special counsel of the State Board of Tax Commissioners of Indiana. 3. The Income Tax as a Measure of Relief in Indiana—Professor William A. Rawles, University of Indiana. 4. Di-

vorcing the Assessor from Politics—Frederick A. Sims, former member State Board of Tax Commissioners of Indiana. 5. Discussion.

Third Session.

Morning, August 29, 9:30 A. M.

Round Table on Tax Laws and Administration—Hon. John B. Phillips, chairman of the Colorado Tax Commission, presiding.

Afternoon, August 29.

Reserved for committee meetings and informal business.

Fourth Session.

Evening, August 29, 8 P. M.

1. The Relation of National and State Taxes—Hon. Cordell Hull, member of Congress representing the Fourth District of Tennessee, and author of the Federal Income Tax Law. 2. Some Aspects of Canadian War Finance—Hon. T. W. McGarry, provincial treasurer of Ontario. 3. Federal Inheritance Taxation—Hon. Nils P. Haugen, chairman of the Wisconsin Tax Commission. 4. Report of the Committee on Federal Income Tax—Professor E. R. A. Seligman, chairman, Columbia University. 5. Discussion.

(Continued on page 47)

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NEW WATERFRONT FOR BROOKLYN

Opening of Mill Basin Channel Should Have Beneficial Effect

IT IS probable that the recent opening of the Mill Basin Channel will bring about a noteworthy readjustment of methods in the handling of building and construction supplies, for a considerable section of the Borough of Brooklyn.

A new waterway, 18 feet in depth, has now been provided from the Lower Bay up into the heart of the Flatlands section. Barges of construction material now can be tied up to a dock within a short distance of where the material is to be used. The land hauls, in addition to being short, will be over flat, level roads with no appreciable grades. These new and favorable conditions should cooperate to stimulate the development of this area of the borough.

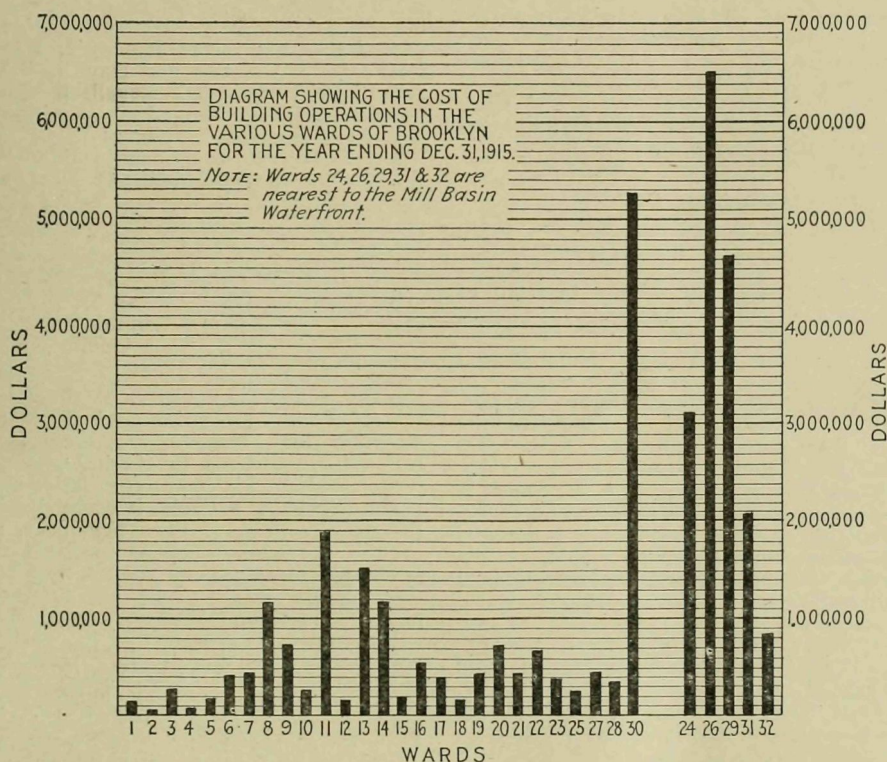
Brooklyn expanded originally from the East River and Upper Bay waterfront. These shores, quite naturally, were its base of supply, because at that time they were most convenient to the center of construction operations. They made

this end in view, he tries to locate his storeyard, or supply depot, on the waterfront, wherever possible.

Before the opening of the Mill Basin unit of the Jamaica Bay Improvement, all the material for that section was brought, of necessity, through the old channels. That procedure involved a haul of four to eight miles, much of which has been up a stiff grade in order to top the ridge that traverses Brooklyn all the way from Bay Ridge to Ridgewood. The phenomenal growth already referred to has been despite this handicap, as well as that due to the lack of transit facilities.

From now on, due to the improvement of its own waterfront, and the economical hauling conditions, this handicap will no longer exist.

One of the foremost national producers of petroleum products has established on Mill Basin a distributing plant from which is supplied all the southeastern section of Brooklyn. This lead will



possible a minimum of trucking, and hence a maximum of economy.

To-day the situation is reversed. The chart herewith shows graphically that the bulk of the building operations in Brooklyn are now conducted in the southeastern section of the borough—in the Flatbush, Flatlands and East New York districts.

During the last decade the cost of the new buildings alone, in the wards under consideration, amounted to more than \$175,000,000. This figure is all the more significant because of the fact that during the period in question other sections of the city were being gridironed with rapid transit lines, while southeastern Brooklyn was neglected from the rapid transit standpoint. The far-reaching extension of the Dual Rapid Transit System now in progress, together with the vast areas still available to be built upon, should stimulate the development of this district.

To the cost of the new buildings themselves there must be added a huge expenditure for the material used in sewers, pavements, sidewalks, watermains and the other municipal improvements that follow increasing population.

It is universally known that water transportation is by far the cheapest for all low-grade bulk commodities, such as make up the major part of construction material. Every wide-awake material dealer and builder to-day studiously avoids trucking through congested city streets, and is continually on the alert to reduce this item to a minimum. With

unquestionably be followed by those dealers in construction materials and supplies, who expect to share in the enormous business that will result from the impending development of that section of Brooklyn.

TAX CONFERENCE.

(Continued from page 46.)

Fifth Session.

Afternoon, August 30, 2 P. M.

Round Table on Tax Laws and Administration—Charles A. Andrews, formerly Deputy Tax Commissioner of Massachusetts, presiding.

Sixth Session.

Evening, August 30, 8 P. M.

1. Presidential Address—Hon. Samuel T. Howe, chairman Kansas Tax Commission. 2. The Training of Assessors and City Officials—Hon. Thomas D. Kearney, of the Michigan Board of State Tax Commissioners. 3. Taxation and the Farmer—Hon. J. W. Brislaw, of the Washington State Board of Tax Commissioners. 4. The Study of Taxation in Colleges and Universities—Professor H. L. Lutz of Oberlin College. 5. Report of the Committee on Educational Work—Douglas Sutherland, chairman, secretary of the Civic Federation of Chicago.

Seventh Session.

Morning, August 31, 9:30 A. M.

1. Uniform Public Accounting and State Supervision Thereof—Hon. Fred

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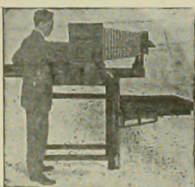
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O. Blue, State Tax Commissioner of West Virginia. 2. The Attitude of Taxpayers' Associations to Public Expenditures—Hon. Herbert J. Hagerman, former Governor of New Mexico and president of the New Mexico Taxpayers' Association. 3. The Asheville Board of Trade's Plan for the General Property Tax—W. Vance Brown, Asheville, N. C. 4. Tax Legislation Enacted During 1916—M. Markham Flannery, Attorney Federal Trade Commission. 5. Discussion.

Eighth Session.

Afternoon, August 31, 2:30 P. M.

1. Report of resolutions committee.
2. Business meeting of the conference.
3. Annual meeting of the National Tax Association.

Ninth Session.

Evening, August 31, 8 P. M.

1. The State Income Tax versus the Classified Property Tax—Professor Charles J. Bullock of Harvard University.
2. Taxation of Corporations on the Market Value of Their Capital Stock—Hon. John S. Edwards, Florida Tax Commission.
3. State Equalization: How the Board Should Be Constituted and Information Secured—Hon. William Bailey, president Utah State Board of Equalization.
4. Report of Committee on Methods of Apportioning Interstate Properties to the Several States—Thomas W. Hulme, chairman, general secretary of Railroad Presidents' Conference Committee on Federal Valuation of Railroads.
5. Discussion.

Waterfront Problem.

Recent developments indicate more strongly than ever the fact that sooner or later the waterfront of The Bronx on the East River will be the location of terminals for the handling of ocean freights.

It has long since been demonstrated that something was needed to be done to relieve a congested condition on Manhattan's waterfront, due solely to the fact that both freight and passengers have been handled over those terminals.

Dock Commissioner R. A. C. Smith is quoted as saying, "We have got to realize that there is developing a demand for steamship express terminals, as distinct from cargo piers as are modern railroad stations from freight warehouses."

A large part of the ocean tonnage handled at our wharves is to and from points in the interior.

It is reasonable to suppose that this tonnage causes much of the congestion complained of. It would seem that with terminals on the East River waterfront of The Bronx steamers with cargoes for points in the interior could effect the interchange with the railroads at a great saving of time and expense.

Of course, there are many mixed cargoes, parts of which are destined to New York City; for convenience to the shippers and consignees arrangement could be made to effect deliveries at convenient points in Manhattan, but the fact remains that if New York City expects to retain its position in the handling of ocean commerce, she will need to utilize the East River in the Bronx and there have rail connection with all railroads reaching New York Harbor.

Sale of Waterfront Lots.

An actual ocean front sale of building sites is to be held at Belle Harbor, L. I., on the premises, by Joseph P. Day, auctioneer, on Saturday, July 15, at half-past two o'clock, for the account of the Belle Harbor Realty Company, which controls all the ocean front lots remaining available for improvement between Rockaway Park and Neponsit in the area of Belle Harbor from Beach 126th street to Beach 141st street. In addition there will be offered fifteen lots adjoining those fronting on the beach and ocean situated in Beach 126th, 127th, 133d, 139th, 140th and 141st streets and several desirable corner plots in Beach Channel Drive, Cranston avenue and Newport avenue.

All of the lots to be sold, in addition to their advantage of location in the ocean and bay frontage, are situated

within a few hundred feet of, or directly on the line of the Newport avenue trolley line, which connects directly with the L. I. R. R. terminus at Rockaway Park, distant only about ten minutes' walk from the residential section of Belle Harbor.

Telewana Park, the city's seaside playground, lies three-eighths of a mile north of Belle Harbor, and adjoins Neponsit on the west.

A large amount of building has marked the progress of Belle Harbor in the last year and the absolute and unreserved auction sale to be held next Saturday probably will be the last opportunity to buy ocean front lots on the Rockaway peninsula at prices to be made by public bidders.

Among present owners of ocean front lots at Belle Harbor are William Scheer, Emil H. Fickinger and George D. Glass, Aquilano, Inc., E. Kanofsky, Louis C. Mouquin, C. Murray, Sarah Furst, Rufus L. Scott, M. Kiely, Zee Kay Summer Homes Corporation and Zazella & Weinberg.

J. Edgar Leaycraft.

J. Edgar Leaycraft, for many years actively identified with New York City real estate interests, died on Monday, at his home, 311 West End avenue, in his sixty-eighth year. He was the founder of the real estate firm of J. Edgar Leaycraft & Co. and president until his recent retirement. He was State Commissioner during the administration of Governors Roosevelt and Odell.

Mr. Leaycraft was born in this city, the son of the late Anthony D. Leaycraft. He began in the real estate business in 1872 in a small office at Eighth avenue and 42d street after some training with a banking and brokerage firm. He had no clients at the outset, but he had determination and the faculty of inspiring confidence, and it was not very long before his business began to enlarge. His transactions were characterized by a strict adherence to the finest ethics of the profession and the same qualities that insured his success in early life continued to mark his entire career and all his business relations.

He has been actively interested with the development of the West Side, although the growth of his business necessitated his study of many other sections of the city and he has managed property in many parts of New York.

Mr. Leaycraft was one of the earliest subscribers to the Real Estate Exchange. He has held important offices in many civic, religious and business organizations, including the Republican Club, the Colonial Club, the Real Estate Exchange, the West End Association, the New York City Church Extension and Missionary Society of the Methodist Episcopal Church, and the Twenty-third Street Branch of the Y. M. C. A.

In addition to his own firm, from the presidency of which he retired a short time ago, he was a director of the Real Estate Board of Brokers, the New Netherland Bank, the City of New York Fire Insurance Company, the New York Plate Glass Insurance Company, the Lyncroft Realty Company and the Library Square Realty Company. He also was a trustee and treasurer of the Franklin Savings Bank.

He was prominently associated with the work of the Methodist Episcopal Church, being treasurer of the Board of Education of that body. He was a lay delegate to the church conventions in 1904, 1908 and 1912, and was a member of its Board of Foreign Missions, a member of the Board of Directors of the Young Men's Christian Association and a trustee of Wesleyan University and of Drew Theological Seminary, Madison, N. J.

Mr. Leaycraft was a member of the New York Chamber of Commerce, the Merchants' Association, the West End Association, the Sons of the Revolution, the Society of Colonial Wars and the Masonic order. He was a member of the Union League, Republican, Lawyers', Aldine, Quill and West Side clubs.

He leaves his widow, who was Miss Caroline Crawford, and two children, Mrs. Thomas S. Donohugh and Edward C. Leaycraft.

AUCTION SALE BY MAIL.

Norcross Brothers Company Adopt Novel Method for Selling Plant.

THE large stone plant of the Norcross Brothers Co., at 141st street and Southern Boulevard is being dismantled. This site was built originally by the contractor for construction work of the New York Public Library, 42d street and Fifth avenue, and all the marble of this magnificent edifice was cut on these premises, and a short time after this a great part of the stone work for the famous Metropolitan Tower was fabricated here. The stone work for many other notable buildings, such as the St. Thomas Church, 53d street and Fifth avenue; the Cathedral of Notre Dame, Morningside avenue and 114th street, and the stone work for many of the most prominent residences and churches in Greater New York were cut and fabricated on this spot.

The Norcross Brothers Co., owner of this property, is disposing of this branch of its extensive business and desiring to make a rapid disposal of the property, has adopted a very unique plan, success of which will certainly be watched with interest by all real estate and property owners in Greater New York. An auction sale by advertising only, bids being received by mail in answer to the advertisement. The property will be disposed of to the highest bid above the minimum price limit set by the owners.

Transit in Queens.

Through the efforts of the Chamber of Commerce of the Borough of Queens a conference was held July 5 at the office of Chairman Straus of the Public Service Commission, with Mayor John Purroy Mitchel and General Manager Hedley, of the Interborough Rapid Transit Company, to bring about the early operation of the rapid transit extensions to Astoria and Corona. Members of the Transit Committee of the Board of Estimate, the Public Service Commission and the Interborough Rapid Transit Company are all co-operating with the Queens Chamber of Commerce and expect to have cars running over these two extensions this autumn.

Among those who were present at this conference were Mayor John Purroy Mitchel, President Douglas Mathewson of the Bronx, President Lewis H. Pounds of Brooklyn, and James A. Dayton, Commissioner of Public Works of Queens, representing the Transit Committee of the Board of Estimate; Chairman Oscar S. Straus, Commissioners Henry W. Hodge, Travis H. Whitney and William C. Hayward, Chief Engineer Craven, Secretary James B. Walker and Assistant Counsel Leroy Harkness, of the Public Service Commission; General Manager Frank T. Hedley, of the Interborough Rapid Transit Company; President C. G. M. Thomas, of the Queens Chamber of Commerce; John Adikes, chairman of the Transit Committee; George J. Ryan, E. A. McDougall, F. R. Howe, H. A. Kearney, Stuard Hirschman and Secretary Walter I. Willis, of the Queens Chamber of Commerce.

It was brought out at this meeting that the time of operation of the extension of the Queensboro Subway to Grand Central station has been set for the end of August; that it is expected to have both the Second avenue elevated extension across the Queensboro Bridge and the extension of the Queensboro Subway from 42d street operating to the Bridge Plaza in Long Island City by November 1; and that the extensions to Astoria and Corona will probably be in operation by December 15 or earlier, according to the delivery of the required cars.

The elevated structure, station finish and laying of ties and rails on the elevated extensions in the First and Second Wards of Queens will be completed by the middle of October and the operation of same depends only upon the necessary power and rolling stock. Arrangements have been made for an adequate supply of power and every effort is being made to hasten the delivery of the rolling stock.

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The extension of the Queensboro Subway to Grand Central Station will do away with the present inconvenience of passengers coming to the surface and walking a distance of 900 feet through the crowded traffic on 42d street. The traffic in this subway, which was opened a year ago, has already grown to such proportions that the equipment is being taxed to carry the large increase in passengers. Sixty new cars were ordered by the Interborough several months ago from the Pullman Palace Car Company.

The Interborough Rapid Transit Company have indicated their willingness to sign the necessary stipulation for the construction of the duct line across Sunnyside Yards at Diagonal street, which will hasten the electrical equipment of the Corona extensions. General Manager Hedley states that the duct line in 44th street, Manhattan, will be completed in four months' time, and the cables placed in same in less than six weeks after completion.

A. W. McLaughlin & Co. Add to Force.
 A. W. McLaughlin & Co. have taken into their organization John F. Mason, who for many years has been active in the management of the properties of the Trinity Church Corporation. Mr. Mason has had a wide and successful experience as both broker and manager of important real estate interests in New York City, and his association with A. W. McLaughlin & Co. strengthens their staff of experts.

PRIVATE REALTY SALES.

AS might be expected of a holiday week, the market was quiet, and the trading only moderately active. Practically two entire days were eliminated from the business week and this situation was reflected in the proportionate decrease in the amount of sales and leases closed.

Several interesting deals were consummated nevertheless, principally of a commercial character. A piano concern, for half a century in East 14th street, joined the uptown movement and obtained a new location in 57th street. Increasing business demands necessitated the acquisition of additional space by a 34th street department store; an oil company took a big warehouse in Thompson street; a new automobile concern, representing a consolidation of several taxicab companies, leased for a long term a new garage to be erected in West 68th



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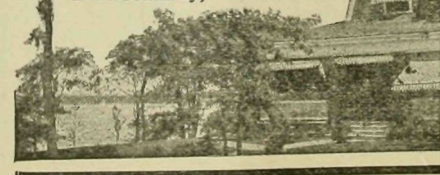
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THE RECORD AND GUIDE. is the oldest paper representing the interests of Real Estate and Building in New York City, and a standard authority on matters relating to these branches.

street, and a desk manufacturer acquired an entire building near the Produce Exchange.

Joseph P. Day will offer at auction Wednesday, July 12, in the Brooklyn Exchange Salesroom, 189 Montague street, the properties of the estate of James B. Leary, at Supreme Court partition sale. Mr. Leary was a large operator in Brooklyn real estate, and he controlled extensive frontages in the Greenpoint and Newtown sections.

The properties to be offered include a number of waterfront holdings suitable for manufacturing purposes, other building sites for apartments and dwellings in Brooklyn and several residences with stables.

THE total number of sales reported, and not recorded, in Manhattan this week was 14, as against 21 last week and 20 a year ago.

The number of sales south of 59th street was 5, as compared with 3 last week and 9 a year ago.

The sales north of 59th street aggregated 9, as compared with 18 last week and 11 a year ago.

From the Bronx 16 sales at private contract were reported, as against 9 last week and 12 a year ago.

Statistical tables, indicating the number of recorded instruments, will be found on page 55 of this issue.

Big Central Park South Project.

The United States Trust Company, as trustee, has sold, through the Douglas Robinson, Charles S. Brown Company, in conjunction with Charles S. Williams, the plot 100x71.6, at the southwest corner of Central Park South and Sixth avenue. The purchaser will erect on this site a modern apartment house. The property has been held at \$350,000. At the opposite corner is the building of the New York Athletic Club. Adjoining the plot sold is the home of the De La Salle Institute, extending through the block to 58th street. Other houses on this block include a row of apartment buildings of various heights, and the famous Central Park Apartments. The new structure which is intended for this plot will probably be arranged into small suites as there is an unusual demand for residential accommodations on Central Park South. The houses of this type on the thoroughfare have met with great success and are commanding high rentals on account of the great desirability of their location fronting Central Park. The buyer, in the present deal, it was learned later, was the 105 West 55th Street Company, John J. Hearn, president, which plans to build a nine-story apartment house. The architects are reported to be Denby & Nute.

Steinway & Sons Will Move.

Steinway & Sons, piano manufacturers, for more than half a century in East 14th street, near Union Square, purchased from Dr. H. M. Biggs, State Commissioner of Health, and Mrs. Henry Flagg, the property at 109-113 West 57th street and 114 West 58th street, respectively. The brokers in the transaction were Seton Henry and Douglas Gibbons. The present buildings on the site will be razed and a twelve-story commercial building erected that will be used by the purchasers for their business. The plot has a frontage of 60 feet in 57th street and a depth of 100.5; the 58th street measurement being 19.8x102.2. Steinway Hall in East 14th street figured prominently in the musical and artistic life of the city when the amusement district of the city centered around Union Square. It was opened in 1866, and at its many concerts a number of the most famous singers and musicians of their time appeared. It is said that when the new uptown home is completed, Steinway & Son will place the well-known landmark on the market.

Buys from Church.

Simon Shapiro, president of the Simonia Realty Corporation, has purchased through John A. Steinmetz, from the Beck Memorial Presbyterian Church, the plot at the northwest corner of 181st

(Continued on page 53).

Borrowers

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Wants and Offers

Employers anxious to secure help (clerical or professional), or employees wishing to obtain a position or better a present one will find this department of the Record and Guide the quickest and most direct method of bringing their wants to the attention of the largest number of interested readers, in the real estate or building professions.

Price 15c Per Line.

Discounts for two, three and five insertions.

For Sale and To Lease

No medium reaching real estate interests affords owners, brokers, and executors wishing to dispose of desirable property (in or out of the city), so favorable an opportunity to bring the merits of their propositions to the attention of possible buyers as does the For Sale and To Lease section of the Record and Guide.

WANTS AND OFFERS

TO REAL ESTATE BROKERS, ESTATES, CORPORATIONS.

An attorney, elderly but active and who is familiar with real estate matters, having had charge of large estates for ten years, and who is a tactful negotiator, renter and manager, would like, preferably, to enter employ of growing high-class brokerage concern to whom he believes he could add some good clients. Has even disposition, correct business and personal habits and would cheerfully subordinate himself to existing conditions and be generally useful inside and out. Is a persistent and successful solicitor. Knows the city suburbs and farming country for miles around. Has some literary skill and is conversant with the art of publicity and technique of advertising. Where surroundings are agreeable, very moderate compensation, and that largely on a commission basis, as preferred. Native New Yorker with bank and other references as to character, record, habits and responsibility. Box 149, Record & Guide.

BUILDING estimator, graduate civil engineer, age 36, married, 12 years' experience in estimating, designing, drafting, superintending and office management with general and subcontractors, specialist in reinforced concrete, excellent business sense and good correspondent; a hustler and hard worker; well acquainted in New York City; wants position with contracting or real estate corporation, architect or any other firm requiring the services of man of above qualifications. Box 147, Record and Guide.

EFFICIENT renting agent and manager of many years experience in office building and business property wants position with progressive firm of operators or agents; best references. Box 146, Record and Guide.

A THOROUGHLY competent, experienced realty man, Sales, Leasing, Management; accurate knowledge values; seeks opening with brokerage house of high standing, estate or financial institution. Integrity and conscientious effort assured. Address SERVICE, Box 148, Record and Guide.

GRADUATE Civil Engineer, 36, having had 12 years' continuous experience in construction field, desires employment with a firm requiring services of an engineer in its organization; not particular as to location or kind of work; correspondence or interview solicited. Box 292, Sound Beach, Conn.

YOUNG man, 25, desires position with Real Estate firm, management, leasing, sales experience; commission and or salary. Address ACTIVE, Box 140, Record and Guide.

EXPERIENCED renting man wanted in the uptown and downtown business district on commission basis only. Plenty of leads furnished. Apply Box 146, Record and Guide.

ARCHITECT and construction manager; reliable; broad experience; seeks engagement with reputable concern. Write ARCHITECT, 51 Elliott Ave., Maspeth, L. I.

FOR SALE OR TO LEASE

LONG BEACH.

Bargain, 100-foot plot on Broadway. **MOCK, 200 West 101st St.**

TWO WELL PAYING

colored tenements for sale or exchange. Answer Apt. AA, 300 West 109th St., N. Y.

WANTED LOTS OR SMALL SUBDIVISION near city at bargain price; 10% cash, balance mortgage.

F. P. GAILLARD, Mott Av., Far Rockaway.

BOGOTA.

New, 6 rooms, tiled bath; oak floors, living room, dining room; gas, kitchen, 3 bedrooms; splendid closets; 50x100; \$3,900.

BUFFETT, West Englewood.

FOR SALE.

5 acres woodland, Huntington, L. I.; all or part. Address **BOX 144, Record and Guide.**

COMMUTERS.

37 acres at Belle Mead. If subdivided would sell readily at big advance.

LAIRD, 17 West 31st St.

EAST ORANGE.

94 Sandford St., 7-room house; \$30; all improvements. Apply **52 Carleton St., East Orange.**

BEAUTIFUL COUNTRY HOUSE

for sale or to let, near Plainfield, N. J.; 7 rooms; high elevation; magnificent scenery; positively less than half valuation. Address

GEORGE N. BEECHING, Watchung, N. J.

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Linden Ave., corner plot, Brooklyn, 111x117, less than half valuation.

BLUME, 2669 Broadway, Manhattan.

RELIABLE BUILDER WILL FINANCE

and construct large operations for reliable parties. Write some particulars.

BOX 145, Record and Guide.

31ST STREET, 39 EAST.

Entire building for sale or rent; Jewish restaurant, basement, upper floors, house-keeping apartments. Inquire

14 WEST 47TH ST.

FARM—35 ACRES,

good buildings, near school, church, stores, brook through farm; also good opening for carpenter; \$1,300, part cash.

BOX 65, Middleburg, N. Y.

BRONX—VACANT LOT,

37.6x110, suitable for Factory, Stone Yard, etc. Bargain. Full particulars,

BOX 128, Record and Guide.

EIGHT LOTS FOR SALE

in Bronx, 132d and 133d Sts. and Cypress Ave.; reasonable price for cash buyer.

STAIB-ABENDSCHEIN CO., 500 East 134th St.

REAL ESTATE FOR SALE.

Bronx—Four story brick corner building, 29x95, lot 29x100, suitable for Factory or Lofts; bargain. Full particulars,

BOX 129, Record and Guide.

NEW JERSEY REAL ESTATE.

Belleville—House, six large rooms and bath; all improvements; fruit trees; grape arbors; chicken run; garage. Owner **W. ALLAN, 503 Fifth Ave.**

FOR SALE.

15 lots, all together, nicely located, corner Randolph and Livingston Sts., Westbury, L. I. Telephone 151.

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EAST 25TH STREET BARGAIN.

\$15,000 cash, balance in monthly notes, rents paying for the notes; easy way to own a paying property. For further particulars inquire

BRACKETT REALTY CO., 122 E. 25th St.

BEAUTIFUL BAY FRONT ESTATE, 200 acres, 8 buildings; very healthy; salt air and pines; \$80 an acre; improvements cost \$15,000. **WM. STEWART, JR., Queenstown, Queen Anne County, Md.**

CLOSTER, N. J.

2½ acres; eight room house; orchard; \$2,800; ¾ mile from station, 5½ acres, part wood, spring.

BOX 141, Record and Guide.

2252 CROTONA AVE.

Built 3 years on 3 corners; steam, electricity, hot water, up to date; price \$38,500; savings bank mortgage \$26,600; want \$2,000 cash; take back second or free and clear or smaller parcels.

BOX 138, Record and Guide.

EXCEPTIONALLY COMPLETE

Country Home, Ridgewood, New Jersey; seven large rooms and bath; one acre in fruit, shade, lawn and planted garden; \$7,000, easy terms; immediate possession; agents protected. **Box 139, Record & Guide.**

NEW HOUSE.

7 rooms, large attic, all improvements, hardwood trimmings; fruit; 3 minutes from station; sell on easy terms. Address

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FACTORY BUILDING, 40,000 FEET FLOOR SPACE, WITH THREE ACRES OF GROUND. PLENTY OF LABOR. CENTRE OF ALL RAIL AND WATER TRANSPORTATION LINES. APPLY BOX 576, TROY, N. Y.

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Must sell a summer home in good condition, 8 rooms, gas; 75x100 ft., on the P. R. R.; near the pines; 5 minutes from station; price, \$2,500. For information,

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A desirable ¾ acre Plot, about 450 feet frontage on Palisade Ave. Apply own broker or owner.

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House, No. 1261 E. 19th St., Flatbush, 10 rooms and bath, parquet floors, electric light, steam heat; all assessments paid; lot 40x100. Apply to

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In the best part of Vermont. This property is the real place for pleasure or profit; run as a dairy and poultry farm at present, and is one of the most up to date places of its kind in the East; acreage about 1,000 acres, with three complete sets of buildings; timber, estimated at \$10,000-\$13,000; will cut 200 to 250 tons of hay, and there are fruit trees enough to harvest 1,000 bbls. or more when all in bearing; price, including stock and tools, \$40,000. **C. PFLUGER, Chester, Vt.**

Home in the Westchester Hills For Sale

A comfortable new house at Hartsdale, on the crest of the ridge, with extensive view and beautiful shade trees.

There are nine rooms and three baths, and the price is \$15,000.

James Slater McHugh, Owner, Woodmere, L. I.

FOR SALE—A COUNTRY PLACE AT SARATOGA SPRINGS.

One mile from the village, near golf grounds; consisting of 88 acres, two story brick house, slate roof, 13 rooms; shaded with large maple and elm trees; dining room 16x20, two toilets; bathroom, hot and cold water, open plumbing; gas plant; large hot air furnace, two kitchens, two tenant houses; garage, carriage house, large barns; farming implements complete; team of work horses; Holstein cows, harness and wagons. Address owner.

B. F. BLOOMFIELD,

Saratoga Springs, N. Y.

WATERFRONT ACREAGE

Rare opportunity for select and profitable residence development, or gentleman's private estate. Family Homestead with 17 acres, extending from Boston Post Road to protected harbor; long road and water frontage, with sea wall and beach; beautiful Sound view. Close proximity to Yacht Club; convenient to Golf and Country Clubs, railroad station and village; 45 minutes from Grand Central Station; frequent trains. Bargain; easy terms.

Room 801, 10 East 43rd Street.

A Colonial House at Kew Gardens For Sale

A comfortable new house on Austin Street, one of the highest spots in Kew Gardens, possessing unusual advantages of view and location.

There are nine rooms and three baths and the price is \$15,000.

James Slater McHugh, Owner, Woodmere, L. I.

(Continued from page 51).

street and Daly avenue, size 97x167 feet irregular, for improvement with two high class apartment buildings. The plot is situated within 100 feet of Bronx Park South and adjoining the Steinmetz mansion, and is protected with permanent light on all sides. This plot is directly opposite the two buildings recently completed by the Simonia Realty Corporation, on a similar area, which are fully rented.

Buys \$350,000 Taxpayers.

The Henry Morgenthau Company has sold, through Arnold, Byrne & Baumann, the one-story business building, containing twenty stores, at the northwest corner of Westchester and Longwood avenues, on a plot 174x167x irregular, to Contantine Magner of the Magner Glass Works. The property has been held at \$350,000, and was acquired by the seller from the American Real Estate Company, which erected the present building some years ago. The purchaser gave in part payment eight lots on the west side of Cypress avenue, between 137th and 138th streets. The deal involved properties which have been held at approximately \$450,000.

Manhattan—South of 59th St.

BROOME ST.—E. H. Ludlow & Co. sold for the estate of N. L. de Voursney 389 Broome st, a 4-sty building, on lot 25x100, adjoining the southwest corner of Mulberry st and the Broome Tabernacle.

AV B.—Frederick Brown sold 235-237 Av B, two 5-sty tenements, on plot 40x80, to the Corner Construction Co., which gave in exchange the apartment house at the southeast corner of Clay av and 174th st, on plot 61x95.

Manhattan—North of 59th St.

80TH ST.—Edward G. Vieth sold, through John J. Kavanagh, a 4-sty dwelling, on lot 15.7x 102.2, at 67 East 80th st. The house adjoins the dwelling sold by the same broker to Francis R. Arnold who made extensive alterations and diagonally opposite 48 East 80th st which the same broker sold for Mr. Vieth as executor of the Sarah Frank estate to James M. Leopold who is also making extensive alterations, and a few doors west of 75 East 80th st, sold by the same broker to Edgar A. Levy which he altered. Other recent sales on the block were 59 by Isabella Hoffman and 61 by Henrietta Obermeyer.

115TH ST.—Daniel H. Jackson sold to Henry K. Heyman 8 West 115th st, a 5-sty tenement, on lot 25x100.

120TH ST.—Bowery Savings Bank, represented by the Douglas Robinson, Charles S. Brown Co., sold to a client of Ralph Russo 434 East 120th st, a 2-sty dwelling, on lot 16.8x 100.

143D ST.—The Reville-Siesel Co. has bought from Isaac Weil 110 and 112 West 143d st, a 6-sty apartment house, on plot 41.8x99.11. The property was taken in part payment for the two 5-sty apartment houses at 1451 and 1457 Wilkins av, recently reported sold.

152D ST.—Cross & Brown Co. has sold for Hugo Piesen the property, 75x100, at 623-27 West 152d st, running through to 153d st, to Darius Dean et al. The purchasers to erect a garage.

MANHATTAN AV.—John Reid sold for H. Switzer the 4-sty building, with stores, at the northwest corner of Manhattan av and 121st st, on lot 21x90.

PARK AV.—Edward N. Crosby & Co. sold for the Systell Holding Co., Sidney Stern, president, the northwest corner of Park av and 133d st, a 5-sty apartment house on lot, 24.10x86.

WEST END AV.—Ennis & Sinnott resold to Walter J. M. Donovan 324 West End av, a 4-sty dwelling, 18x75.

Bronx.

BECK ST.—Edward N. Crosby & Co. and the Lauter-Lodes Co. sold for William Lauter, 681 Beck st, a 4-sty apartment house, on plot 33.4x 125.

BECK ST.—Hyman Tantleff bought from Frederick Brown 680 Beck st, a 5-sty apartment house, on plot 55x125, held at \$65,000.

166TH ST.—Richard H. Scobie sold for a client to A. Hamilton & Son 568-572 East 166th st, two 5-sty apartment houses, on plot 75x100. The purchasers gave in exchange the new 5-sty apartment house at the southwest corner of Creston av and Field pl, on plot 57x100.

EAGLE AV.—Wm. D. Bloodgood & Co. have sold for Adolph Hupfel's Sons 856 Eagle av, a 3-sty dwelling, on plot 100x100, to Mrs. Frances B. Stavracos.

GRAND BOULEVARD.—A. Blumenthal sold for Fox & Plough to a new company, in which Adelstein & Avrutine are interested, the plot, 308x104, on the east side of Grand Boulevard and Concourse, 75 ft. north of 167th st. The buyers will improve with four 5-sty apartment houses, containing small suites. The same broker obtained from the Lawyers Mortgage Co. a building and permanent loan of \$236,000 to finance the operation. The architect is C. B. Myer.

LONGFELLOW AV.—Samuel Cowen sold for the Newport Holding Co. the plot 50x100, at the southeast corner of Longfellow and Seneca avs.

PROSPECT AV.—Alexander Selkin sold for Gertrude Boecher 914 Prospect av, southeast corner 162d st, a 3-sty dwelling, 25x100.

RYER AV.—Frederick Brown purchased from the D. A. T. Co., D. A. Trotta, president, the 5-sty apartment house, on plot 60x100x irreg., at the southeast corner of Ryer av and 184th st, together with the newly completed 5-sty apartment, 50x100, adjoining at 2632 Ryer av. The two houses were held at \$150,000. In part payment for them Mr. Brown gave three lots in the north side of 192d st, 100 ft. east of St. Nicholas av. Joseph A. Blackner was the broker.

TELLER AV.—Frederick Brown purchased from the Aetna Accident and Liability Co. the southwest corner of Teller av and 166th st and the adjoining southeast corner of Findlay av and 166th st, two 5-sty apartment houses, 33x 100 and 38.9x100, respectively. The properties were held at \$100,000. Weschler & Saffir were the brokers.

VAN NEST AV.—John A. Steinmetz sold for Harry Elson 863 Van Nest av, 2-fam. house, to John B. Westervelt, who gave in part payment a residence in Lindhurst, N. J.

WEST FARMS RD.—William Sinnott has bought from an estate a large plot at the junction of West Farms rd and Vyse av for improvement. The site fronts 158 ft. on Vyse av and 132 ft. on West Farms rd, and had been in the possession of the selling family for more than 50 years.

Brooklyn.

51ST ST.—Realty Associates sold to Joseph Kelley, the 1-fam house at 1123 51st st, on lot 20x100, with automobile driveway and garage. This house is close to the 49th st station of the New Utrecht Avenue elevated, which is a part of the Fourth Av subway system. The section has been made very accessible by this new transit line which was opened to the public on June 24th.

73D ST, etc.—Frank A. Seaver & Co. sold for Ethel E. Norton, 946 73d st, a 1-fam. house on plot 60x100; also for M. A. Pierce, the lot 20x100, in the south side of 94th st, 177.10 ft. west of 4th av.

75TH ST.—Delack-Levey Co. has sold nine lots in the south side of 75th st, 100 ft. west of Colonial rd, for the Arcadia Realty Co. to the Farman Contracting Co., which will erect duplex 2-fam. houses each with a garage.

GATES AV.—R. A. Schlesing sold for Sophia Schauer, the 4-fam. tenement at 1800 Gates av, to Christian and Barbara Guth.

GRAND AV.—Bulkley & Horton Co. sold a plot, 50x100, on the east side of Grand av, between Park and Myrtle avs, for William J. Wischmann to Charles A. Wheeler.

NOSTRAND AV.—John F. Kennedy & Co. have sold for Charles Dibner the 3-sty business building on the southwest corner of Nostrand av and Farragut rd. The same brokers sold for Mr. Oppenheim the 1-fam. house, 621 East 29th st.

Queens.

LONG ISLAND CITY.—Roman-Callmann Co., in conjunction with Otto Weiler, sold for the Queens Bohemia Realty Co. the plot at the southeast corner of Skillman av and Honeywell st. This plot adjoins the piece recently reported sold by the same brokers for the Stuyvesant Realty Co., and the combined plots give the owners 20,000 sq. ft., with a frontage of 216 ft. on the Sunnyside Yards, assuring perpetual light for a 6-sty concrete building which will be erected.

LONG ISLAND CITY.—Wm. D. Bloodgood & Co. sold 433 Potter av, in the Steinway section, a 6-fam. tenement to Frank Masin.

GEO. J. RYAN

**Queens Borough
Real Estate**

**AGENT
BROKER
APPRAISER**

Member Real Estate Board of New York

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We Will Sell the Property Herein Described for Cash to the Responsible Person MAKING THE BEST WRITTEN OFFER OF NOT LESS THAN \$105,000.00

Bids to be delivered to the undersigned at the address given below and no bids received after 12 o'clock noon, July 21st, 1916.

Contracts to be signed and ten per cent. (10%) of the bid to be paid within TWENTY-FOUR HOURS after notice of acceptance.

Specimen copies of the proposed contract will be mailed on application. Title to be taken and balance of purchase price to be paid on TENTH DAY after signing of contract.

Purchaser to receive full covenant and warranty deed conveying title free from all incumbrances except right-of-way over railroad tracks and over Driveway to 141st Street and restrictions against nuisances.

The low minimum price fixed above is due to the fact that the property was purchased for use in executing certain building contracts, now completed, and is of no further use to the owners.

Investigation will show this minimum to be at least 20% below recent sales and asking price for less desirable property in the vicinity.

A Broker's Commission will be paid by the seller to any broker certified in writing by the purchaser as having induced and brought about the sale.

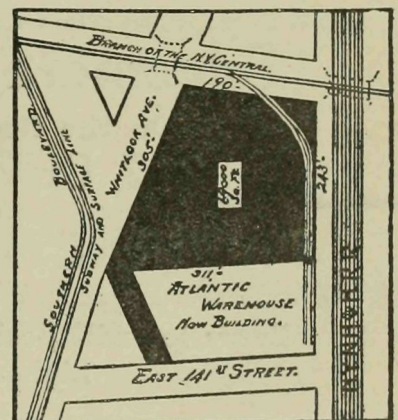
This Property Is the Most Advantageous Site in New York City for Any Business Requiring Good Railroad Facilities.

LOCATION: Southern Boulevard and 141st Street, Borough of Bronx, New York City.

TRANSPORTATION FACILITIES: New York Central R. R. has a siding on the premises, available also for connection with New York connecting Railroad (Penn. R. R. & N. Y., N. H. & H. R. R. Systems). One-quarter mile from public dock on East River.

ACCESSIBILITY: New Subway Station (now building) practically opposite the premises. On line of Southern Boulevard Cars. Three blocks from 138th Street Crosstown line.

PLOT CONTAINS Approximately Sixty-Nine Thousand square feet (69,000 sq. ft.). The 305 foot frontage on Whitlock Avenue and Southern Boulevard makes this part of the premises desirable for an apartment house.



The Norcross Brothers Co.
103 Park Avenue, New York, N. Y.

LEASES.

Corset Company in Long Lease.

Manning & Trunk, in conjunction with Bastine & Co., agents, have leased for Erkan Company for ten years at an aggregate rental of approximately \$50,000, the five-story dwelling, 45 West 55th street, to LaPapillon Corset Co. The tenant is now at 109 West 57th street, where it located through Manning & Trunk about one year ago, the present change being occasioned by the disposal of its 57th street lease in connection with the recently reported purchase by Steinway & Co. of that and adjoining property.

New Taxicab Company.

The Brown Taxicab Company, representing a consolidation of several New York City and Chicago taxicab companies, leased, from William Bradley, through Harris & Vaughn, the three-story garage and office building to be erected on the plot of nine lots, measuring 230x100.5, at 310-326 West 68th street. E. H. Jones, architect, is preparing plans for the new building, which will cost about \$150,000. The lease is for a term of twenty-one years and the lessee retains an option to purchase.

Rumored Harlem Deal.

Negotiations are reported pending for the lease for a long term, of the property at 115-125 East 125th street, through to 110-116 East 126th street, owned by the estate of Andrew Soher, the United States Trust Company, trustee. It is understood that if the deal is closed the present buildings on the site will be demolished and a new structure will be erected, part of which will house a new theater with a main entrance in East 125th street.

Leases Beaver Street Building.

Jacob Barsky, desk manufacturer and distributor, has leased for a long term 1

Beaver street, opposite the Produce Exchange. The entire building is being remodeled, including installation of new elevators and is to be used as a store room and show room as well as a central office for his stores at 33 Union Square, 57 Maiden lane and 8-16 So. William street. It is expected that alterations will be completed and possession taken by August 1.

Oil Company in Lease.

The Vacuum Oil Company has leased, for ten years, with an option of renewal, from Mrs. George F. Secor of Ossining, N. Y., the nine-story warehouse at 31-35 Thompson street on a plot 75x100, for a reported rental of \$11,000 a year. Extensive alterations are being made at an estimated cost of \$15,000 to meet the requirements of the tenant. The broker was Normand E. Sachs.

Bedell Company Enlarges.

The Bedell Company, which recently acquired the building at 19 West 34th street, has leased the adjoining building at No. 17 from the London Feather Company, whose lease on the building expires in 1927. It is a six-story building on a plot 35x100. The brokers in the deal were Clark T. Chambers and Thomas W. Rourke.

Leases \$20,000 a Year House.

Rev. Alfred Duane Pell has leased from Frederick R. Halsey, through Pease & Elliman, the four-story dwelling at 22 West 53d street on a plot 50x100.5. The house has been in the market at an annual rental of \$20,000. The lessee recently sold his residence at the southeast corner of Fifth avenue and 74th street to Harry Fischel for improvement with an apartment house.

Takes Dwelling for 21 Years.

John H. David has leased for twenty-one years, from May 1, 1917, the four-story dwelling at 24 North Washington

Square, through the Ogden & Clarkson Corporation. The owner of the property is Catherine Hamersley Hinckley.

Manhattan.

AMES & CO. leased for the estate of James Rozell to Frances Sheridan the 3-sty building, 207 West 75th st for a garage.

ALBERT B. ASHFORTH (INC.) leased the store at 615 5th av to Tonying & Co.; space at 22 East 33d st to David Powell; at 16 East 23d st to Robert Heller and Carlotta Riccardi; in the Frances Building, 5th av and 53d st, to Miss M. Elizabeth Haupt and Mrs. M. Busse.

WM. D. BLOODGOOD & CO. (INC.) leased for Misses E. & E. Rixon the store located at 6 East 37th st to W. H. T. Tierney for a furniture salesroom.

BROWN BROS. & CO., bankers, leased for a long term from the William E. Schermerhorn estate the two 4-sty buildings at 4 and 5 Hanover st, corner Beaver st. This property, together with No. 3, adjoining, will be improved with a 3-sty structure, to be used as an annex to the firm's headquarters at the southeast corner of Wall and Hanover sts.

THE FIRM OF L. J. CARPENTER leased to Warren T. Haring the building 100 Washington st for F. Augustus Schermerhorn.

CROSS & BROWN CO. has leased the entire building, 306-8 West 64th st to Wagner Specialty Co.; at 729 7th av, entire 16th floor to International Film Corp.; at 245-49 West 55th st, entire 7th floor to Cutting-Larson Co.; and space to Longenecker & Sanders, Inc.; at 315-317 West 47th st, entire top floor to Morris Rosenbloom; at 16 West 61st st, space to Evans Carburetor Co.; at 692 Broadway, to Weiner Bros.; and at 47-49 Maiden la, to Joseph Bieber.

O. D. & H. V. DIKE have leased the store at 2122 8th av to Gristede Bros.; first loft at 135-7 West 27th st to the Congress Tucking Co., and the 5th floor at 18 Waverly pl to Phillips Over-gaier Mfg. Co.

DUFF & CONGER have leased apartments at 120 East 86th st to Mrs. Robert Hobson and at 120 East 85th st to I. Schlosser.

DOUGLAS L. ELLIMAN & CO. leased for the Potter-Mordecai Syndicate a corner apartment in the new building occupying the western block front of Park av, between 52d and 53d sts, to George H. Storm; also a large duplex apartment at 969 Park av to Mrs. Foster Paul; for the Capitol Realty Co., comprising an entire floor, at 12 East 87th st, to G. L. Chapman, of Nyack, N. Y.; in the Idaho, 7th av and 55th st, to H. A. Wilson, and at 157 East 81st st to Miss Mary Cornell.

DOUGLAS L. ELLIMAN & CO. leased a large duplex apartment at 471 Park av to Arthur J. Moulton; also from the plans an apartment in the new building at 55 West 55th st for S. M. Banner to Mrs. L. M. Jackson; and in conjunction with Payson McL. Merrill Co. an apartment at 156 East 79th st for Julius Tishman & Sons to Samuel W. Richardson.

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DOUGLAS L. ELLIMAN & CO. have leased from the plans an apartment of 18 rooms and 6 baths at 320 Park av, for the Park Av Improvement Co. to Mrs. E. E. Moberly. Other tenants in this building will be August Heckscher, Mrs. Cyril P. Dugmore and John C. Carstensen, vice-president of the New York Central.

DOUGLAS L. ELLIMAN & CO. have renewed the lease of the two stores at 421 Madison av for Daniel Neuman to the English Antique Company, Arthur J. Taylor, president.

EWING, BACON & HENRY have leased space in the Architects' Building, 101 Park av to F. J. Carew Co. and The Garden City Co.; also space at 103 Park av. to Tile Arch Construction Co.

EWING, BACON & HENRY have leased for the Park Av. Operating Co. an apartment at 104-110 East 40th st to Frederick L. Keppler.

GOODALE, PERRY & DWIGHT (INC.) rented the store and basement at 423 4th av to Oppenheimer & Pressman; store and basement at 22 East 21st st to Wilder Bros.; with Heil & Stern, the store and basement at 51 West 24th st to E. A. Steinfeld, and space at 43 West 27th st to J. Willard; at 79 5th av to the Lion Letter Co., and at 79 East 20th st to Lowenthal & Martin.

GOODWIN & GOODWIN rented for the estate of Nathan Wise to Abraham Weisinger, the 3-sty dwelling at 122 West 118th st.

HOUGHTON COMPANY leased for Mary E. Drake the 3-sty dwelling 151 West 71st st to Elizabeth M. Barnett.

HOUGHTON COMPANY has leased for the W. H. M. Co., the 4-sty dwelling, 68 West 83d st, to Josephine Stark.

E. H. LUDLOW & CO. leased part of the store and the basement and sub-basement in 47-49 Barclay st to the Beaulieu Vineyard Distributing Co., of California.

A. W. MEAD and William B. May & Co. leased to Peter McCormick & Sons the building 148 West 50th st.

CHARLES F. NOYES CO. has leased the 2d floor of the Bradstreet Building, 140-9 Lafayette st, southwest corner of Howard, to the New York Life Insurance Co. for a long term of years at an aggregate rental of about \$35,000. This lease completes the renting of the building; also, offices at 37-9 Liberty st to Croke, Anderson & Sunderland and offices in the Masonic Building, 6th av and 23d st, to Thomas B. Wilgus, R. & J. Borden and Rappoport Bros.

CHARLES F. NOYES CO., in conjunction with Wm. H. Whiting & Co., leased the four upper lofts of 49 Walker st to Teijeiro & Co., cigar

ABSOLUTE AUCTION SALES

Without Reserve

NEXT SATURDAY, JULY 15

At 2:30 P. M., on the premises, rain or shine under mammoth tent.

Belle Harbor, N. Y. City

On the Rockaway Coast

55 OCEAN FRONT LOTS

Also

32 INLAND LOTS

60% on Mortgages

Title Policies Free

SATURDAY, JULY 22

At 2:30 P. M., on the premises, rain or shine under mammoth tent.

Edgemere, N. Y. City

On the Rockaway Coast

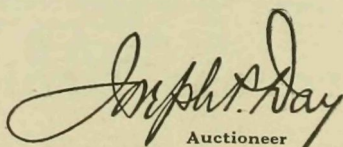
217 CHOICE LOTS

and

4 ATTRACTIVE COTTAGES

60% on Mortgages.

Title Policies Free.

Every lot will positively be sold to the highest bidderWrite for
Booklets.


Auctioneer

31 Nassau St.,
N. Y. City.

manufacturers, for five years, and in connection with Frederick Southack & Alwyn Ball, Jr., the three upper floors of 50 Lispenard st to Carlos Garcia & Co., also cigar manufacturers. Both tenants are now located further south.

CHARLES F. NOYES CO. leased for Diamond & Abrahams, attorneys, the store and basement at 274-6 Church st to S. H. Kress & Co.; a floor at 216 Fulton st to the Stow Co.; and a floor at 307 Pearl st for A. M. Clonney to Jose Fernandez Pereira.

CHARLES F. NOYES CO. has leased three floors at 144 Water st to E. Rosenwald & Co.; a floor at 194-200 Grand st for Frederick Fox & Co., agents, to H. Kram & Co.; and a floor at 114-116 Fulton st to John S. Martino.

OGDEN & CLARKSON CORPORATION leased 6 McDougal Alley for an artists studio; also 213-214-215 West st, southeast corner Franklin st, to The Hill Brothers Co.; at 745 2d av, corner store, to John Devine; at 2147 8th av, store and basement, to H. Hundert; at 104 Franklin st, second loft, to John Hood; in conjunction with Louis Schrag, the basement store at 128 West 23d st; for the Goelet Estates, the dwelling 105 West 5th st.

PEASE & ELLIMAN have leased for Mrs. Mary C. Kahl to George C. B. Hogan the 3-sty dwelling at 149 East 63d st; also for Bing & Bing in the new house which they are building at the southwest corner of Park av and 63d st, adjoining the Colony Club, an apartment to Miss Josephine E. Smith; for Isidor Mishkind in the house he is building in the south side of 85th st, east of Park av, an apartment to Mrs. Grace R. Johnson; and apartments in "Marquand House," at the northwest corner of Madison av and 68th st to J. B. Smull; at 144 East 36th st to R. Rood; at 9 West 28th st to Michael F. Murphy; and at 829 Park av to C. W. Hanford.

PEASE & ELLIMAN have leased for H. Rawtser to J. P. Bell the 5-sty dwelling, at 20 West 73d st; also furnished for Mrs. O. W. Childs of San Francisco her apartment in the "Montana," at Park av and 52d st, to Mrs. Clara E. Fuller of Chicago.

L. J. PHILLIPS & CO. have leased for Horace S. Ely & Co., representing the Metropolitan Trust Co., the dwelling at 429 Convent av to Mrs. Elizabeth L. Murray.

L. J. PHILLIPS & CO. have rented the dwelling at 545 West 159th st for James Fay.

DOUGLAS ROBINSON, CHARLES S. BROWN CO. leased offices to Russell G. Rankin at 30 Broad st.

MALCOLM E. SMITH & CO. leased for the trustees of the Mary Mason Jones estate, to Edmund L. Durkin, an apartment in the new house at 743 5th av.

STEPHEN H. TYNG, JR., & CO. have leased for Ewing, Bacon & Henry in the Mercantile Building, 4th av, at 23d st, the 7th and 8th floors respectively to Bockman & Emmerich and D. & H. Heidgerd. The latter have been located at Broadway and Canal st for the past 50 years and are dealers in woollens. Bockman & Emmerich have been at 222 4th av and are commission merchants.

CHARLES B. WALKER has leased for P. Murphy & Son, the store and basement at 86 Walker st to A. Lipman & Co.; for the estate of John R. Graham, space at 206-208 Canal st to Ross and Gade; at 176-178 Centre st to Arthur J. Moss; and at 209 Centre st to the Grand Metal Spinning Co.

WM. A. WHITE & SONS rented the store and basement at 148-150 Greene st to Lipshitz & Oboler; space at 170-172 Centre st to Puterman, Novin & Ribak; offices in the Franklin-Hudson Building, the southeast corner of Franklin and Hudson sts, to the Southern Manufacturing Co., and also associated with Spear & Co., an entire floor containing approximately 7,000 sq. ft. in the building at the northeast corner of 24th st and 7th av, to Joseph Landau.

WM. A. WHITE & SONS have rented an apartment in the bachelor apartment building at 19 West 54th st to Arthur Russell Jones; also an apartment at 412-420 West 148th st to Victor Levor.

WM. A. WHITE & SONS have rented for the Butler heirs the 5-sty Prescott Hall Butler residence on the plot 33x100, at the northwest corner of 35th st and Park av.

WHITE-GOODMAN leased at 28-30 East 10th st, 8th loft to Hassman Peltzman & Co.; at 35 6th av, 8th loft to the Record Surgical & Appliance Co.; at 141 West 20th st, 5th loft to Galeaf & Feinberg Bros.

UNITED STATES REALTY & IMPROVEMENT CO. leased to the George A. Fuller Co. the offices it formerly occupied, on the 23d floor of the Platiron Building. The Bethlehem Steel Co. has taken the quarters occupied at present by the Fuller Co., at 111 Broadway, comprising the entire 14th floor.

Brooklyn.

HOWARD C. PYLE & CO. leased the 5-sty factory building 120-128 Washington av, covering a plot 100x150, for James H. Schmidt, to a new manufacturing concern coming to Brooklyn.

HOWARD C. PYLE & CO. have leased the entire ground floor of 149 Remsen st to the Samuel Block Insurance Co. and Louis Beer's Sons, real estate dealers, for a long term.

REAL ESTATE NOTES.

JOHN J. MEENAN has been appointed agent for 455-457 West 43d st.

BRETT & GOODE CO. has been appointed managing agent for 402 West 47th st; 356 West 30th st; 233 Lenox av and 564 East 178th st.

JOSEPH L. DELAFIELD is the buyer of 10 West 8th st, recently sold for Charles S. Fairchild by Robert M. Bush & Co.

AMES & CO. have been appointed by A. & J. H. Freeland, managing agents for the six 4-sty dwellings, 219-229 West 25th st.

REGINALD C. VANDERBILT is the purchaser of the 5-sty residence at 12 East 77th st, recently reported sold through Pease & Elliman. It is to be extensively altered for his occupancy.

WOLFSOHN & AUGUST have moved their office from 30 Church st to Fordham rd and Grand Boulevard, where they will continue to transact a general real estate and insurance business.

A. FINKENBERG & SONS, furniture dealers, at 3d av, southeast corner of 124th st, are the purchasers of the property at the opposite northeast corner, 53.1lx100, recently sold for the Everard Estate, by Marston & Co.

MANNING & TRUNK were the brokers in the recently reported sale of the 4-sty dwelling at 124 East 57th st for the Pentz Estate. The purchaser, S. Christiansen, furrier, for many years located at 600 Madison av, will alter the property into stores and apartments.

MARSTON & CO. and John J. Meenan sold for the estate of Caroline A. Brundage, to the Doumen Realty Co., the property at 455-457 West 43d st, two 5-sty apartments on plot 50 x100.5. The property was held at \$56,000. Title passed on Wednesday.

NEW YORK TITLE AND MORTGAGE CO. has made the following loans: \$32,000 to Louis Moquin on his residence 273 West End av; \$4,000 to Alex Moberg on the dwelling 1313 Hoe av; \$6,000 to Henrietta Woolf on three parcels of land on Eastburn av, Morris av and 174th st, near Grand Boulevard and Concourse.

NEW YORK TITLE AND MORTGAGE CO. made a loan of \$50,000 to Philip Weinstein & Son (Inc.), for the purpose of financing a 5-sty building operation on a plot in the south side of 181st st, 100 ft. west of Vyse av. The building is expected to be ready for occupancy in the fall, and it is to be similar to the one recently completed by the same builders at the southeast corner of 181st st and Vyse av.

OBITUARY.

ROBERT B. GRAHAM, for the last twelve years connected with the firm of Leonard J. Carpenter, at 25 Liberty st, died this week, aged thirty-six. He lived at 2800 Pond pl, Bronx, and is survived by a widow and one son.

REAL ESTATE STATISTICS

The Following Table is a Resumé of the Record of Conveyances, Mortgages, Mortgage Extensions and Building Permits Filed in Each Borough During the Week.

(Arranged with figures for the corresponding week of 1915. Following each weekly table is a resume from January 1 to date.)

MANHATTAN.

Conveyances.

Table showing Manhattan Conveyances statistics for 1916 (June 30 to July 6, July 2 to 8) and 1915 (July 2 to 8), including Total No., Assessed value, and Consideration.

Mortgages.

Table showing Manhattan Mortgages statistics for 1916 (June 30 to July 6, July 2 to 8) and 1915 (July 2 to 8), including Total No., Assessed value, and Interest not given.

Summary table for Manhattan Mortgages comparing 1916 and 1915 totals.

Mortgage Extensions.

Table showing Manhattan Mortgage Extensions statistics for 1916 (June 30 to July 6, July 2 to 8) and 1915 (July 2 to 8), including Total No., Amount, and To Banks & Ins. Cos.

Building Permits.

Table showing Manhattan Building Permits statistics for 1916 (July 1 to 7, July 3 to 9) and 1915 (July 3 to 9), including New buildings, Cost, and Alterations.

BRONX.

Conveyances.

Table showing Bronx Conveyances statistics for 1916 (June 30 to July 6) and 1915 (July 2 to 8), including Total No., No. with consideration, and Consideration.

Mortgages.

Table showing Bronx Mortgages statistics for 1916 (June 30 to July 6) and 1915 (July 2 to 8), including Total No., Amount, and To Banks & Ins. Cos.

Summary table for Bronx Mortgages comparing 1916 and 1915 totals.

Mortgage Extensions.

Table showing Bronx Mortgage Extensions statistics for 1916 (June 30 to July 6) and 1915 (July 2 to 8), including Total No., Amount, and To Banks & Ins. Cos.

Summary table for Bronx Mortgage Extensions comparing 1916 and 1915 totals.

Building Permits.

Table showing Bronx Building Permits statistics for 1916 (June 30 to July 6) and 1915 (July 2 to 8), including New buildings, Cost, and Alterations.

Summary table for Bronx Building Permits comparing 1916 and 1915 totals.

BROOKLYN.

Conveyances.

Table showing Brooklyn Conveyances statistics for 1916 (June 29 to July 5) and 1915 (July 2 to 7), including Total No., No. with consideration, and Consideration.

Mortgages.

Table showing Brooklyn Mortgages statistics for 1916 (June 29 to July 5) and 1915 (July 2 to 7), including Total No., Amount, and To Banks & Ins. Cos.

Summary table for Brooklyn Mortgages comparing 1916 and 1915 totals.

Building Permits.

Table showing Brooklyn Building Permits statistics for 1916 (June 30 to July 6) and 1915 (July 2 to 8), including New buildings, Cost, and Alterations.

Summary table for Brooklyn Building Permits comparing 1916 and 1915 totals.

QUEENS.

Building Permits.

Table showing Queens Building Permits statistics for 1916 (June 30 to July 6) and 1915 (July 1 to 8), including New buildings, Cost, and Alterations.

Summary table for Queens Building Permits comparing 1916 and 1915 totals.

RICHMOND.

Building Permits.

Table showing Richmond Building Permits statistics for 1916 (June 30 to July 6) and 1915 (July 1 to 7), including New buildings, Cost, and Alterations.

Summary table for Richmond Building Permits comparing 1916 and 1915 totals.

CURRENT BUILDING OPERATIONS, MATERIALS AND SUPPLIES

WITH virtually two holidays to contend with, building material interests did little more than mark time this week. The reports from steel centers about mills being still overborne with specifications against contracts previously booked, and which in the case of the leading producer amount to two-thirds of all the orders on hand and unfilled, tended to raise doubts in the minds of those who have been holding back work for which they have plans filed that there will be before the summer ends any great reduction of steel quotations.

Under the circumstances many are wondering if after all it would not be better to drive a wedge into the present market and make the best terms they can. With the Mexican crisis over, and the Presidential campaign arousing no apprehensions, what is there to expect but a long career for the country on prosperous lines, and very little relaxation of material prices? Concrete construction can and is solving the problem in numerous instances, but, of course, in other cases it must be steel construction or nothing.

Local fabricators are keen for contracts, and many of them are mainly dependent on the work to be obtained in this territory. So far as they are concerned it is probable that here and there is a shop not oversupplied with orders and yet in a position to make advantageous terms and deliveries.

The steel blockade is holding back something like an avalanche of orders for collateral material; and the signing of contracts for even half of the list of hotels, loft buildings and apartment houses for which plans have been filed would greatly relieve the general building situation in the central borough.

The most important development of the week in price quotations was in the North River brick market, where a light demand and an abundant supply caused a drop of 50 cents in the minimum price, the quotation to dealers at the close of the week being \$7 to \$7.50 per M., in cargo lots alongside the wharf.

Brick.—A further reduction in the quotation on North River brick occurred this week. With practically two holidays subtracted from the business week, the outgo from the wholesale market was light, and the arrivals being large the minimum price dropped from \$7.50 to an even \$7.

This is a drop of one dollar a thousand since the last week in May, when the quotation was \$8 to \$8.25 per M., and it should induce considerable buying in those quarters where the higher price of the material was held to be a reason for the postponement of speculative operations. Up to Friday morning 30 cargoes had been taken out of the market during the week, with Manhattan as the largest buyer, and 23 cargoes were left over.

No Raritan brick has been sold this week for less than \$7.50; and \$7.75 has been obtained for some grades, the same as last week. For a Fourth of July week the demand is considered better than usual. Ordinarily there is a surplus of about fifty cargoes after the celebration.

The following are wholesale prices in some other cities: Boston, \$11.50; St. Paul, \$12; Denver, \$8.50; Cincinnati, \$7.50; Detroit, \$9.50.

SUMMARY.—Official transactions in the wholesale market for North River brick, for the week ending July 7, 1916.

Condition of market, weak. Demand, light. Prices, \$7.00 to \$7.50. Number of cargoes sold, 30. Distribution—Manhattan, 11; Brooklyn, 8; Bronx, 2; New Jersey, 7; New Rochelle, 1; Flushing, 1. Cargoes left over Friday A. M., 23.

Cement.—Although no statistics have been reported to the United States Geological Survey at this date, it is believed that the total output of Portland cement

A number of other basic materials are selling at a lower level of prices than in the Spring, notably lumber, paints and oils, besides various items in builders' hardware and plumbers' supplies. All together they constitute a rather formidable part of the materials of construction for the smaller class of work.

Strikes affecting the handling of building material have broken out again. The hoisting engineers on the piers having gone out, the longshoremen have been called out in sympathy. The members of the Safety Engineers' Union have been asked not to handle any building material of the kind touched by strike breakers. Just what the interference will amount to has not yet developed, but at this writing it has not been important.

Not only is there a shortage of laborers for heavy work, but according to the Brooklyn Branch of the State Employment Bureau, there is also a shortage of skilled mechanics, and of male office help generally, which is a report the like of which has not been heard in many years.

The City Commissioner of Plant and Structures is asking the Board of Estimate for permission to purchase without public letting certain supplies, consisting of structural steel, lumber, cement, sand, gravel and wood blocks, for use in reconstructing the pavement on the roadway of Queensboro Bridge, so that advantage can be taken of any drop in the market price while the work is in progress.

Ocean freights are lower and more tonnage is available for freight. Railroad traffic during June was of record proportions. Returns for the semi-annual period will establish a new record for bank clearings. Money is so abundant and interest rates so low as to make its employment in commercial channels less profitable than during previous periods of activity. Real estate is offering the best opportunities for putting to use capital which can be spared for long periods.

for the first half of 1916 considerably exceeded that for the corresponding period of 1915.

In general, an optimistic feeling prevails among manufacturers and it is confidently predicted that the year will show a gain over 1915, in both production and shipments of Portland cement. Moreover, there is a fair possibility that the shipments will exceed those of 1913—92,000,000 tons—and thus establish a new record.

The increased price over last year does not mean, of course, an equivalent net increase in returns to the manufacturers, for the costs of explosives for blasting and of coal have both risen, and laborers are in many places demanding an increase in wages. These comparatively high prices have not, however, checked demand. Many manufacturers are selling all they can produce, and others are drawing on stocks to fill orders promptly.

The Portland Cement Association has recently opened a New York office, which is located in the Architects Building, 101 Park avenue. A. N. Johnson, consulting highway engineer to the association, is temporarily in charge. The efforts of the new office will be particularly directed to encouraging the construction of concrete highways.

Lumber.—The wholesale trade is less than normal for this season of the year, and quotations in some items are considerably lower than they were in the spring. Freight congestion and ocean rates are still perplexing problems. The local yard trade, except where there are special circumstances, is less than it was

before the month of May. Prices have eased off considerably.

Structural Steel.—Builders who have been awaiting a collapse in the metal situation are disappointed over the latest reports from the producing interests. Steel orders are not on the whole decreasing in volume. The fact that the U. S. Steel Corporation has specifications for 6,000,000 tons against orders taken in the last six months (which means that two-thirds of all the unfilled orders on the books have been put in definite form) is taken in some quarters to mean that many consumers are either urgently in need of steel or are convinced that there will be no great recession from present quotations.

The moderation of steel prices which occurred during June seems to have enticed an outpouring of specifications against contracts during the last days of the month. The falling off in domestic structural orders was more than made up by the increased requirement for ship plates and munition steel. Contracts for only 16,700 tons of structural steel were placed last week. In the first half of the year the structural shops throughout the country took orders for 810,127 tons, to compare with 554,500 tons in the first half of 1915, and 706,000 tons in the corresponding period of 1914.

A decline of \$1.35 a ton was shown in the average price of steel during the month of June, based on the quotations for eight leading products, according to official trade statistics. On the last day of May this average price was \$61.07 a long ton, and on July 29 it was \$59.72. On June 30, 1915, it was only \$31.20.

The local fabricating trade had no steel contracts of importance to report this week. A rumor that the Hedden Iron Construction Co. had booked a large order for the E. W. Bliss Works in Brooklyn was officially denied. The accumulation of plans requiring structural steel for their execution is very large. Hope of lower prices now lies in the growing capacity of producing centers rather than in a diminution of demand. Prices are not quotably changed from last week.

Following table gives the annual average prices for four base products, from 1907 to 1915, inclusive, with their quotations as of June 30, 1916. Prices are per ton of 2,240 pounds, Pittsburgh basis:

Year.	Wire Nails.	Steel Beams.	Steel Bars.	Tin Plate.	Average.
Pres.	56.00	56.00	61.60	134.40	59.72
1915.	37.18	29.12	29.34	71.45	32.83
1914.	34.94	25.76	25.76	73.69	30.97
1913.	38.30	35.39	34.72	79.52	36.49
1912.	36.73	29.57	28.90	77.28	35.54
1911.	34.72	29.34	28.22	76.16	33.11
1910.	40.09	32.92	32.03	80.64	36.11
1909.	40.70	31.58	29.56	78.40	35.24
1908.	44.35	36.73	33.15	82.88	38.17
1907.	45.02	38.08	35.84	87.96	40.63

Hardware.—The hardware trade has felt the effect of moderated activities in various lines of building construction in the slower movement of builders' hardware. High prices of all kinds of hardware are not alone responsible, as dismal weather has had a great deal to do with the backwardness of trade this spring. Another advance in wire products is believed imminent. Lower prices of certain raw materials are being reflected in easier quotations for commodities ready for consumption. More business, in proportion, comes to jobbing houses from Long Island than from city sections. Concessions from official prices on lumber are reported to be a factor in the building trade.

Metals.—Independents are offering spot lead at 6.85c., New York, and making sharp concessions for future deliveries. Further reductions in the outside market are expected.

Spelter sellers are trying to hold the price to 13½c., New York. Zinc sheets are quoted at \$21, f. o. b. mill.

CURRENT WHOLESALE PRICES.

CURRENT wholesale prices, prevailing on the Building Material Exchange and elsewhere in the Metropolitan district. Allowances must be made for yard and store prices:

Note.—Price changes are indicated by black-face type.

BRICK (Cargo lots, alongside dock, to dealers only), per M.:
 North River common\$7.00@**\$7.50**
 Rarian common 7.50@ 7.75
 Second hand common, per M. 4.00@ —
 Front or face, in car lots.....20.00@36.00
 Paving brick24.00@ —

CEMENT (wholesale, 500 bbls. lots and over, alongside dock, N. Y.):
 Domestic Portland, Spot.....\$1.67@ —
 Over 30 days.....@**\$1.72**
 Rebate on bags returned, 10c. bag.
 Mill base..... 1.05@ —
 Rosendale, natural, net, to dealers, wood or duck bags 1.00@ —
 Rebate on bags returned, 10c. bag.
 Alsen's GermanNo Quotation
 Dyckerhoff GermanNo Quotation

EXPANDED METAL LATH (prices per 100 yds. for painted are as follows in carload lots):

Gage.	Weight.	Price.
27	233	\$16.00
26	250	17.00
25	300	18.00
24	340	19.00
22	450	22.00

About 10% additional for smaller quantities. For galvanized add \$10, and \$15 for tuncan.

GRAVEL (500 cu. yd. lots f. o. b. along side dock N. Y., wholesale):

1½ in.@ \$0.90
 ¾ in.@ 1.00
 Paving gravel 1.25@ —
 P. S. C. gravel.....@ 1.25

HOLLOW TILE (fireproofing. Prices f. o. b. factory, Perth Amboy, N. J.):

Exterior—
 4x12x12 in..... \$0.0625
 6x12x12 in..... .0875
 8x12x12 in..... .106
 10x12x12 in..... .125
 12x12x12 in..... .156
Interior—
 2x12x12 in..... \$0.042
 3x12x12 in..... .042
 4x12x12 in..... .0475
 6x12x12 in..... .063

LIME (standard 300-lb. bbls., wholesale):
 Eastern common@**\$1.45**
 Eastern finishing**\$1.65**@ **1.70**
 Hydrated common (per ton)...@ **9.50**
 Hydrated finishing (per ton)..@**10.50**

LINSEED OIL—
 City brands, raw, 5 bbl lots...\$0.68@ —
 Less than 5 bbls......69@ —

LUMBER (Wholesale prices, N. Y.):

Yellow pine (merchantable 1905, f.o.b. N.Y.)
 8 to 12 in. 16 to 20 ft.....\$28.00@**\$35.50**
 14 to 16 in..... 35.50@ 37.50
 Heart face siding, 4-4 & 5-4 @ 32.00
 Hemlock, Pa., f. o. b. N. Y.
 base price, per M.....@ 24.00
 Hemlock, W Va., base price
 per M.....@ 23.50
 Hemlock, Eastern mixed
 cargoes 22.00@ —
 (To mixed cargo price add freight \$1.50.)
 Spruce, Eastern, random cargo,
 2-inch (delivered)... **27.00**@ **30.00**
 Add \$1.00 per M. for each inch in width
 over 12 ins. Add \$1.00 per M. for every 2
 ft. over 20 ft. in length. Add \$1.00 per M.
 for dressing.

Lath (Eastern spruce f. o. b. N. Y.):

1½-in. slab\$4.00@**\$4.10**
 Cypress lumber (by car, f. o. b. N. Y.):
 Firsts and seconds, 2-in...\$51.00@ —
 Cypress shingles, 6x18, No. 1
 Hearts 8.75@**\$9.00**
 Cypress shingles, 6x18, No. 1
 Prime 7.25@ —
 Quartered oak**\$88.00**@**\$93.00**
 Plain oak **60.00**@ **63.00**
Flooring:
 White oak, quartered, clear... @**\$86.00**
 Red oak, quartered, clear... @ **51.00**
 Maple, clear**\$40.00**@ **45.00**
 Yellow pine, No. 1, common,
 flat@ **26.00**
 N. C. pine..... **16.50**@ **25.00**

PLASTER—(Basic prices to dealers at yard, Manhattan):

Masons' finishing in 100 lb.
 bags, per ton\$10.50@**\$11.00**
 Dry Mortar, in bags, returnable at
 10c. each, per ton..... 6.00@ 6.50
 Blocks, 2 in. (solid), per sq. ft....\$0.06
 3 in. (hollow)..... .06
 4 in. (hollow)..... .07½
 Boards, ¼ in. x 8 ft..... .11
 ¾ in. x 8 ft..... .145
 ½ in. x 8 ft..... .185

SAND—
 Screened and washed Cow Bay, 500
 cu. yds. lots, wholesale.....\$0.50@ —

STRUCTURAL STEEL (Plain material at tidewater):

Beams & channels up to 14 in. 2.669@2.919
 Beams & channels over 14 in. 2.669@2.919
 Angles 3x2 up to 6x8..... 2.669@2.919
 Zees and tees 2.669@2.919
 Steel bars, half extras..... 2.669@2.919

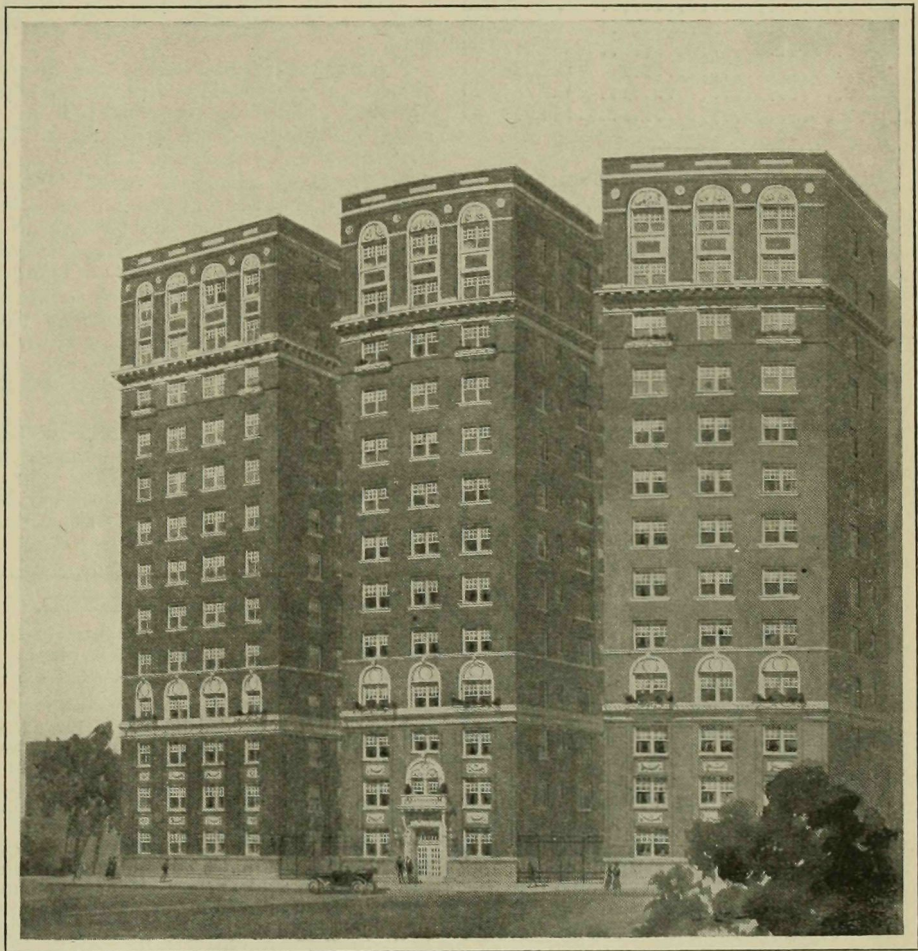
TURPENTINE:
 Spot, in yard, N. Y., per gal...\$0.42@**\$0.43**

**COLONIAL PARKWAY IMPROVEMENT
 WILL COST APPROXIMATELY \$625,000**

New Multi-Family Structure Designed to Meet Increased Residential Demand on Washington Heights

ACCORDING to the number of plans filed with the Tenement House Department during the last few weeks, there would seem to be no cessation in apartment house construction for some time to come. Many of these plans are for structures of the highest type and the cost of the operations, if bulked, would represent a large percentage of the total cost of projected buildings. Prominent among the recently planned multi-family houses is the structure scheduled for erection on the east side of Colonial Parkway, 907 feet north of 150th street, on a plot 100 feet in depth, 175 feet along the rear line and with an irregular frontage. This building has

have a large foyer and a sufficient number of commodious built-in closets. The five-room units have a separate servant's toilet off the kitchen, and the six-room suites are provided with a servant's room, bath and toilet, and a separate bath for the main bedroom. A soundproof partition will separate each apartment and elevator shafts. The pent house on the roof will provide extra servants' rooms, which are equipped with bath and toilet facilities. The plans call for two stairways, well lighted, which will avoid unsightly fire escapes, and provide two means of egress for each apartment. Two passenger elevators and one combination passenger and service elevator will be installed, the latter centrally located, so



Schwartz & Gross and B. N. Marcus, Architects.

LATEST APARTMENT ON THE HEIGHTS.

been planned by Schwartz & Gross and B. N. Marcus, associate architects, 347 Fifth avenue, for the Candler Holding Corporation, Julius H. Zieser, president, 63 Park Row, owner and builder. According to the architects, the operation will call for the expenditure of approximately \$625,000, exclusive of the value of the land.

This building will occupy the maximum area of the plot permissible under the Tenement House Law, and will be thirteen stories in height, with basement, and a pent house on the main roof. The courts have been planned with such dimensions as will provide ample light and ventilation to all rooms dependent upon them. A total of 110 families will find accommodations in this house, in suites consisting of three, four, five and six rooms, with bath rooms and foyers. The typical floor will have a total of 39 rooms, exclusive of baths and foyers, divided into nine separate apartments. In the basement will be located the superintendent's apartment, individual storage rooms for tenants, boiler and coal storage rooms, pump room, filter room and laundry, with steam dryer, locker room for elevator boys and toilet rooms.

The separate suites in this building have been well planned with regard to convenience and comfort. Each unit will

that the same is available in the event of a breakdown of either passenger car.

The facade of this structure has been designed in a simple and artistic manner and will be built with a granite base course, above which selected face brick, with trimmings of ornamental terra cotta will be employed. This will be surmounted with a masonry cornice of excellent design. The main vestibule and entrance hall will have floors of marble or mosaic, and the walls will have selected marble base, with ornamental plaster treatment above. The ceilings will be similar in character, and decorated in an artistic manner. Throughout this building every precaution has been taken in planning to provide for the safety and comfort of the tenants. The construction is thoroughly fireproof, and the structure will be equipped with the best of fire fighting apparatus, suitable for buildings of this type.

Every suite in this building will contain the conveniences to be found in all of the modern high class apartment houses, and the finish and decorations will be in accordance with the prevailing modes. The tenants of this building will be allowed considerable latitude in the selection of the colors and materials to be used for the decoration of their separate apartments.

Building Statistics.

Comparative statistics of building and engineering operations in New England, New York, New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, Ohio, West Virginia, Illinois, Indiana, Iowa, Wisconsin, Michigan, Minnesota, North and South Dakota and portions of Missouri and eastern Kansas, as compiled by The F. W. Dodge Company:

Contracts Awarded January 1 to July 1.	
1916.....	\$596,583,586
1915.....	413,532,600
1914.....	382,532,000
1913.....	472,372,000
1912.....	406,011,000
1911.....	416,227,813
1910.....	454,145,798

Comparative statistics of building and engineering operations in New York State and northern New Jersey, as compiled by The F. W. Dodge Company:

Contracts Awarded January 1 to July 1.	
1916.....	\$74,922,500
1915.....	72,558,000
1914.....	65,926,000
1913.....	158,017,500
1912.....	122,328,000
1911.....	129,784,000
1910.....	144,918,000

City Should Protect Owner.

The whole problem is not solved with the grouping of the buildings that are used by all. There is the most urgent need of putting order into the development of all of the private property in the community by controlling the height of buildings, the area of their yards and courts, and the character of their use all in the interest of the neighboring property. A home owner has no redress against a man who puts up a factory, tenement or garage next door. The city should protect him. Only by this means can homogeneity and harmony in the community be attained.

As one lets the imagination play with the possibilities of such a plan, there unrolls gradually a vision of the great city plan of the future; a city of many villages all woven together, each complete and sufficient unto itself in the ordinary, everyday things, but reaching out beyond for those that are extraordinary. Thus a number of villages would unite in one central group their higher schools, their central libraries, theatres and big auditorium, their concert hall, their armory and their larger playfields. Great central groups for the whole city would contain universities, art museums, institutions for the care of the sick and needy and finally, as the culmination for the whole city, the central administrative, legislative and judicial group. Meanwhile the ideal street and transit system would connect all the various units of the plan together into one vast but perfectly co-ordinating organism; a triumph in the adaptation of form to function.

The best and often the only way in which the average man can obtain a real conception of the majesty and glory of the great city is to let his imagination run the gamut from the functioning and planning of the small local unit through the various more inclusive groups up to the great civic center. Very few men really sense the city. It is too big, too complex. But through taking an active part in the congregated life of the small neighborhood one does become imbued more and more with a sense of the community. He realizes that in the many-sidedness of modern life men cannot live apart; he must co-operate with those about him for their common good. The existence of the Community Center as described above would serve strongly to accelerate the crystallizing of such feelings. Once a man has acquired the community sense he is in a far better position to appreciate the true content and meaning of the various inter-relationships of neighboring communities, and so on up until eventually some day, perhaps as in a vision, the whole great panorama unrolls before him, and in all its wonder and beauty he senses "The City."

Contemplated Bank Building.

Brown Brothers & Co., bankers, 59 Wall street, have had preliminary plans prepared for the construction of a bank building at 4-5 Hanover street and 77-79 Beaver street. The structure will probably be built of brick with facades of limestone and granite. The height is still undecided, but will be three or four stories with basement. The name of the architect in charge of the preparation of the plans and specifications for this project will be announced later. The cost of the building will be approximately \$150,000, exclusive of the value of the land.

PERSONAL AND TRADE NOTES.

Albert A. Volk Co., house wrecking, has moved its office from 501 Fifth avenue to 16 Beaver street.

Frank J. Engel and Herman P. Hevenor have organized the firm of Engel & Hevenor, engineers and contractors, and have opened offices at 220 Broadway.

National Bridge Works has discontinued its office at 1123 Broadway, Manhattan. The office business will hereafter be conducted at the works on Review avenue, Long Island City.

E. H. Gary, chairman of the United States Steel Corporation, recently left this city for a three months' vacation tour through the Orient. Mr. Gary will visit the Philippines, China and Japan.

Edward L. Zeltner, formerly connected with the Turner Construction Co., 11 Broadway, has entered the employ of the U. S. Government, in the ordnance department of the navy yard at Washington, D. C.

Wolfinger & Lasberg Building Co., Inc., in order to adequately handle its extensive interests in the Borough of Brooklyn, has moved its office from 346 Broadway, Manhattan, to 44 Court street, Brooklyn.

NO ARCHITECTS SELECTED.

In this department is published advance information regarding building projects where architects have not as yet been selected.

KINDERHOOK, N. Y.—The Board of Education of Kinderhook, Wm. J. Magee, president, contemplates the erection of a public school building to cost approximately \$25,000. Site not selected. Architect not selected.

SUFFERN, N. Y.—Hook and Ladder Co., No. 1, Chas. Wincirz, president, contemplates the erection of a 2-sty brick or hollow tile and stucco firehouse containing fire quarters, meeting rooms and banquet hall, in Suffern pl. Details not decided. Architect not selected.

AUBURN, N. Y.—The City of Auburn, Mark I. Koon, Mayor; M. P. Conway, Water Commissioner, contemplates the erection of a filtration plant to cost approximately \$200,000. No engineer selected.

PLANS FIGURING.

APARTMENTS, FLATS AND TENEMENTS
MANHATTAN.—M. Rosenberg, 89 Delancey st, is figuring the general contract for the 6-sty apartment house at 120-122 Sullivan st, from plans by George J. Casozza, architect, and desires estimates on all subs by July 11.

DWELLINGS.

BELLPORT, L. I.—E. G. Ecob, 299 Madison av, Manhattan, architect, is taking estimates on general contract to close about July 11th, for the 2½-sty frame dwelling, 42x26, with wing 13-27 ft, at Bellport, L. I., for Miss Caroline Ten Eyck, owner, c/o architect.

NEWBURGH, N. Y.—Delano & Aldrich, 4 East 39th st, Manhattan, architects, are taking estimates on general contract to close 10 a. m., July 10, for a 2-sty brick and stucco residence, 87x100 ft, for Frederick S. Delano, owner, c/o architect.

WOODBURY, L. I.—Delano & Aldrich and P. L. Goodwin, associate architects, 4 East 39th st, Manhattan, are taking estimates on general contract to close July 10, for a 2½-sty brick residence at Woodbury, L. I., for W. L. F. Goodwin, owner, c/o architects. Cost, about \$100,000.

FACTORIES AND WAREHOUSES.

MANHATTAN.—H. Holder, Jr., 242 Franklin av, Brooklyn, architect, is taking estimates on general contract to close July 15 for alterations and extensions to the 7-sty brick and concrete factory building, 25x93 ft, in west side of 39th st, 200 ft east of 11th av, for Jacob Bros. Co., 997 Broadway, Brooklyn, owner. Cost, \$25,000.

HOSPITALS.

JERSEY CITY, N. J.—The Board of Commissioners of Jersey City, Michael J. Fagen, clerk, is taking estimates on general contract to close 2 p. m., July 25, for a hospital addition and nurses' home on Baldwin av, near Montgomery st, from plans by John P. Rowland, Jr., 98 Sip av, architect. Cost, about \$325,000.

SCHOOLS AND COLLEGES.

ELIZABETH, N. J.—The Board of Education of Elizabeth, N. J. Walter B. Timms, president, Andrew P. Hughes, clerk, is taking estimates on general contract to close 8 p. m., July 10, for a 2-sty brick school, 68x150 ft, containing 12 classrooms, at North Madison and Monroe avs, from plans by C. Godfrey Poggi, 2 Julian pl, Elizabeth, N. J., architect. Cost, about \$60,000.

BRONX.—The Board of Education of the City of New York, A. E. Palmer, secretary, 500 Park av, is taking estimates on general contract to close 11 a. m., July 10, for a 3-sty brick and terra cotta addition to public school No. 32, in 189th st, Beaumont and Cambreling avs, from plans by C. B. J. Snyder, architect, 500 5th av.

WEST NEW BRIGHTON.—Niewenhaus Bros., 163rd st and Park av, New York City, are refiguring the general contract for the 2-sty brick and limestone parochial school, 155x128 ft, at Burger and Castleton avs, West New Brighton, S. I., for the R. C. Church of the Sacred Heart, from plans by Fred L. Metcalf, 143 North av, Plainfield, N. J., architect. Sub-estimates are desired.

STORES, OFFICES AND LOFTS.

MANHATTAN.—McKenzie, Voorhees & Gmelin, 1123 Broadway, are taking estimates on general contract to close July 10 for a 6-sty brick and limestone fireproof telephone bldg, 100x92 ft, at northwest cor of Manhattan av and 108th st, for the New York Telephone Co., 15 Dey st, owner. Clark, MacMillen & Riley, 101 Park av, heating and ventilating engineers. Cost, \$250,000.

CONTEMPLATED CONSTRUCTION.**Manhattan.****APARTMENTS, FLATS & TENEMENTS.**

5TH AV.—Warren & Wetmore, 16 East 47th st, have about completed plans for a 12-sty brick and limestone apartment, on plot 60x125 ft, at southeast cor of 5th av and 74th st, for Harry Fischel, World Building, owner and builder. Details later.

24TH ST.—Goldner & Goldberg, 391 East 149th st, have completed plans for a 6-sty brick apartment, 54x87 ft, at 315-319 West 24th st, for the Superior Contracting Co., J. Sagovitz, president, 170 East 114th st, owner and builder. Cost, about \$55,000.

10TH ST.—Rouse & Goldstone, 38 West 32d st, have completed plans for a 9-sty brick and limestone apartment, 64x88 ft, at 42-46 West 10th st, for Hyman Schroeder, Brookline, Mass., owner. A. B. Hager, 251 4th av, structural engineer. Harby, Abrons & Melius, 30 East 42d st, general contractors.

81ST ST.—Herbert J. Krapp, 114 West 16th st, has completed plans for a 6-sty brick apartment, 37x100 ft, at 204 West 81st st, for Ellis Hyman, owner and builder, c/o architect. Cost, \$70,000.

39TH ST.—A. L. Harmon, 3 West 29th st, has completed preliminary plans for a 12-sty apartment, 35x88 ft, at 143 East 39th st, for H. Stanley Jones, 564 Washington av, Brooklyn. Details will be available later.

WEST END AV.—Warren & Wetmore, 16 East 47th st, are preparing plans for a 13-sty apartment house on plot 60x100 ft, at 307-311 West End av, for the Paterno Construction Co., Charles V. Paterno, 2255 Broadway, owner and builder. Cost, \$125,000.

87TH ST.—Schwartz & Gross, 347 5th av, are preparing plans for a 13-sty brick limestone and terra cotta apartment, 86x11x126 ft, at 174-176 West 87th st, southeast cor Amsterdam av, for Robt. Ferguson, 119 Manhattan av, owner and builder. Lawrence A. Ball, 25 East 24th st, structural engineer. Cost, \$625,000.

HOSPITALS.

63D ST.—York & Sawyer, 50 East 41st st, are preparing plans for a 6-sty brick and stone nurses' home, in 63d st, near 2d

av, for the Manhattan Eye, Ear and Throat Hospital, J. A. Haskell, president, 210 East 64th st, owner. Marc Eidlitz & Son, 30 East 42d st, general contractor. Cost, \$300,000.

STABLES AND GARAGES.

70TH ST.—George F. Pelham, Inc., 30 East 42d st, has plans in progress for a 5-sty brick garage, 75x100 ft, at 184 East 70th st, southwest cor 3d av, for Max A. Cramer, 153 East 79th st, owner. Cost, about \$100,000.

135TH ST.—Rotholz & William, 231 West 18th st, have completed plans for a 1-sty brick garage, 100x99 ft, at 266-272 West 135th st, for Samuel Rouss, owner, on premises. Cost, \$15,000.

3D AV.—George H. Pegram, 165 Broadway, has completed plans for a 1-sty brick garage, 53x110 ft, at 1778 3d av, for the Manhattan Railway Co., Lessee Interborough Rapid Transit Co., 165 Broadway. Cost, \$11,000.

85TH ST.—Louis A. Scheinart, 194 Bowery, has completed plans for a 2-sty brick and stone garage, 50x102 ft, in the south side of 85th st, 205 ft west of 2d av, for Max Greenberg, 302 East 82nd st, owner. Cost, \$25,000.

115TH ST.—Sommerfeld & Steckler, 31 Union Sq, are preparing plans for a 4-sty brick fireproof garage, 40x100 ft, at 16-18 West 115th st, for Joseph Levy, 18 West 115th st. Cost, about \$30,000.

STORES, OFFICES AND LOFTS.

7TH AV.—B. H. & C. N. Whinston, 509 Willis av, have completed plans for alterations to the 4-sty brick and stone residence into stores and offices, at 717 7th av, for Anton Weinig, 903 8th av, owner. Cost, about \$15,000.

MADISON AV.—Emery Roth, 119 West 40th st, has completed plans for a 16-sty store and loft building, 50x74 ft, at the northwest cor of Madison av and 41st st, for Estate of Charles F. Senff, owner, c/o architect. Cost, \$250,000.

DEY ST.—Clinton & Russell, 32 Liberty st, are preparing plans for alterations to the 5-sty brick loft building, 50x77 ft, at 54-56 Dey st, for the Hudson & Manhattan R. R. Co., Wilbur C. Fisk, president, 30 Church st, owner. Cost, about \$10,000.

Bronx.

APARTMENTS, FLATS & TENEMENTS.

WILKINS AV.—Goldner & Goldberg, 391 East 149th st, have completed plans for a 6-sty brick apartment, 71x116 ft, containing 7 stores, at northwest cor of Wilkins av and Boston rd, for the Klevan-Leader Const. Co., Isaac Leader, president, 1440 Park av, owner and builder. Cost, \$75,000.

FAIRVIEW AV.—Irving Margon, 370 East 149th st, is preparing plans for a 5-sty brick and limestone apartment, 120x56 ft, at cor of Fairview and Wadsworth avs, for owner to be announced later. Cost, \$70,000.

WADSWORTH AV.—Irving Margon, 370 East 149th st, is preparing plans for a 5-sty brick, limestone and terra cotta apartment, 62x120 ft, on Wadsworth av, near Fairview av, for owner and builder to be announced later. Cost, about \$170,000.

HOE AV.—Harry T. Howell, 3d av and 149th st, has completed plans for two 5-sty brick tenements, 50x88 ft, on east side of Hoe av, 345 ft south of Jennings st, for the Redmond Const. Co., Dennis F. M. Redmond, president, 1058 Southern blvd, owner and builder. Total cost, \$100,000.

FACTORIES AND WAREHOUSES.

188TH ST.—John P. Boyland, 2526 Webster av, has completed plans for a 1-sty brick factory building, 75x75 ft, on north side of 188th st, 226 ft east of Washington av, for John O'Leary, 991 East 167th st, owner. Cost, \$12,000.

LOCUST AV.—John P. Boyland, 2526 Webster av, has completed plans for a 3-sty brick storage building, 45x55 ft, at northeast cor of Locust av and 140th st, for the Port Morris Chemical Works, Max Spiegel, president, on premises, owner. Cost, \$18,000.

STABLES AND GARAGES.

SHERIDAN AV.—Charles Schaefer, Jr., 401 Tremont av, has completed plans for a 3-sty brick garage, 26x175 ft, on west side of Sheridan av, 362 ft south of Belmont st, for Henry J. Semke, 192d st and Grand Concourse, owner. Cost, \$15,000.

WASHINGTON AV.—S. J. Kessler, 232 East 165th st, has completed plans for a 1-sty brick garage, 58x180 ft, on east side of Washington av, 151 ft south of 164th st, for Yockel Bros., 1053 Washington av, owners and builders. Cost, \$10,000.

JENNINGS ST.—J. C. Cocker, 2017 5th av, has completed plans for a 1-sty brick

garage, 116x204 ft, in south side of Jennings st, 110 ft west of Intervale av, for Robertson & Gammie, 390 Wadsworth av, owners. Cost, \$15,000.

STORES, OFFICES AND LOFTS.

DECATUR AV.—Andrew J. Thomas, 2526 Webster av, has completed plans for a 2-sty brick store and office building, 90 x86 ft, at northwest cor of Decatur av and Fordham rd, for the Corn Exchange Bank, Walter E. Frew, president, Beaver and William sts, owner. Cost, \$40,000.

BRIGGS AV.—John P. Boyland, 2526 Webster av, has completed plans for 1-sty brick stores, 30x50 ft, on east side of Briggs av, 123 ft north of Coles la, for Wm. H. Hancox, 154 Wallace av, Mt. Vernon, N. Y., owner and builder. Cost, \$8,000.

COURTLANDT AV.—Emilio Levy, 56 West 45th st, is preparing plans for a 4-sty brick and limestone office building for physicians and dentists, 50x100 ft, at northeast cor of Courtlandt av and 149th st, for owner, c/o Samuel E. Jacobs, Courtlandt av and 149th st. Cost, about \$150,000.

Brooklyn.

APARTMENTS, FLATS & TENEMENTS.

64TH ST.—W. T. McCarthy, 16 Court st, has completed plans for five 4-sty brick tenements, 52x87 ft, in the north side of 64th st, 100 ft west of 3d av, for the Elmont Development Co., 215 Montague st, owner and builder. Cost, \$150,000.

59TH ST.—S. Millman & Son, 1780 Pitkin av, have completed plans for three 3-sty brick apartments, 20x70 ft, in the south side of 59th st, 34 ft east of 7th av, for the Aldine Realty Co., 367 Fulton st, owner and builder. Cost, \$22,500.

PROSPECT HEIGHTS.—Wm. H. Ludwig, 16 Court sq, has plans in progress for three 3-sty brick tenements, 24x70 ft, to be built in the Prospect Heights section for owner to be announced later. Cost, \$24,000.

45TH ST.—Gronenberg & Leuchtag, 303 5th av, Manhattan, have completed plans for a 4-sty brick tenement, 59x102 ft, in the north side of 45th st, 240 ft east of 5th av, for Louis Sticker, 4516 6th av, owner and builder. Cost, \$40,000.

New Theatre Francais To Use Edison Service

A contract for Central Station supply with the new French playhouse emphasizes again the dependability of such service. The Theatre, now under construction at 217-225 West 45th Street, will employ an unusual amount of equipment operated by current. Uncertainty of operation with private-plant supply decided the owners to secure street service.

The argument applies equally to buildings of commercial character. In the one case an audience is looked out for. In the other, tenants must be provided with dependable office or manufacturing supply. To have footlights go out is bad enough. To pester tenants with stoppage and unevenness of service is disastrous to any present day property

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K. MATHIASSEN, President
ARCHITECTURAL TERRA - COTTA
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HAWTHORNE ST.—P. Caplan, 16 Court st, has completed plans for a 4-sty brick apartment, 50x77 ft, in the south side of Hawthorne st, 142 ft west of Bedford av, for the Thelma Const. Co., owner and builder, c/o architect. Cost, \$25,000.

FORT HAMILTON AV.—Thomas Bennett, 5123 3d av, has plans in progress for eight 3-sty brick flats, 25x74 ft, on the east side of Fort Hamilton av, near Gravesend av, for Miss Cantwell, 507 5th av, Manhattan, owner and builder. Cost, \$60,000.

NEW LOTS AV.—Morris Rothstein, 601 Sutter av, has completed plans for three 3-sty brick apartments, 53x90 and 25x70 ft, at the northeast cor New Lots av and Christopher av, for the Rivhop Realty Co., 231 New Lots av, owner and builder. Total cost, \$21,000.

MANHATTAN AV.—Shampan & Shampan, 772 Broadway, have completed plans for a 5-sty brick and limestone apartment at the northwest cor Manhattan and Johnson avs, for Samuel Harris, owner and builder, c/o architects.

63RD ST.—W. T. McCarthy, 16 Court st, has been retained to prepare plans for a 4-sty brick and limestone apartment, 52x87 ft, in the north side of 63rd st, 100 ft west of 3rd av, for the Elmont Development Co., Harris Nevin, president, 215 Montague st, owner and builder. Details will be available later.

EAST 18TH ST.—B. F. Hudson, 319 9th st, is preparing plans for two 4-sty brick apartments, 25x88 ft, and 43x88 ft, in west side of East 18th st, 160 ft north of Av H, for Jeanette E. Dickinson, 1139 East 19th st, owner and builder. Cost, \$45,000.

ROGERS AV.—S. Millman & Son, 1730 Pitkin av, have completed plans for a 4-sty apartment, 60x88 ft, on the west side of Rogers av, 100 ft north of Newkirk av, for the Stuyvesant Building Co., L. Pinals, pres., 182 Vandever pl, Jamaica, L. I., owner and builder. Cost, \$35,000.

DWELLING.

STERLING PL.—F. S. Hine, 189 Montague st, has plans in progress for a 2½-sty brick dwelling, 15x55 ft, in the south side of Sterling pl, 90 ft west of 6th av, for owner to be announced later. Cost, \$5,500.

68TH ST.—F. W. Eisenla, 186 Remsen st, has plans in progress for four 2-sty brick and limestone dwellings, 20x55 ft, in the south side of 68th st, 381 ft east of 6th av, for Chas. H. Lucke, 649 5th av, owner and builder. Total cost, \$16,000.

WEST 31ST ST.—I. M. Kirby, 363 Fulton st, Jamaica, L. I., has completed plans for two 2-sty brick dwellings, 20x60 ft, in the east side of West 31st st, 400 ft south of Mermaid av, for Isaac P. Lewin, 1318 85th st, owner and builder. Cost, \$8,000.

EAST 3D ST.—B. F. Hudson, 319 9th st, has completed plans for four 2-sty brick dwellings, 20x57 ft, in the west side of East 3d st, 325 ft north of Albemarle rd, for the Tahama Realty Corp., 26 Court st, owner and builder. Total cost, \$20,000.

AV. Q.—W. C. Winters, 106 Van Sicten av, has completed plans for five 2-sty brick dwellings, 20x55 ft, at the south-west cor of Av Q and 11th st, for John F. Chenlo, 788 Franklin av, owner and builder. Total cost, \$21,000.

EAST 35TH ST.—Slee & Bryson, 154 Montague st, have completed plans for two 2-sty frame dwellings, 16x37 ft, in the east side of East 35th st, 140 ft north of Snyder av, for the Montauk Mortgage Co., 350 Fulton st, owner and builder. Cost, \$5,000.

EAST 21ST ST.—Michael M. Foley, 2160 East 13th st, has completed plans for a 2-sty frame dwelling, 20x45 ft, at southeast corner of East 21st st and Av P, for Mrs. George L. Calder, 1410 Av U, Bklyn, owner and builder. Cost, \$6,500.

VAN SICTEN AV.—L. Schillinger, 167 Van Sicten av, is preparing plans for a 2-sty brick and limestone dwelling, 20x55 ft, on west side of Van Sicten av, 80 ft south of Glenmore av, for John Kopf, corner Glenmore and Van Sicten avs, owner. Cost, \$5,500.

DREW AV.—L. Danancher, 12 Washington av, Jamaica, L. I., has completed plans for ten 2-sty frame dwellings, 19x50 ft, on the east side of Drew av, 282 ft north of Jerome av, for Margaret L. Ryan, 137 St. Marks av, owner and builder. Total cost, \$45,000.

FACTORIES AND WAREHOUSES.

FRANKLIN AV.—Francisco & Jacobus, 500 5th av, Manhattan, are preparing plans for a 2 or 3-sty reinforced concrete industrial building at 16 Franklin av, for the Gehnrich Indirect Heat Oven Co., owner, on premises. Details later.

ATLANTIC AV.—F. W. Eisenla, 186 Remsen st, has completed plans for a 1-sty brick storage building, 40x100 ft, on

south side of Atlantic av, 112 ft west of Classon av, for I. E. Jersey, 62 Williams st, Brooklyn, owner. Cost, \$5,000.

44TH ST.—F. J. Ashfield, 350 Fulton st, has completed plans for a 1-sty brick storage building, 30x92 ft, at southeast cor of 44th st and 2d av, for the Frederick H. Levy Co., 222 44th st, owner. Cost, \$3,000. Architect builds.

STABLES AND GARAGES.

20TH ST.—Slee & Bryson, 154 Montague st, have plans in progress for a 1-sty brick and concrete garage, 35x100 ft, in the north side of 20th st, 50 ft west of 5th av, for Morris Hosch, 672 5th av, owner. Cost, \$6,000.

BEDFORD AV.—Walter B. Wills, 1181 Myrtle av, has completed plans for a 1-sty brick and limestone garage, 60x200 ft, on the west side of Bedford av, 100 ft north of Av D, for August Diedrick, 97 Van Buren st, owner and builder. Cost, \$35,000.

HERKIMER PL.—Axel Hedman, 371 Fulton st, has completed plans for a 1-sty brick garage, 40x97 ft, in north side of Herkimer pl, 560 ft west of Nostrand av, for Francis Hutchinson, 549 Nostrand av, owner. Cost, \$2,000.

CRESCENT ST.—Charles Infanger & Son, 2634 Atlantic av, is preparing plans for a 1-sty brick and limestone garage, 80x100 ft, on west side of Crescent av, 246 ft north of Fulton st, for Henry Bieg, 185 Etna st, owner and builder. Cost, about \$10,000.

Queens.

APARTMENTS, FLATS & TENEMENTS.

LONG ISLAND CITY, L. I.—Peter M. Coco, 120 West 32d st, Manhattan, has completed plans for four 3-sty brick tenements, 26x61 ft, on the north side of Grand av, 19 ft East of 16th av, for the Matthews Building Co., 487 Grand st, Long Island City, owner and builder. Total cost, \$28,000.

LONG ISLAND CITY, L. I.—Lucian Pisciotta, 391 East 149th st, Bronx, has plans in progress for a 5-sty brick apartment, 50x88 ft, in the south side of Franklin st, 100 ft west of Stevens st, for the Grassi Building Corp., D. Grassi, president, 103 Park av, Manhattan, owner and builder. Cost, \$45,000.

DWELLINGS.

GLENDALE, L. I.—Frank J. Hahn, 2112 Myrtle av, Middle Village, L. I., has completed plans for a 2-sty frame dwelling, 21x50 ft, on west side of Oceanview av, 450 ft south of Myrtle av, for Jacob Bock, 18 Oceanview av, owner and builder. Cost, \$4,000.

WHITESTONE, L. I.—C. L. Varrone, Corona av, Corona, L. I., has completed plans for ten 2-sty frame dwellings, 19x28 ft, in south side of 14th st, 140 ft west of 8th av, for the Manhattan Suburban Homes Co., 2518 Fulton st, Brooklyn, owner and builder. Total cost, \$40,000.

NEPONSET, L. I.—Arnold Johnson, Neponset, L. I., has completed plans for 2½-sty frame dwelling, 27x35 ft, on east side of Saratoga av, 100 ft north of Neponset av, for Mathilda Saenger, Neponset, L. I., owner and builder. Cost, \$6,000.

NEPONSET, L. I.—Arnold Johnson, Neponset, L. I., has completed plans for 1½-sty frame dwelling, 25x24 ft, at southeast corner of Adirondack blvd and Bayside dr, for Alex. F. Lalor, Neponset, L. I., owner and builder. Cost, \$4,000.

BAYSIDE, L. I.—Katz & Feiner, 505 5th av, Manhattan, have completed plans for a 2½-sty frame dwelling, 54x35 ft, in east side of Hampton pl, 279 ft south of Kennelworth pl, for the Oakland Estates Co., 1451 Bway, owner. Isaac H. Koppers Sons, Inc., 1451 Bway, general contractor. Cost, \$8,000.

MASPETH, L. I.—Edward Rose & Son, Grand st, Elmhurst, L. I., have completed plans for a 2-sty brick dwelling, 23x42 ft, on south side of Clinton av, 650 ft west of Claremont av, for Joseph Bantor, 175 Clinton av, Maspeth, owner and builder. Cost, \$3,500.

LITTLE NECK HILLS, L. I.—W. S. Moore, 30 East 42nd st, Manhattan, has completed plans for a 2½-sty frame dwelling, 27x28 ft, on Brow Vale dr, 193 ft north of Deep Dale pl, for Chas. Sinvellar, 1239 Franklin av, Bronx, owner. Cost, \$4,500.

LITTLE NECK HILLS, L. I.—Slee & Bryson, 154 Montague st, Bklyn, are preparing preliminary sketches for 2½-sty frame and stucco residence at Little Neck Hills. Exact location, owner's name and details of const. will be available later.

RICHMOND HILL, L. I.—George E. Crane, 4710 Jamaica av, Richmond Hill, has completed plans for two 2-sty frame dwellings, 18x43 ft, in west side of Sherman st, 93 ft north of Jerome av, for

Frank F. Gload, 2137 Jamaica av, Richmond Hill, owner and builder. Cost, \$6,000.

RICHMOND HILL, L. I.—George E. Crane, 2710 Jamaica av, Richmond Hill, L. I., has completed plans for two 2-sty brick dwellings, 18x35 ft, on west side of Edisto av, 355 ft north of Swanee av, for Mrs. Mary Renter, Oxford av and Fernhurst pl, Richmond Hill, owner and builder. Total cost, \$6,000.

RIDGEWOOD, N. J.—Harry Dorf, 614 Kosciusko st, Bklyn, has completed plans for two 2-sty brick dwellings, 20x55 ft, on west side of Ford av, 314 ft north of Myrtle av, for the Ferraro Const. Co., 825 Blake av, Bklyn, owner and builder. Cost, \$7,000.

HOTELS.

JAMAICA, L. I.—Shampan & Shampan, 772 Bway, Bklyn, have completed plans for a 3-sty brick hotel, 42x62 ft, at northwest corner of Sutphin rd and Archer st, for Welz & Zerweck, Myrtle and Wyckoff avs, Bklyn, owner. Cost, \$15,000.

THEATRES.

ASTORIA, L. I.—Riley & Staton, Flushing av, Astoria, L. I., have recently purchased property at the southeast cor of Wilson and Steinway avs, and contemplate the erection of a 1-sty brick moving picture theatre on plot 100x125 ft. Details and name of architect will be announced later.

Nassau.

DWELLING.

GREAT NECK, L. I.—Carrere & Hastings, 52 Vanderbilt av, Manhattan, have been retained to prepare the plans for the construction of a country estate at Great Neck, for Mrs. Alfred I. du Pont, Wilmington, Del., owner. Details will be available later.

Westchester.

DWELLING.

NEW ROCHELLE, N. Y.—Henri Vallet, 192 Main st, has completed plans for a 2½-sty frame residence, 55x44 ft, on Broadview av, for F. F. Marley, owner, c/o architect. Peterson Bros., 42 Woodbury st, New Rochelle, N. Y., general contractors. Cost, \$10,000.

NEW ROCHELLE, N. Y.—E. W. Gremert, New Canaan, Conn., has completed plans for a 2½-sty frame dwelling, 22x36 ft, in Guion pl, for Lilly L. Brown, New Rochelle, owner. M. W. Hawks, New Rochelle, general contractor. Cost, \$4,000.

MT. VERNON, N. Y.—The Milligan Co., 154 East 1st av, Mt. Vernon, N. Y., has completed plans for a 2½-sty frame dwelling, 52x36 ft, on Forster av, for Richard M. Winfield, 304 Rich av, Mt. Vernon, owner. Architect builds. Cost, \$10,000.

MT. VERNON, N. Y.—New York Interurban Development Co., 8th st, Mt. Vernon, has completed plans for a 2½-sty frame and stucco dwelling, 24x29 ft, at 216 Station pl, for H. Stieglitz, 545 West 164th st, Manhattan, owner. Architect builds. Cost, \$5,500.

MT. VERNON, N. Y.—Gustav Kiltbau, Depot Sq, Tuckahoe, N. Y., is preparing plans for a 2½-sty frame and stucco dwelling, 21x32 ft, at 644 Hutchinson Blvd, for the New York Interurban Development Co., John F. Fairchilds, pres., 8th st, Mt. Vernon, owner and builder. Cost, \$5,000.

MT. VERNON.—The Milligan Co., 154 East 1st st, Mt. Vernon, has completed plans for a 2½-sty frame and stucco dwelling, 37x72 ft, at the cor of Claremont av and Grand st, for Richard M. Winfield, 304 Rich av, Mt. Vernon, owner. Architect builds. Cost, \$8,500.

PELHAM MANOR, N. Y.—William H. Orchard, 9 East 40th st, Manhattan, is preparing new plans for a 2½-sty stone and stucco residence, 35x85 ft, at the cor of Witherbee and Monterey avs, for A. P. Walker, 419 Fowler av, Pelham Manor, N. Y., owner. Cost, about \$25,000.

LARCHMONT, N. Y.—Parker M. Hooper and Frank C. Farley, associate architects, 15 West 38th st, Manhattan, have completed plans for a 2½-sty frame and stucco residence, 45x38 ft, at Larchmont, N. Y., for Mrs. L. J. Frank, owner, c/o architect. Details later.

SCHOOLS AND COLLEGES.

HARRISON, N. Y.—Frank Horton Brown, White Plains, N. Y., has completed plans for an addition to the public school at Harrison, N. Y., for the town of Harrison and North Castle, E. B. Platt, trustee. Details later.

MT. KISCO, N. Y.—Ernest Sibley, Palisade Park, N. J., is preparing revised plans for a brick addition to the public school on Hyatt av, for the Mt. Kisco Board of



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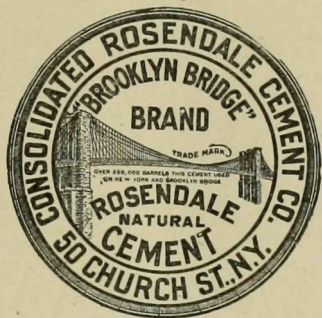
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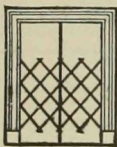
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New Jersey.

APARTMENTS, FLATS & TENEMENTS.

ARLINGTON, N. J.—J. E. Warren, 31 Clinton st, Newark, has completed plans for a 3-sty frame flat, 30x68 ft, and 2-sty brick stable, 20x39 ft, at 412 Elm st, for Nylander Bros., 354 Elm st, Arlington, owners. Cost, \$10,000.

JERSEY CITY, N. J.—Nathan Welitoff, 222 Washington st, Newark, has completed plans for a 4-sty brick and limestone apartment, 75x105 ft, at cor of Monticello and Storms av, for Benjamin Taminsky, 50 Williams av, Jersey City, owner and builder. Cost, \$70,000.

NEWARK, N. J.—R. Bottelli, 207 Market st, has completed plans for a 4-sty brick flat, 25x98 ft, at 715 North 8th st, for Emilio Ianacone, 178 Lafayette st, N. Y. City, owner. Cost, \$15,000.

WEST NEW YORK, N. J.—A. Di Paola, 117 Summit av, West Hoboken, is preparing plans for a 3-sty brick tenement, 25x72 ft, at 39 12th st, for Pasquale Lawtonico and Solomon Losick, 631 Harrison pl, West New York, owners and builders. Cost, \$15,000.

BAYONNE, N. J.—B. F. Reilly, 63 West 34th st, Bayonne, N. J., has completed plans for a 3-sty frame tenement, 25x52 ft, with store, at 21 East 16th st, for Jacob Tucker, 634 Av E, Bayonne, owner and builder. Cost, \$6,000.

WEST NEW YORK, N. J.—Plans are being prepared privately for a 5-sty brick apartment, 50x84 ft, on the east side of Dewey av, 110 ft north of 20th st, for A. A. Costa, 234 19th st, West New York, owner and builder. Cost, \$30,000.

WEST NEW YORK, N. J.—Carl I. Goldberg, 437 Broadway, Bayonne, has completed plans for a 4-sty brick apartment in south side of 17th st, 50 ft east of Harrison pl, for Percy Liffman, 505 Av C, owner and builder. Cost, \$20,000.

DWELLINGS.

SOUTH ORANGE, N. J.—Herman Fritz, News Building, Passaic, N. J., has completed plans for a 2½-sty frame dwelling, 30x35 ft, at South Orange, N. J., for the New Jersey Material Supply Co., South Orange, N. J., owner and builder. Cost, about \$7,000.

WESTFIELD, N. J.—Herman Fritz, News Building, Passaic, N. J., has completed plans for three 2½-sty dwellings, 25x35 ft, at Westfield, N. J., for W. R. Rich, Hillside av, Westfield, owner and builder. Cost, \$5,000 each.

CHROME, N. J.—Carl I. Goldberg, 437 Broadway, Bayonne, is preparing plans for a 2-sty brick dwelling, 26x70 ft, with store, in Houston st, for Samuel Brown, Chrome, N. J., owner and builder. Cost, \$7,000.

SOUTH ORANGE, N. J.—Mann & McNeil, 17 East 45th st, Manhattan, have completed plans for a 2½-sty brick and hollow tile residence, 35x100 ft, on Berkeley av, for Paul Starrett, owner. Standard Buildings, Inc., 70 East 45th st, Manhattan, general contractor. Cost, about \$50,000.

NORTHVALE, N. J.—Edward McDermott, 282 Spring st, West Hoboken, has completed plans for a 2½-sty tile and stucco dwelling, 24x42 ft, on Livingston av, for Antonio Rausse, 314 Chambers st, West Hoboken, owner and builder. Cost, \$5,000.

HALLS AND CLUBS.

PRINCETON, N. J.—R. B. Barnes, 15 East 40th st, Manhattan, has completed plans for a 2½-sty brick and terra cotta clubhouse, 50x85 ft, in Prospect st, for the Tower Club, c/o F. H. Little, 381 4th av, Manhattan. Cost, about \$35,000. Details later.

STORES, OFFICES AND LOFTS.

PERTH AMBOY, N. J.—Goldberger & Griesen, Angle Building, have completed plans for a 3-sty brick and terra cotta store and loft building, 25x100 ft, in Madison st, near Smith st, for S. Rottenberg, Hotel Madison, Perth Amboy, owner. Cost, about \$12,000.

Other Cities.

DWELLINGS.

EAST AURORA, N. Y.—E. E. Joralemon, 547 Franklin st, Buffalo, N. Y., is prepar-

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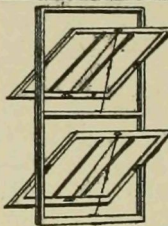
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ing plans for a 2½-sty hollow tile and stucco residence, 50x170 ft, and garage, at East Aurora, N. Y., for Henry D. Knox, 381 Lynwood av, Buffalo, N. Y. Project includes extensive landscape gardening work. Cost, approximately \$200,000.

STAMFORD CONN.—Frederick B. Stearns, 14 Kilby st, Boston, Mass., is preparing preliminary plans for a 2½-sty frame residence on Hubbard av for Wm. V. Alexander, 256 Atlantic st, Stamford, Conn., owner. Cost, about \$10,000.

COMSTOCK, N. Y.—Lewis F. Pilcher, State Architect, Albany, N. Y., is preparing plans for a 2-sty brick officers' dwelling at the Great Meadow Prison, for the State Prison Commission, James R. Carter, superintendent. Details later. Cost, \$5,000.

HALLS AND CLUBS.

UTICA, N. Y.—Linne Kinne, Mayo Bldg, Utica, N. Y., is preparing plans for a 1 and 2 sty frame clubhouse, 50x160 ft, in Francis st, for the Utica Curling Club, A. H. Munson, 1016 Brinkerhoff st, pres. Cost, \$15,000.

HOSPITALS.

POUGHKEEPSIE, N. Y.—Edward C. Smith, 39 Market st, is preparing sketches for a 2-sty hollow tile and stucco children's hospital building to accommodate 30 patients, on Violet av, for the Bowne Memorial Hospital, Dr. St. John Williams, superintendent. Mrs. Samuel W. Bowne, Poughkeepsie, N. Y., donor. Cost, \$20,000.

SCHOOLS AND COLLEGES.

PAWLING, N. Y.—Alfred L. Hopkins, 101 Park av, Manhattan, has completed revised plans for a 2-sty brick and stone public school, 59x80 ft, containing six classrooms, gymnasium, auditorium and laboratory, for the Board of Education of Union Free School District No. 5 of Pawling, N. Y. Cost, about \$35,000.

CONTRACTS AWARDED.

All items following refer to general contracts, except those marked "sub."

DWELLINGS.

MANHATTAN.—Morris Altman, 1237 Broadway, has the general contract for alterations and additions to the 4-sty brick store and residence, 25x98, at 34 West 37th st, for the Altman Estates, Inc., Frederick Altman, Marbridge Bldg., Broadway and Thirty-fourth st, owner, from plans by Eugene De Rose, 150 Nassau st, architect. Cost, \$5,000.

RED BANK, N. J.—William Henderson, Inc., 10 East 30th st, Manhattan, has the general contract for 2½-sty tapestry tile residence, 46x80 ft, with wing 16x16 ft, at 247 Broad st, for J. Lester Eisner, Bridge av, Red Bank, N. J., from plans by Nathan Myers, Newark, N. J., architect. Cost, \$30,000.

SHORT HILLS, N. J.—Rufus H. Brown, Inc., 350 Fulton st, Brooklyn, has the general contract for alterations and additions to the 2½-sty brick and stone residence at Short Hills, N. J., for Louis G. Kaufman, owner, on premises, from plans by Warren & Wetmore, architects, 16 East 47th st, Manhattan.

HOBOKEN, N. J.—John H. Deeves & Bro., 103 Park av, Manhattan, have the general contract for a 2½-sty brick and limestone residence, 60x84 ft, at Castle Point Ter, for Mrs. O. Hoening, owner, c/o Chas. E. Birge, 29 West 34th st, Manhattan, architect. Cost, about \$75,000.

PERTH AMBOY, N. J. (Subs.)—Ruderman & Miller have the mason work and Bruno Mascaretty, 416 Market st, the carpenter work for the 2-sty frame dwelling, 21x49 ft, in State st, for Charles E. Gunderson, 63 Water st, Perth Amboy, N. J., owner. Private plans. Cost, \$6,000.

YONKERS, N. Y.—L. G. Barnhart, 109 Saratoga av, has the general contract for a 2-sty brick residence, 57x32 ft, on Alta av, Park Hill, for W. H. Taylor, owner, c/o Dwight J. Baum, Waldo av, Riverdale, N. Y., architect. Cost, about \$15,000.

BRONXVILLE, N. Y.—Northeastern Construction Co., 225 5th av, Manhattan, has the general contract for the 2½-sty brick residence, 35x156 ft, at Bronxville, N. Y., for W. V. Lawrence, owner, from plans by Bates & How, 542 5th av, Manhattan, architects. Cost, about \$40,000.

WESTBURY, L. I.—Jacob & Youngs, 116 West 32d st, Manhattan, has the general contract for remodeling the 2½-sty frame dwelling, 120x40 ft, at Westbury, L. I., for Robert L. Ahles, 2 Rector st, owner, from plans by Clarke, Weggeman & Eugene, 1211 Connecticut av, Washington, D. C., architect.

FANWOOD, N. J.—Charles A. Lapp, 522 Grier av, Elizabeth, N. J., has the general contract for a 2½-sty frame dwelling, 23

x46 ft, at Fanwood, N. J., for R. N. Earl. Private plans. Cost, about \$6,000.

DOUGLSTON, L. I.—J. C. W. Cadoo, Douglaston, L. I., has the general contract for a 2½-sty frame and stucco residence, 20x40 ft, on Shore Drive, nr Beverley Rd, for Annette Kellerman, 12 West 31st st, Manhattan, owner, from plans by W. S. Worrall, Jr., Bridge Plaza, L. I. City, architect. Cost, \$12,000.

FACTORIES AND WAREHOUSES.

YONKERS, N. Y.—Flynn Bldg. & Const. Co., 30 Church st, Manhattan, has the general contract for a 2 and 3-sty brick and reinforced concrete addition to mfg. plant, 200x300 ft, at Glenwood Dock, Yonkers, N. Y., for the Habirshaw Electric Cable Co., 10 East 43rd st, Manhattan, owner, from plans by Fletcher & Thompson Engineering Co., Bridgeport, Conn., architects and engineers. Cost, about \$100,000.

JERSEY CITY, N. J.—A. W. Crone & Sons, 500 Central av, Jersey City, have the general contract for a 3-sty brick laundry bldg., 25x50 ft, at 235 Cambridge av, for Henry N. Ficke, 480 Central av, Jersey City, owner, from plans by William Neumann, 314 Palisade av, Jersey City, architect. Cost, \$6,000.

NEWARK, N. J.—Phillip L. Mackinson, Inc., 225 South 7th st, Newark, N. J., has the general contract for a group of 20 brick and reinforced concrete factory buildings varying in height and size for the Newark Soap Co., L. V. Hulse, in charge, for owner. Frederick Lansing,

527 5th av, Manhattan, architect. Cost, about \$100,000.

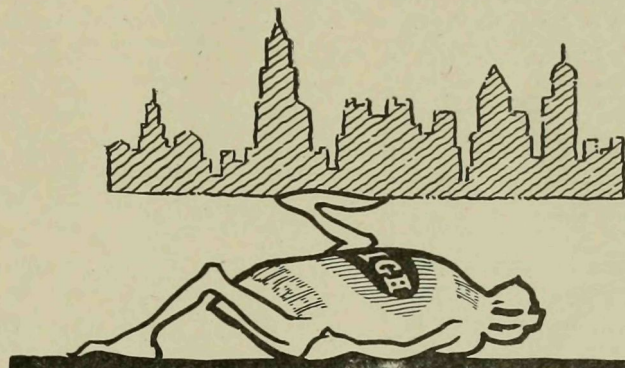
LONG ISLAND CITY.—J. T. Woodruff & Son, Bridge Plaza, L. I. City, have the general contract for a 1-sty brick factory addition, 47x25 ft, at the cor of Vernon av and Bodine st, for Meyer & Lowenstein, owners, on premises, from plans by John Bose, Queens Plaza Court Bldg., L. I. City, architect. Cost, \$5,000.

HALLS AND CLUBS.

MANHATTAN (subs.)—Baker, Smith & Co., 83 West Houston st, has the heating contract and J. N. Knight & Son, 136 West 50th st, the plumbing work, for the 9-sty brick and limestone parish bldg, 40x90 ft, at 921-923 Madison av, for the Madison Av Presbyterian Church, Rev. H. S. Coffin, minister, from plans by James Gamble Rogers, 470 4th av, architect. Marc Eidlitz & Son, 30 East 42nd st, general contractors. Cost, \$100,000.

KEW GARDENS, L. I.—David Hill, Ozone Park, L. I., has the general contract for a 2½-sty concrete, frame and stucco clubhouse, 80x100 ft, at Kew Gardens, L. I., for the Kew Gardens Country Club, Arthur Man, president, 56 Wall st, Manhattan, from plans by Nathaniel Vickers, 71 Broadway, Manhattan, architect. Cost, \$40,000.

GLEN RIDGE, N. J.—J. S. & L. Carlson Co., Walnut st, Montclair, N. J., has the general contract for a 1½-sty brick and local stone parish house, 80x90 ft, at Bloomfield av and Park st, for the Christ



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LEHIGH CEMENT

P. E. Church, Rev. Dr. A. Edwin White, rector, from plans by Wallis & Goodwillie, 56 West 45th st, Manhattan, architects. Cost, \$25,000.

HOSPITALS.

BROOKLYN.—John Auer & Sons, 648 Lexington av, have the general contract for the 2-sty brick and limestone sanitarium and garage, 25x100 ft, at northeast corner of Ten Eyck st, and Leonard st, for Dr. Percy Haughton, 195 Leonard st, owner, from plans by E. J. Meisinger, 394 Graham av, architect. Cost, about \$25,000.

HOTELS.

PASSAIC, N. J.—Philip Wechsler, 33 Bloomfield av, Passaic, has the general contract for a 3-sty brick and terra cotta hotel, 52x80 ft, in the south side of Washington pl, east of Main av, for Mr. Hobin, 191 Washington pl, from plans by E. E. Twist, 229 Main av, architect. Cost, \$15,000.

MUNICIPAL.

EBENSBURG, PA.—W. H. Fissell & Co., 1328 Broadway, Manhattan, has received the general contract for alterations and additions to the Cambria County Courthouse, at Ebensburg, Pa., and desire sub estimates on roofing, sheet metal, painting, interior marble, tile and terrazzo, mill work, plumbing, heating and electric work. Cost, approximately \$400,000.

SCHOOLS AND COLLEGES.

CEDAR GROVE, N. J.—Austin J. Waldron, 29 Overlook ave, Belleville, N. J., has the general contract for a 3-sty brick addition to public school, 31x119 ft, containing 8 classrooms, for the Board of Education of Cedar Grove. W. J. Bradshaw, pres.; E. P. Keeler, sec., owner, from plans by John Pierson & Son, Perth Amboy, N. J., architects. Cost, \$25,000.

POMPTON LAKES, N. J.—A. W. Crone & Son, 500 Central av, Jersey City, have the general contract, and E. G. Woolfolk & Co., 153 West 31st st, Manhattan, the heat-

ing and ventilating for the 2-sty brick school on Lenox av, for the Board of Education of Pompton Lake, W. C. Durand, pres., from plans by Rasmussen & Wayland, 1133 Broadway, Manhattan, architects. Cost, \$40,000.

WEST HOBOKEN, N. J.—George Cranwell & Son, Union st, West Hoboken, have the general contract for alterations and additions to the parochial school lyceum and chapel at northeast corner of High st and Clinton av, for St. Michael's Monastery Church, Rev. Father Clement Lee, pastor, from plans by Hensel & Weir, 809, Savoye st, West Hoboken, architects. Cost, \$250,000.

STABLES AND GARAGES.

BROOKLYN.—L. Keppler, 619 Nostrand av, has the general contract for a 1-sty brick and concrete garage, 45x90 ft, on east side of Rogers av, 130 ft south of Church av, for Wm. Sievers, Rogers and Church avs, owner, from plans by R. T. Schaefer, 1526 Flatbush av, architect. Cost, \$8,000.

MT. KISCO, N. Y.—Alvah B. Platt, 135 Smith av, has the general contract for a 2-sty hollow tile and stucco garage, 50x50 ft, in West Main st, for John Gregier, 193 West Main st, owner. Private plans.

GREAT NECK, L. I.—E. G. Vail, Jr., 145 Bay 22d st, Bath Beach, Brooklyn, has the general contract for a 2-sty frame and stucco garage and gardener's cottage, at Great Neck, L. I., for Henri Bendel, 10 West 57th st, from plans by Henry Otis Chapman, 334 5th av, Manhattan, architect. Cost, about \$30,000.

JERSEY CITY, N. J.—John Grosklaus & Son, 299 Old Bergen rd, Jersey City, has the general contract for a 2-sty brick garage and storage bldg, 44x40 ft, at 451 Communipaw av, for the American Musical Supply Co., owner on premises, from plans by John A. Resch, 170 Lexington av, Jersey City, architect. Cost, \$5,000.

STORES, OFFICES AND LOFTS.

MANHATTAN (Sub.)—Underpinning & Foundation Co., 290 Broadway, has the contract for foundations for the 12-sty loft building at 44-50 East 32d st, for the Hasco Building Co., 245 West 55th st, from plans by Walter Haefeli, 245 West 55th st, architect.

MANHATTAN (Sub.)—Underpinning & Foundation Co., 290 Broadway, has the contract for foundation work for the 12-sty store and loft building at northeast cor of 29th st and Madison av, for the Brunswick Realty Co., 35 West 39th st, from plans by Frederick C. Zobel, architect, 35 West 39th st.

MANHATTAN (Sub.)—Underpinning & Foundation Co., 290 Broadway, has the contract for foundation work for the 16-sty store and office building at 18-22 West 45th st, for the Berkeley Arcade Corp., 19 West 44th st, from plans by Starrett & Van Vleck, 8 West 40th st, architects. F. T. Ley & Co., 52 Vanderbilt av, general contractor.

MANHATTAN.—John I. Downey, Inc., 410 West 134th st, has the general contract for alterations to the 10-sty store and loft building, 54x100 ft, at 733-735 Broadway, for the John Downey Estate, c/o Chas. A. Peabody, 2 Wall st, owner, from plans by J. Francis Burrowes, 410 West 34th st, architect. Cost, \$15,000.

MANHATTAN.—Silberman & Shampain, 104 West 42d st, has the general contract for alterations to the store at the northeast cor of Canal and Eldridge sts, for Rugoff Co., owners, on premises, from plans by J. Silberman, 102 West 42d st, architect.

BROOKLYN.—John Auer & Son, 648 Lexington av, have the general contract for alterations to the 1-sty brick cafe, 20 x40 ft, at cor of Howard av and Madison st, for Frank Grisoli, 912 Madison st, owner. Private plans. Cost, \$5,000.

BROOKLYN.—John Auer & Sons, 648 Lexington av, have the general contract for a 1-sty brick floral shop, 50x50 ft, at northwest corner of Bushwick av and Conway st, for Louis Rodman, 43 Conway st, owner, from plans by Koch & Wagner, 26 Court st, architect. Cost, \$12,000.

EAST ORANGE, N. J.—Arras & Borelli, 99 Parker st, Newark, N. J., have the general contract for the construction of six 1-sty brick stores, on plot 100x40 ft, at 339-345 Central av, for the Fiedler Corp., Fireman's Building, Newark, N. J., owner, from plans by R. Bottelli, 207 Market st, Newark, architect. Cost, \$7,500.

MISCELLANEOUS.

BROOKLYN.—S. Niewennous Bros., 163d st and Park av, N. Y. City, have received contracts for construction of new tunnels connecting the buildings at the Mission Church, in 59th st, Brooklyn, and alterations to the 60th st front of the rectory,

from plans by Thomas N. Langan, architect, 429 58th st, Brooklyn.

TRADE AND TECHNICAL SOCIETY EVENTS.

AMERICAN SOCIETY OF SANITARY ENGINEERS will hold its annual meeting at the Robert Treat Hotel, Newark, N. J., August 1-3.

AMERICAN SOCIETY OF HEATING AND VENTILATING ENGINEERS will hold its semi-annual meeting at the Hotel Statler, Detroit, Mich., July 19-21.

BRONX CHAMBER OF COMMERCE holds its regular meeting at Ebling's Casino, 156th st and St Anns av, on the second Wednesday of each month. Secretary, Joseph M. Taylor, 593 St. Anns av.

NATIONAL ELECTRICAL CONTRACTORS' ASSOCIATION OF THE UNITED STATES will hold its annual convention at the Hotel McAlpine, New York, July 18; 22. Secretary, G. W. Duffield, 41 Martin Building, Utica, N. Y.

ASSOCIATION OF EDISON ILLUMINATING COMPANIES will hold its annual convention at Hot Springs, Va., September 4-7. Assistant secretary, E. A. Baily, 360 Pearl st, Brooklyn.

ILLUMINATING ENGINEERING SOCIETY will hold its annual convention at Philadelphia, Pa., September 18-20.

DEPARTMENTAL RULINGS.

BUREAU OF FIRE PREVENTION. Municipal Building.

First name is location of property; and name following dash is party against whom order has been served, followed by his address. Where no address is given, the party may be found on the premises. Letters denote nature of order.

Key to Classifications Used in Divisions of Auxiliary Fire Appliances, Combustibles in Places of Public Assembly.

- *A.....Interior Alarm System,
- DL.....Locked Doors.
- El.....Electrical Equipment.
- Ex.....Exits.
- FA.....Fire Appliances, Miscellaneous.
- FD.....Fire Drills.
- *FE.....Fire Escapes.
- *FP.....Fireproofing.
- Rec.....Fireproof Receptacles.
- GE.....Gas Equipment and Appliances.
- DC.....Heating or Power Plants (Dangerous conditions of)
- O.....Obstructions.
- Rub.....Rubbish.
- ExS.....Exit Signs.
- NoS.....No Smoking Signs.
- *Spr.....Sprinkler System.
- *St.....Stairways.
- *Stp.....Standpipes.
- SA.....Structural Alterations.
- *Tel.....Telegraphic Communication with Headquarters.
- TD.....Time Detector for Watchman.
- Vac.....Vacate Order (Discontinue use of)
- *WSS.....Windows, Skylights and Shutters.
- CF.....Certificates of Fitness.
- D & R.....Discontinuances or Removals.
- *FHSy.....Approved Filtering and Distilling Systems.
- *OS.....Oil Separator.
- RQ.....Reduce Quantities.
- *StSys.....Storage System.

*NOTE—The symbols—A—FE—FP—Spr—St—Stp—Tel—WSS—FHSy—OS—StSys—when followed by the letter (R) in brackets shall indicate an extension or repair to an existing installation. When not so specified same shall be to provide an entirely new alarm system, fire escape, sprinkler system, etc., as the case may be.

Week Ending July 1.

MANHATTAN ORDERS SERVED.

- Christie st, 221-3—Apostleship of Prayer Soc, 801 W 181.....A
- 3 av, 2374—Henry Hunneke, 1718 Crotona Pk E.....WSS(R)-FP-Ex(R)-O-FE(R) 77 st, 35 E—Solomon May, 996 Madison av, FP-FE(R)-FA-Ex 84 st, 227 E—Ed C Sheehy, 1374 Lexington av, WSS(A)-FE Av D, 56—Samuel Gruber, 152 2 av.....A-FD Bowersy, 87—Advance Paper Box Co.....Rec Broadway, 536-8—Simon & Mendelsohn.....Rec Broadway, 536-8—Bijou Waist Co.....FA-Rec Broadway, 536-8—Jacob Kaplan.....Rec Broadway, 530—Empire Waist Co.....Rec Broadway, 530—Jacob Bordowitz.....Rec Broadway, 530—Chas Stever.....El-Rec Canal st, 83-7—Max Shushansky, FA-GE-FP-GE-Rec Church st, 96-102—R Slimmon & Co.....O S st, 21 E—Grand View Hand Laundry..FA-Rub S st, 21 E—Stephino Cavinato.....Rub 20 st, 402 E—Jacob Katz.....FE 30 st, 11 E—Consol Gas Co, 130 E 15.....GE 30 st, 11 E—Metropolis Embroidery Co, El-FA(R) 30 st, 11 E—Meyer Kaplan.....Rec 31 st, 32 E—Receivers Am R E Co, 527 5 av, Stp(R) 77 st, 35 E—Miss Anna Blank.....FA-Rec-GE 104 st, 401 E—John Poth.....A 115 st, 23 E—Kessler & Greenberg.....FA

PROPOSALS

The rate for Advertising under this heading is 25 cents per line, nonpareil measurement, with a minimum of four lines. Copy received until 3 P. M. Friday.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., July 1, 1916.—Sealed proposals will be opened in this office at 3 p. m., August 16, 1916, for the construction, complete, of the United States Post Office at Newark, Ohio. Drawings and specifications may be obtained after July 15, 1916, from the custodian of site at Newark, Ohio, or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

NOTICE TO CONTRACTORS.—Sealed proposals for Metal Furniture and Equipment for State House, Albany, N. Y., will be received by the Trustees of Public Buildings, Executive Chamber, Capitol, Albany, N. Y., until 3 o'clock P. M., on Tuesday, July 18th, 1916, when they will be publicly opened and read. Proposals shall be enclosed in an envelope furnished by the State Architect, sealed and addressed, and shall be accompanied by a certified check in the sum of five per cent (5%) of the amount of proposal. Contractor to whom the award is made will be required to furnish surety company bond in the sum of fifty per cent (50%) of the amount of contract within thirty (30) days after official notice of award of contract, and in accordance with the terms of specification No. 2446. The right is reserved to reject any or all bids. Drawings and specifications may be consulted at the New York Office of the Department of Architecture, Room 1224 Woolworth Building, and at the Department of Architecture, Capitol, Albany, N. Y. Drawings and specifications and blank forms of proposal may be obtained at the Department of Architecture, Capitol, Albany, N. Y., upon reasonable notice to and in the discretion of the State Architect, Lewis F. Pilcher. June 30, 1916.

TELEPHONE STAGG 3500

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118 st, 223 E—Jos J Caravella, 247 E 115...O
Grand st, 357—Benj Shlemowitz...FA-Rec
Grand st, 361—Max Weiner...FA-FP-GE-Rec
Grand st, 371—M Meyerowitz...FA-Rec
Grand st, 371—Martin Smith...FA-Rec
Grand st, 381—Max Bielinson...FA-Rec
Grand st, 391—Venus Skirt Shops...FP-GE
Grand st, 444-S—Dreislin & Mirsky...FP-DC
Lewis st, 11—Morris Rothenberg, 4905 11
av, Bklyn...A
Nassau st, 126-36—Est Alfred G Vanderbilt,
c Hy B Anderson, 25 Broad...FP-WSS(R)-
O-Rec-FP-WSS-Ex
Reade st, 16-18—P L North & Son,
GE-Rub-Rec-GE
Spring st, 83—Wm R Lake, 3902 Gaston av,
Dallas, Tex...A-FD
Suffolk st, 12—Goodman & Sons...Rub
Suffolk st, 18 (rear)—Benj Goldstein...FA
Prince st, 139-41—Chas Darrow & P Ruddin,FD
3 av, 2952—Aschers Wonderland Co...DC
Wooster st, 211-13—Amos R Pinchot, 60
Bway...A-FD
21 st, 19-27 W—David Spero...Stp(R)
21 st, 411 W—Est E Ellery Anderson, 25
Broad...Ex
113 st, 6 W—Haim D Levy...ExS-FP
113 st, 6-8 W—Jake Moskowitz...FA-FP-Rec
113 st, 6-8 W—Enlarging Photo Co...Rec-GE-FA
113 st, 6-8 W—Herva Sefardum of Harlem,
ExS-Ex-O
113 st, 6-8 W—Cong Schluchon Church...O-ExS
116 st, 52 W—Feinberg & Rosenberg...FA-Rec-O
4 st, 25 E—N Y Savings Bank, 81 8 av...Stp(R)
28 st, 40 E—Consol Gas Co, 130 E 15...GE
28 st, 40 E—Ernest C Auer, 57 Elton, Bklyn,
O-WSS(R)-Ex(R)-GE-FA-FP-ExS
77 st, 35 E—Consol Gas Co, 130 E 15...GE
120 st, 213 E—Wm Lustgarten, 68 William,
FE(R)
4 av, 65-9—Met Life Ins Co, 1 Madison av,
Stp(R)-FP(R)-WSS(R)
Water st, 550-2—Wm L Gerrish, 140 Pearl,
Ex-FP-WSS(R)
17 st, 29 W—Philip Pollak, 405 Lexington av,
Spr
114 st, 56 W—Talmudical Inst of Harlem...A
125 st, 9-15 W—Consol Gas Co, 130 E 15...GE
126 st, 8-14 W—Y M C A...Ex-FP-O-WSS(R)-
FE(R)-ExS-Rec(R)-FP-ExS
Broadway, 203—195 Bway Corp...Spr
40 st, 16-18 E—Michael Friedsam, 5 av and 34
Spr
76 st, 203-5 E—Est Ed Hanley, c Cath C et
al, 1304 3 av...FE(R)-Ex(R)-FP-WSS
Irving pl and 15 st (Deutches Theatre)—
Rudolph Christians Co...Stp(R)
Maiden la, 51-3—Samuel P Tull, 309 Bway...Spr
Vesey st, 20-2—Garrison Realty Co...Spr
18 st, 32-6 W—Augustus D Juillard, 70 Worth
Spr
20 st, 37-45 W—1126 Park Av Co, c H Herz-
brun, 60 Wall...Spr
39 st, 231-49 W—Jas H McGraw...Spr
45 st, 2-6 W—Sperry Realty Co...Spr
122 st, 220 W—Est Hannah M French, c Eva
Phipps, 218 W 122...DC

BRONX ORDERS SERVED.

Gun Hill rd and 210 st—Montefiore Home...Rub
Forest av, 827-9—Beth Hamodrasah Hugodel,
Rub-O
Gun Hill rd and 210 st—Jacob H Schiff, 965
5 av...WSS(R)-FP-FP-Rec-FA-Ex-GE-O
176 st and University av—Society of the Sacred
Heart...FP-ExS-Ex(R)-TD-GE-WSS(R)

BROOKLYN ORDERS SERVED.

Ainslie st, 3—Harry Eckstein...NoS-FA-Rec
Arlington av, 191—Dr M T Reynolds,
NoS-FA-Rec-El(R)
Ash and Oakland sts—A J & J, Jr, McCollum,
Inc, 982 Manhattan av...CF-Rec
Ashford st, 28—Wm H Revealand...El
Atlantic av, 113—John Olson & Son...D&R
Atlantic av, 124-8—Gason Thompson Co,
Spr(R)-FP-A-SA
Atlantic av, 309—Morris Abrahams.NoS-FA-Rec
Atlantic av, 326—Joseph Swirsky...D&R
Baltic st, 405-9—P Bedford Son...NoS-GE-FA
Baltic st, 419—Antonio Panariello,
NoS-FA-Rec-D&R
Bedford av, 1108—Harry Blum, 214 Kingston,
NoS-FA-Rec
Bedford av, 1159—John Fox...NoS-FA
Bedford av, 1175—Perfection Storage Battery
Co...FA-D&R
Bedford av, 1123-7—L Camardella, 1523 Bed-
ford...CF
Belmont av, 569—Carl Schwach...NoS
Bergen st, 623—John Wenstroms...FP
Bond st, 166—Joseph Ehrlich...El
Bradford st, 202—Francis Rench.NoS-Rec-FA
Broadway, 477—Nathan Povill...FA
Broadway, 1664—Westreich & Greschler.FP-RQ
Bushwick rd, 10—Joseph Faroldo...GE
Bushwick av, 759—Oscaro Blast...FA-Rec
Butler st, 390—Borden's Condensed Milk Co,
992 Gates av...NoS-FA-RQ
Carroll st, 1086—Phillip C Reilly...FA-Rec-NoS
Carroll st, 1239—Mary E Hinman...FA-Rec-NoS
Catherine st, 41—Adolph Hack...NoS-FA
Central av, 369—Harry Israelov...FA-Rec
Central av, 561—Morris Schoenberg,
NoS-FA-Rec-El-D&R
Classon av, 325-43—Geo W Baker Shoe Co...A
Clifton pl, 192-4—Bklyn Auto School & Wks,
1029 Bedford av...Rec-El
Columbia st, 27—Tony Antomosio,
FA-Nos-Rub-D&R-FP
Columbia st, 537-55—H Kohnstamm,
D&R-Rec-FP-CF-FA-Rub-StSys
Coney Island av, 1952—M Wein...NoS-FA-D&R
Conover st, 268—Furman Dry Dock Co,
NoS-FA-Rec
Court and 9 sts—Doehler Die-Casting Co,
FA-CF-D&R-StSys-Rec
Dean st, 155 (rear)—Sister Rose Celestia,
AF-Rec
Dean st, 464—Star Disinfecting Co, 223 Flat-
bush av...NoS-Rec-El-App
DeKalb av, 850—Eagle Iron Wks...CF
Driggs av, 482—Greene, Tweed & Co,
Rec-FA-D&R

41 st, 36—Great Bear Spring Co...D&R
41 st, 1032—Daniel E Driscoll...NoS-FA-Rec
44 st, 324—Harry Newman...NoS-Rec
48 st, 262—All Package Grocery Stores Co,
CF-StSys(R)
49 st, 1263—Gerson Rosinsky...Rec
52 st, 984—Rasmus M Michelson...FA-Rec
53 st and 1 av—E W Bliss Co...CF
56 st, foot—Superior Oxygen Co of N Y,
D&R-App-CF
56 st, 1126—H A Long...FA-Rec-NoS
57 st, 110—Henry C Granneman...Rec
Flatbush av and Johnson st—Michael T Watts,
NoS-FA-CF
Flushing av and Fulton st—Russell Yeaple,
CF-Rec
Flushing av, 660—Max Perchenker...FP
Ft Hamilton av, 2717—Erik F Hausen,
NoS-FA-Rec-Rub-El
Fulton st, 3415—Grace M Stier...NoS-FA
Gates av, 794—Chas Alden...Rec
Glenmore av, 851—John Keef...Rec-FA-NoS
Gold st, 38-44—Arbuckle Bros, ft Jay...El(R)
Graham av, 172—Louis Seldowitz...RQ
Grand av, 66—A H Grafenstadt, 489 Myrtle,
NoS-FA-Rec
Grand st, 244—Alex Samilow...NoS-Rec-D&R
Gravesend av, 780—Max Ganowsky...FA-Rec-NoS
Greene st, 61-3—Sol Levin...El-FP-SA
Greenpoint av, 118-20—Christopher Treber...FP
Greenpoint av, 239—Jacob Rimlinger...Rec-FA
Halsey st, 664—Enterprise Garage Co...CF
Hamilton av, 367—Atlantic Oil Refining Co,
FA-Rub-SA
Harmon st, 379-81—George Hoffman,
NoS-FA-Rec-FP-CE
Hendrix st, 155—Victor Mueller...FA
Heyward st, 266-70—A H Zeigler & Sons, Inc,
NoS
Humboldt st, 36—H Crystall.NoS-FA-Rec-FP
Humboldt st, 744-8—Bases & Wolf...Rec
Irving pl, 91—Elwin & Son, Inc, 80 Irving pl,
El(R)
Jamaica av, 128—Henry Guenther...Rec-FP
Jamaica av, 742—Mrs Welding Co...CF-FA
Johnson av, 414—John Held...FA-GE-FP
Kingsland and Meeker avs—Wallace V Andre,
NoS-FA-Rec
Lafayette av, 3-5-7—Detroit Cadillac Motor
Car Co...NoS-FA-Rec-El
Liberty st, 107—Chas Kirch & Son Co, Inc,
FP-D&R-El
Lincoln pl, 46—Norman A Robertson, 111 8 av
El-D&R-NoS-FA-Rec
Minna st, 109—Svanto Carlson...NoS-FA-Rec
Myrtle av, 101—Eagle Show Case Co,
FP-Rec-D&R-FA
91 st and Shore rd—Mary S Weber,
NoS-FA-Rec-FP
Nassau st, 235—Frank V Stefano...D&R
Nassau st, 340—John McKenna...FA-Rec
New Lots av, 607—Philip Krakauer.NoS-FA-Rec
New York av, 368—Mrs W Slater...NoS-FA-Rec
Noll st, 9-13—Obermeyer & Liebmann,
FP-D&R-CF-FA
4 st, 106 N—F H Montenes...FA-D&R
6 st, 115 N—J & A Lipschitz...FA
10 st, 51 N—E J Materson...NoS
Nostrand av, 1634—Joseph A Salof,
NoS-FA-Rec-D&R-El
Oakland st, 358-60—National Dairy Co...FA
Ocean Pkway, 3—Jacob Heilbron,
NoS-FA-Rec-CF-Rub-D&R-FP-SA
Pacific st, 175—Michael Reilly...NoS-FA
Pacific st, 227—Robert Austin Co...D&R-Rec
Park pl, 47—John Thompson & Son,
Rub-Rec-D&R-FA
Powell st, 271—Morris Satir...CF
President st, 1446—Clarence B Smith,
NoS-FA-Rec
Prospect pl, 6—H B Coffeet...FP-NoS-FA-Rec-El
Prospect pl, 104—Chas R Smith...Rec-FA-NoS
Putnam av, 900—John S Roberts...Rec-FA-NoS
Putnam av, 1173—Frank P Seifert,
NoS-FA-Rec-El
Railroad av and W 20 st—M J Baldrick, 222
Van Sicklen...CF
Richards st, 40—E J Greene...NoS-RQ
Rutledge st, 309—Henry Newman...NoS-FA
Rutledge st, 314—L & B Waller & Potters,
Inc, 320 Rutledge...NoS-FA
Rutledge st, 223—Samuel Rubin...NoS-FA
St Johns pl, 12—Chas E Johnson...NoS-FA-Rec
Sedgwick av, 56-62—Perry & Williamson...CF
Seneca av, 602—Erna Blaes...FA-Rec-Rub
Oxford st, 208 S—Alex C Howe, 40 S Oxford,El
1 st, 351 S—Moses Winer...RQ
Spencer st, 95—Ferdinando Lidonnici,
NoS-FA-RQ
Spencer st, 157-9—Michael Rathfeisch,
NoS-FA-FP
Stockholm st, 297—Louis Rosen...NoS-FA-Rec
3 av, 6923—Samuel Fleischmann...El-Rec-NoS
12 av, 4105—Joseph Pines...El-FA-Rec-NoS
13 av, 4803—Mrs R Depper.NoS-FA-Rec-D&R
Ft 20 st and Beach Front—Harvey J Bowen,
NoS-FA-Rec
25 st, 245—John Feitner...FA-Rec
Taaffe pl, 61-3—J D Norris...FA
Taaffe pl, 222—Julius Kayser & Co...NoS-FA
Tompkins av, 181—Isaac Maisel...NoS-FA-FP
Union av, 200—S & M Bender...NoS-FA
Union st, 1270—M E Prendergast.NoS-FA-Rec
Union st, 1274—Wilemena Scholtz.NoS-FA-Rec
Union st, 1276—Mrs T W Davis.NoS-FA-Rec
Union st, 1387—S Kamer...NoS-Rec
Utica av, 28-30—Andrew Shelton,
NoS-FA-Rec-D&R-CF
Van Brunt st, 43—James Saunig...NoS-FA-Rec
Van Brunt st, 333—Rudolph Bachman...FA-NoS
Van Sicklen av, 32—Geo C Berger...NoS-FA
Varet st, 187-9—Max Halperyn...RQ
Warren st, 369—Dr R J Bell, 38 8 av...FP
Water st, 257-9—Reliable Steam Power Co,
250 Plymouth...FP-SA-FD-A
Weirfield st, 263—Christopher Rembs...El-FP
Woodbine st, 42—Wm Koster...El
Humboldt st, 352—Robert B Hutchins, Jr,
FA-Rec-FP
Myrtle av, 118-20—Mrs Martha McDonald,
FE(R)-Ex(R)-GE-FA-WSS-
ExS-Ex-FP-WSS(R)
Bridge st, 405-7—Herman Katz...Rub
Christopher av, 109 (rear)—Silverstein &
Cohen...FP(R)-GE-Rec
Christopher av, 109 (rear)—Barnet & Ben-
jamin...GE-FP(R)-FA

Columbia st, 96-100—David C Liggett...FP
DeKalb av, 850-4—Eagle Iron Wks...FP-Rec
Fulton st, 374—Cunningham & Ingalls...FA
Fulton st, 374—Miss E Rhind...FA
Kent av, 429-31—Anna E Ring...WSS(R)
Myrtle av, 36-8—Harry Gordon...TD
Myrtle av, 115-23—Isaac Mason.WSS(R)-O-Rec
Myrtle av, 115 23—Bklyn Union Gas Co, 176
Remsen...GE
Myrtle av, 1463-5—Met Life Ins Co, 1 Madi-
son av...FA
Pennsylvania av, 29-33—Shetland Co, 61
Bway, N. Y...FA-GE-ExS-FA(R)
2 st, 396-400 S—Eugene R Shotwell...A
3 av, 258—Morris Book & Co...FA-GE
3 av, 258—Bklyn Union Gas Co, 176 Remsen,GE
Belmont av, 71-9—Liberal Trading Co...A-FD

BOARD OF EXAMINERS.

The following appeals and decisions have been handed down by the Board of Building Examiners:

APPEAL 43 of 1916, New Building 2542 of 1916, premises 345 Newport av, Brooklyn. S. Millman & Son, appellants.

(First three paragraphs of appeal same as preceding.)

To comply with §257 of Code, the appellant is to provide a cross-wall 12" thick from foundation to roof 52' north of front wall.

Appearance: James J. Millman.

On motion, APPROVED on CONDITION that a brick cross-wall at least eight inches thick be built at the point marked "A" on the second and third floor plans, to extend from the foundations to the underside of the roof beams; said wall to be connected with the bearing walls with eight-inch steel channel lintels over the doors to the stairhalls

APPEAL 44 of 1916, New Building 2186 of 1916, premises south side St. Mark's av, 166 feet west of Franklin av, Brooklyn. Shampian & Shampian, appellants.

Building should be entirely fireproof as per §72, Code.

As the opinion rendered by the Corporation Counsel to the Board of Examiners on Feb. 29, 1916, exempts §72 and §73 in relation to garages, also as building is only 7,425 sq. ft. in area, exclusive of office and enclosure walls. Also as plans had been approved by the Board of Fire Prevention to comply with all regulations, and said department has permitted roof to be non-fireproof.

Permit roof to be constructed of wood beams and steel girders and columns.

1. As Corporation Counsel, under date of Feb. 29, 1916, exempts garages from the provisions of §72 of the Building Code.

2. As building is only 7,426 sq. ft. (7,425 in preceding paragraph) between walls, exclusive of office, which is enclosed with fireproof partitions.

3. As plans have been approved by the Bureau of Fire Prevention with roof constructed of wood beams and steel girders and columns.

Appearance: F. J. Faulhaber.

On motion, APPROVED on CONDITION that the walls marked "A" be built of brick not less than eight inches thick, from the foundation up to and through the roof; and that all openings in said wall be protected by self-closing fireproof doors and windows.

APPEAL 45 of 1916, New Building 2773 of 1916, premises 262-270 51st st, Brooklyn. Thomas W. Lamb, appellant.

No. 3. Balcony stairs cannot encroach beyond building line.

No. 4. Courts must be provided on both sides open to sky and of width as prescribed by law.

No. 7. Maintain 16' clear and 12' clear back of seats throughout on first floor and balcony.

No. 3. In answering the Building Department's objection No. 3, the appellant points out the fact that there are projections on 51st st on both buildings adjoining these premises which exceed in width the proposed projection of the fire escape and the appellant believes that the Board will not discriminate against the encroachment proposed on these premises.

No. 4. The appellant claims that one side of this theatre faces on 51st st and consequently does not require a court. He calls attention to the fact that he proposed to provide 35' of clear exit leading to 51st st. He has provided an open court on the opposite side leading to 51st st through a tunnel, which he proposed to make 8' feet clear at the request of the Fire Prevention Bureau.

No. 7. Sixteen feet clear in width has been provided directly in back of the last row of seats in the orchestra and that at the side, where the standing space is narrow the appellant calls attention to the fact that the space provided is greater than the clear width of the aisles leading thereto. At the suggestion of the Bureau of Fire Prevention, he proposes to leave out one row of seats in the centre right-hand bank, leading to the exits on 51st st. In the balcony he also proposes to omit the last row of seats and two seats on each end of the next row.

Appearance: A. H. Harding.

On the statement of the appellant, that an affidavit has been filed with the Bureau of Fire Prevention that the roof garden and the theatre proper will not be used simultaneously; and on motion,

APPROVED, as to objections No. 4 and No. 7, on the following CONDITIONS:

1st. That one row of seats be eliminated at the points marked "A" on the orchestra floor plan, forming a cross-aisle from the two centre aisles to the exit spaces at the sides.

2d. That the lobby doors be moved back into the lobby to the points marked "B," and that the opening where the present lobby doors are shown shall be entirely unobstructed.

3d. That the tunnel under the stage be made eight feet wide in the clear, and that the gradients shall not exceed one in ten.

4th. That the last row of seats in the balcony be eliminated, and that the two end seats in the next to the last row also be eliminated, as marked in red on the balcony plan.

Mr. Harding recorded not voting.

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