

REAL ESTATE RECORD AND BUILDERS GUIDE.

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OCCUPANCY RESTRICTIONS UNDER ZONE LAW

Doubt Exists as to What Law Permits Though in Force a Year—Operation Explained in Concise Form

By FRANCIS P. SCHIAVONE

PART ONE.

ALTHOUGH the restrictions as to the use or occupancy of buildings and premises, commonly called the Zone Law, have been in effect in all parts of New York City for a year, there is still sufficient doubt among the public as to what the law permits and what it prohibits to warrant a short exposition. The following paragraphs are offered unofficially, but they should convey a fairly accurate idea of the operation of the Zone Law.

The city has been divided into four classes of districts or zones. The "unrestricted" is all that its name implies; the Zone Law applies no restrictions whatever to the use or occupancy of buildings or premises located within it. The "undetermined" districts comprise that part of the city which was so undeveloped as to give little or no sign of its future. It is, pending its zoning, an unrestricted district. The remainder of the city is in either the "business" or "residence" district. By "business" or "residence" is meant not necessarily the character of its development, but rather the zone into which it has been placed by the Board of Estimate and Apportionment, as shown on its zone maps.

The Zone Law may be divided into two grand divisions: 1, that applying to new buildings erected after July 25, 1916, and 2, that applying to existing buildings and to changes in occupancy in existing and future buildings. For brevity, the word buildings will be employed to include all structures and premises, including lands which is unbuild upon.

Referring to new buildings the uses permitted in the residence zones are defined by the Zone Law as follows:

Section 3. Residence Districts. In a residence district no building shall be erected other than a building, with its usual accessories, intended or designed exclusively for one or more of the following specified uses:

- (1) Dwellings, which shall include dwellings for one or more families and boarding houses, and also hotels which have thirty or more sleeping rooms.
- (2) Clubs, excepting clubs, the chief activity of which is a service customarily carried on as a business.
- (3) Churches.
- (4) Schools, libraries or public museums.
- (5) Philanthropic or eleemosynary uses or institutions, other than correction institutions.
- (6) Hospitals and sanitariums.
- (7) Railroad passenger stations.
- (8) Farming, truck gardening or green houses.

In a residence district no building or premises shall be used for any use other than a use above specified for which buildings may be erected and for the accessory uses customarily incident thereto. The term accessory use shall not include a business nor shall it include any building or use not located on the same lot with the building or use to which it is accessory. A private garage for more than five motor vehicles shall not be deemed an accessory use.

These are general classifications and as might be expected do not specifically include many border-line cases. A bor-

der-line case is generally either a combination of a permitted and a prohibited use or a use which may be either a prohibited or a permitted use depending on its individual characteristics. Thus, while schools are permitted in a residence district, a school for domestics would not be permitted if it included an employment agency among its activities. There would be no objection to the school in the residence district provided its employment agency were located in a business or unrestricted zone. So also in the case of a school for the blind having a department where books for the blind are embossed and bound, a distinction must be drawn between the use which may be a proper accessory of the school and a use which may be a business or industry and not properly an accessory. If the embossing and binding were done chiefly or wholly by the blind such activity might be construed to be a proper function of the school, but if others were employed in this bookmaking, it would be considered as a use incompatible with the restrictions of the residence district even though the books were made for the blind.

Accessory Uses.

A residence having on the same lot a large number of dog kennels for the owner's dogs might properly be considered an accessory use only if there is an entire absence of business, whether sale, service or exhibition, on the premises. Of course, if the dogs constituted a nuisance it could be abated under the Sanitary Code.

A garage may be erected in a residence district only upon the same lot with a residence. It must be occupied exclusively by the cars owned and used by the occupants of the residence; space may not be let to those not living on same lot. It must be free from all business use. Thus a garage might not be erected for public hacks, taxicabs or other cars let or hired out even though the owner and operator owned and occupied the residence on the same lot. So also a distinction must be drawn between a garage which is an accessory to a residence and a residence accessory to a garage. Thus a building, being a garage on the ground floor and a residence above, might be classified according to the importance or size of its uses. If the area devoted to the garage were as great as or greater than that given over to the residence, it should most certainly be considered a garage with an accessory residence. Such a use would not be permitted in a residence district. In any case a garage for more than five cars is excluded.

Garages and Stables.

Unlike the rules of the Fire Prevention Bureau the Zone Law includes motorcycles as well as automobiles under the term motor vehicles.

Stables are to be treated in the same manner as garages. A limit of five horses is placed upon private stables. The stable must be upon the same lot as the residence to which it is accessory and the horses must be used by the occupants only of the residence and not in any business or trade. A combined stable and garage will be limited as to the ownership and use of horses and cars as above. The aggregate number of horses and cars may not exceed five.

Hotels having thirty or more sleeping

rooms are permitted in a residence district. A hotel having less than thirty is not permitted. The question as to the admissibility of a cafe, restaurant, bowling alleys, barber shop, cloak room, etc., all of them businesses if conducted independently of the hotel, must be decided by the conditions in each case. It is reasonable to class these activities as necessary accessories of a hotel if they, their entrances and their practices, insure their being patronized exclusively by the guests of the hotel. If they are arranged to invite an outside trade they will fall into the ordinary business classification and thereby be excluded from the residence district.

Clubs are permitted in a residence district except such clubs as have as their chief activity a use commonly construed as a business. Thus a club, so called, having as its primary activity a cafe, dance hall, athletic show or other business would be excluded from a residence district.

A museum is another occupancy permitted in the residence zone, but a distinction must be drawn against those pseudo museums, the chief or sole purpose of which is to sell or advertise the objects exhibited. Thus the commercial picture gallery would not be permitted in a residential zone.

A theatre, show or circus is to be regarded as a business, but it would seem reasonable to permit occasional private theatricals in a residence or club in a residence district if not conducted for profit.

A skating rink, ice or roller, tennis courts or other such places will be construed as a business use of the premises if admission is charged or if they are in any way conducted for gain. Advertising signboards are also to be construed as a business occupancy.

Greenhouses are permitted in a residence district, but if a greenhouse were erected in a well-developed section, e. g., lower or central Manhattan, for the chief purpose of selling flowers not grown on the premises or conducting the business of florist, it would be construed as a business and not permitted to locate in a residence zone.

A question which has often arisen is as to the status of a milliner or dressmaker. The Zone Law was not designed to prevent those household activities which may be carried on without changing the residential character of the street and will permit a dressmaker or milliner to enter a residence district so long as only occupants of the residence are engaged and no outside help is employed. There is, of course, the added requirement that the building be given none of the characteristics as a business structure. This same ruling applies to physicians' offices or artists' studios.

An interpretation of the Zone Law by the Board of Appeals holds that a building exclusively for physicians' offices, laboratories and operating rooms and having an apartment only for the superintendent is to be deemed a sanitarium and as such admissible in a residence zone.

A nurses' home, so called, would not be permitted to locate in a residence district if, in addition to being the home of one or more nurses, it was an employment agency for others.

(TO BE CONTINUED.)

CONDITION OF NEW YORK STATE BARGE CANAL ENCOURAGING TO BRONX INTERESTS

By Gen. W. W. WOTHERSPOON, State Superintendent of Public Works

NEVER have the State canals been in better condition for use than at the present time. The improved channel is in commission between Troy and Oswego in accordance with the announcement made in the spring. Boats bound for Buffalo have the use of the new waterway as far westerly as New London, a distance of 121 miles, and from that point to Lake Erie the new channel is available in intermediate stretches.

While it is true that several uncompleted sections between Oneida Lake and Lake Erie have prevented the opening of the canal to Buffalo to boats of the larger type, yet conditions at present obtaining have been greatly to the advantage of the ordinary type canal boats.

At the meeting in Troy of the Waterways Convention last autumn I stated that it was not outside the realms of possibility that a fleet of boats, with sufficient power, might make a trip from New York to Buffalo and return in a single week. In view of this statement, it will be interesting to know that a steam canal boat, with one consort, each laden with 290 tons, has made the trip from Albany to Syracuse within the past month in 46 hours.

157 Miles Traversed.

Captain George W. Taylor, who was in charge of the boats, stated that no effort was made to drive the craft at high speed or to make a record, but that the craft proceeded steadily to its destination. The route traversed by Captain Taylor covered a distance of 157 miles, of which 121 miles were in the improved canal channel, with 20 of the new locks, and 36 miles were in the old canal, with 4 of the small locks.

Previous to the opening of the improved canal channel, a horse-drawn boat consumed five days in making the trip, and a steam canal fleet, perhaps, four and one-half days.

In announcing the opening of the Troy-Oswego channel, I had stated that the route would be available for boats whose draft did not exceed 8 feet and whose dimensions would be suitable for passing through the lock chambers and under the fixed bridges. Plans to pass boats of the maximum width and length were discouraged. The new canal was not designed for a type of boat which would take up the full capacity of the locks, that is, one which would be 300 feet long and 43 feet wide.

Under the construction statute a minimum width of channel of 200 feet is provided in canalized rivers and lakes, 94 feet width through rock cuts and a channel but 75 feet wide through so-called land cuts. There are many sections of the new channel varying in length from a few miles to great distances in which the 75-foot wide channel exists. It can well be seen that the movement of a boat in excess of 35 feet wide through these sections of the canal must be attended with delays and its passage must be subjected to special regulations.

Should Exercise Care.

It will be recalled that the Referendum Act originally contemplated locks of but 28 feet wide, the 45-foot width being authorized by amendment a few years later. In providing for the greater width of lock no corresponding action was taken relative to widening the channel through the land cuts.

Therefore, without advocating the denial of the canal to boats of the maximum size, I believe boatbuilders should give the question most careful consideration before adopting the largest type.

If, however, it is desired to utilize a craft having a capacity of, say, 2,000 tons and the owner is willing to be subjected to delays in the narrow canal sections, I believe a width of 42 feet should not be exceeded. The plan of providing an available width of 45 feet in the lock chambers has been practically accom-

plished, although there may be a few cases where there is a lack of a few inches. As a matter of fact, the narrowest lock on the whole system is that built by the United States Government at Troy, where the available inside width is 44.44 feet. With a 42-foot width of boat in a lock chamber, a small margin of safety is left at each side.

As to length, while it is possible for a boat 300 feet long to pass through the lock chambers without harm, such length is inadvisable, 260 feet or less being preferable.

All of the excavation contracts have sought the accomplishment of a minimum depth of 12 feet on all the canals. A depth of 12 feet does not mean that the boat shall have a draft of 12 feet. It is the common experience of navigators that a large and heavily laden craft should have under its keel about 24 inches of water to insure safety.

The conditions prevailing on the waterways must be kept in mind. The Troy-Oswego route is in the neighborhood of 200 miles in length and practically all of it lies in natural waterways. The Troy-Buffalo route is approximately 350 miles in length, and a considerable portion also traverses canalized rivers. In these hundreds of miles of newly constructed canal channel, where natural conditions have been changed, erosion is constantly at work to lessen the navigable depth. Bars will inevitably form as a result of the spring floods and high water at the many stream entrances and elsewhere. Scour will be seen in the new river channels. It is only by persistent dredging operation that these conditions will be overcome.

It is my policy to frankly state to all canal users the exact conditions prevailing so far as they are known, and to make no announcement as to canal possibilities which may not be fulfilled. At the present time a bar here and there in the river channel limits the depth to little more than 8 feet, but there is no question that with a few weeks' dredging the full depth will be provided, and boats of 9 or 9.6 feet may pass through the waterway. In my opinion, however, it is unwise to plan for canal traffic during the year or two to come any boat which when loaded and in motion will draw more than 9.6 feet. This limitation will be found necessary, not only on account of canal conditions, but for the reason that, according to official advices, the Hudson River channel between Troy and Albany has a depth of 10 feet only at ordinary low tide.

As to the practicability of opening the main channel to Buffalo by next spring, indications are that this will be accomplished.

That result, however, must be dependent on the progress of the contract work, and the State Engineer and myself are keeping in close touch with the operations. Any lagging on the part of the contractors receives immediate attention. Constant complaint is made of the lack of labor and delay in receiving needed plant and materials. The two most important points at which work remains unfinished are at Rochester and at our insistent demand additional machinery has been placed on this work.

Going back to the subject of the present use of the canal, although the conditions on it are splendid, statistics show that up to the closing week in July the total shipments are some 30,000 tons less than were carried during the corresponding period of 1916. The loss is entirely on the Erie Canal.

The increase in tonnage on the Champlain Canal over last year has been considerable, and the Oswego and Cayuga and Seneca also show gains. Many reasons can be advanced for the falling off on the Erie Canal. The first and foremost, of course, is the lack of suitable craft. But it is to be noted that even all of the boats which might be used on

the canal, and which heretofore were engaged in that business, are not in the canal service.

According to such information as I have been able to collect, there are approximately 130 of the ordinary type of canal boats in New York harbor and which have not as yet made a single trip through the canals. Some of these are being utilized for storage purposes, while others are lying idle. Any statements attributed to owners of these boats as to difficulties encountered in the new channel are without foundation, and I have no patience with any man who offers such reason for the small number of boats in use.

While the new canal was intended for a different type of craft, the ordinary canal boat is perfectly safe on its waters when operated by capable hands. As a matter of fact, the last Legislature made an appropriation of \$150,000 to encourage the use of the present type boats, by the employment of tugs to tow them, a nominal rate of 20 cents per mile being charged. When the bill was pending, positive statements were made to the department by persons claiming to represent all boat owners that between 200 and 300 boats would be used on the waterway.

Sixteen Tugs Chartered.

So insistent was the demand for the service, and so promising were the prospects of the business to be done, that I reluctantly gave the measure official approval. Sixteen tugs are now under charter, stationed at as many points along the canal, and while the service is by no means perfect, facilities are at hand for boats having no other means of propulsion to proceed to their destination at small cost.

Leaving for a moment the question as to whether there are a sufficient number of boats actually in existence which can be used on the canals, I find that the practical stoppage of imports, due to war conditions, has deprived the canals of a large amount of tonnage which in previous years furnished boats with westbound cargoes. At the present time there is practically no freight available for western shipment, and I see none in sight. Any movement of freight is to the eastward.

Assuming, for the sake of discussion, there is ample tonnage awaiting movement from Buffalo east, and assuming that there are boats at present in New York harbor that could transport a portion, at least, of such freight to destination, we are confronted with the problem of the manner in which the idle boats in New York may be induced to re-enter the canal service.

Towing Charges.

A light westbound movement, per boat, would involve a towing charge of, say, \$35 on the Hudson River to Waterford, and from Waterford to Buffalo the boat might be towed at a cost of about \$68. Assuming, under present conditions, six days as the time of passage of a boat from New York to Buffalo, the cost of a crew of one man and maintenance at \$3 a day aggregates \$18, not including incidental expenses. A total expense of approximately \$121 is therefore assumed by the boat owner in reaching a point where a cargo is available.

On the prevailing 5½-cent grain rate it is estimated that after absorbing the westbound charges, that is, the charge for elevator service at Buffalo or New York, towing in Buffalo harbor, trimming, insurance and the eastbound towing, plus the cost of crew and maintenance, the owner suffers a deficit of from \$30 to \$50. This, in my mind, offers one to answer the questions as to why business on the canal has fallen off.

If cargoes could be obtained for the western trip in such quantity as to en-

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RESOLUTION FAVORS INTENSIVE USE OF CANALS FOR SHIPMENTS

IMPORTANT preambles and resolutions were adopted recently at a convention of the friends of the canals of New York State, to which convention, held at Albany, New York, the Bronx Board of Trade sent a delegation consisting of Olin J. Stephens, Chairman of the Traffic and Waterways Bureau, Hon. James L. Wells, Hon. Cyrus C. Miller, and Charles E. Reid, secretary. The document, which called upon the Legislature to support the movement to make a most intensive use of the State canals, especially now, in war times, thoroughly outlines the situation with regard to these canals, and presents a formidable argument in favor of the conditions it is aimed to bring about.

The text in full follows:

RESOLVED, That the Legislature of this State, now convened in extraordinary session, be and is hereby petitioned to adopt the following memorial to the President of the United States and to the Federal officials of the United States Government who have jurisdiction of the matters hereinafter referred to, namely:

WHEREAS, The United States has declared war on the Imperial Government of Germany and is making preparation for a vigorous conduct of such war; and

WHEREAS, The United States must provide food and military supplies to maintain its armies, and in a large measure provide food and other supplies for the armies and people of our allies abroad as well as to secure great quantities of materials for armament and other purposes; and

WHEREAS, The transportation of all such materials and supplies from the interior to the coast is manifestly essential; and

WHEREAS, The extraordinary demands made upon the railroads by the unprecedented volume of traffic moving to the coast has resulted in taxing all of such lines beyond their capacity necessitating resort to embargoes and other restrictive measures by which an enormous volume of traffic is delayed in movement in order that such freight as is most urgently needed may go forward, although the speedy movement of all materials and supplies is most important and necessary; and

WHEREAS, In the absence of other means of transportation, the continued use of all available freight carriers by the United States Government in the shipment of commodities and supplies necessary for military operations will result in serious interferences with ordinary business and commerce of the nation and make impossible the supplying of the necessities of the people of this country; and

WHEREAS, It is essential to a successful

conduct of the war abroad that interferences with business conditions at home shall be reduced to a minimum; and

WHEREAS, The canals of the State of New York have been enlarged to a capacity that will permit the transportation thereon free of tolls between the Great Lakes and seaboard of freight to the amount of ten million of tons in a single season, and the enlarged canal route via the new Erie and Oswego Canals, Lake Ontario and Welland Canal, is now open for navigation and the enlarged Erie Canal from the Hudson River to Lake Erie at Buffalo will be open for the use of the larger barges early in the season of 1918; and

WHEREAS, If such large volume of traffic shall be diverted to the New York State canals for shipment to seaboard the existing situation of freight congestion will be greatly relieved; therefore be it

RESOLVED, That the attention of the President of the United States and officials of the Federal Government is called to the availability of the canals of this state for use for the transportation of freight to seaboard, and the United States Government is invited and urged to take such measures as will result in the fullest possible use being made of the State canal; be it

FURTHER RESOLVED, That we recommend to the President of the United States and officials of the Federal Government immediate measures be adopted which will result in the building of such number of suitable barges which canal traffic will require in the season of 1918 in excess of the barges as at present available, and that for use during the present season of 1917 steps be taken at once to place upon the canals all existing canal barges and such other vessels as may be used upon the canal for traffic; and be it

FURTHER RESOLVED, That the Governor of this State, the State Canal Board, the Superintendent of Public Works, the State Engineer and Surveyor and all other officials of this State having to do with such matters, co-operate with the officials of the Federal Government to the end that a suitable portion of freight may be transferred through the canal, and barges for the carrying of the same provided, and all citizens and corporations owning barges suitable for canal traffic or which may be readily adapted are invited and urged to devote such vessel to the services of the Federal Government for the transportation of materials and supplies, not only to the end that the war abroad may be conducted to a successful issue, but also that business conditions of this nation may remain undisturbed; and be it

FURTHER RESOLVED, If the Senate, Assembly concur, that certified copies of the foregoing preamble and resolutions be forwarded to the President of the United States, to the National Council of Defense, to the Secretary of War and to the Secretary of Commerce and the Committee on Inland Waterways with the request that the matters therein contained be brought to the immediate attention of the Government officials having jurisdiction in transportation matters.

BARGE CANAL

(Continued from page 168.)

able the boats to meet operating expenses at least, the return to the canal service of the available boats could be secured. The boats to which I refer are owned by individuals who would be content with daily earnings of moderate amount, but some fair compensation must be assured them before the western trip will be undertaken.

In the matter of way shipments, that is, freight originating at intermediate points along the canal, it appears that the inability of manufacturers to load into 240-ton units is an important factor in reducing the volume of such way shipments. Under present conditions the demand for the products of industries along the canal is very great, and production has failed to keep pace with it. Manufacturers consider themselves fortunate to be able to load in freight car units of twenty tons to satisfy the demand. It seems to be the general opinion at this time that the concentration of 240 tons of their products for loading on a boat is not practicable on account of the cost in time and money.

A still further factor is the basis of sales. We find most industries sell their products f. o. b. points of origin, and the buyer controls the routing. For the most part this is interstate business and the buyer has little or no knowledge of the facilities offered by the waterways of this State. In cases where the consignee is familiar with the availability of the canals for the transportation of his freight, the lack of lines of freight-carrying craft again is seen and prevents the use of the waterways.

There, too, the present absence of through rates with coastwise, lake and rail lines makes the cost higher than the rail route. Forceful publicity measures are now being adopted by the depart-

ment which are designed to bring detailed information as to the availability of the canals to the knowledge of both shipper and consignee, and before another season opens no man will fail to make use of the waterways solely through ignorance of them. Negotiations with connecting water and rail lines for pro-rating arrangements, I am informed, are nearing completion, and I trust that this obstacle, too, will shortly be removed.

From figures which have been shown me I find that on May 1, 1917, a car shortage existed in the whole country, of 148,627 cars. Under efficiency measures introduced by the Railroads War Board the shortage was decreased to 105,127 cars on June 1, 1917. While this is a marked improvement, the railroads today are hauling the largest tonnage in their history, and to meet the growing demands upon them I see no way in which they may affect a proportionate improvement in their service.

In May, 1916, the railroads moved 597,517 cars. In May, 1917, the loaded haul was 729,674 cars, showing an increase of 142,167 cars. In 1916 war had not been declared by this country, and in May, 1917, at which time the great increase above noted occurred, the effects of our entering the hostilities were not perceptible, the greater movement of freight being due entirely to the conflict abroad.

With the preparation of this nation to engage actively in hostilities, an even greater increase in freight movement is inevitable. Government contracts are becoming effective, and to facilitate the movement of raw materials to manufacturing engaged on government contracts, it is possible that the authorities at Washington may requisition car space. Subsequently, the manufactured product must be moved to seaboard and again the government may seize sufficient cars to move such tonnage.

No figures are available on which an estimate of the number of the cars required for the service may be based, though probably 500,000 will be needed. I am informed that approximately 120,000 cars are now in the government service. Certain it is that a considerable percentage of the whole supply of railroad freight cars will be withdrawn from general and freight service.

The withdrawal of approximately 500,000 freight cars from the work of transporting classes of freight, other than that used for war purposes, would be disastrous, if no other method of transportation is at hand.

However acute may be our freight relations, business conditions at home must remain stable. Our factories and our mills must continue as usual; our merchants must continue in their everyday business; the wants of our people must be supplied as usual, and, in fact, not a single wheel in the whole commercial machinery of the nation should miss a single revolution on account of the conflict abroad. No argument is needed to emphasize the necessity of this: Business must go on as usual.

What better substitute is offered than a greatly increased use of the waterway system. The canals not only are available for use to the general public, but ideal facilities are at hand to meet the needs of the Federal Government.

If the products of the manufacturers at Buffalo, Rochester, Syracuse, Ilion, Utica, Schenectady or at other points on the line of the canal are needed to be shipped abroad, such freight may be transferred almost from the factory doors to the side of the ocean-going vessel. For the transportation of horses and mules no better means are at hand. Fresh water is at all time available, and the animals may be kept safe from infection at little or no expense.

I cannot think of a single commodity, capable of being shipped by railroad, which may not be transferred more economically, and, under present conditions, in a shorter space of time than by canal. It is of the utmost importance that the availability of the canals be brought squarely to the attention of those of the Washington authorities that have to do with freight movement.

The canals are fully capable of transporting 10,000,000 tons of freight in the seven months navigation season, and it matters not whether the freight carried is for the use of the armies abroad or for the use of our people at home. The necessity for their use is the same and the benefits equal.

When all is said on the subject, the question of the lack of boats still remains. This is a situation which must be faced and met. The shortage of boats exists not only so far as the New York canals are concerned, but on the Great Lakes as well. New barges must be constructed—if not by private enterprise, then by the Government itself, and action no longer should be delayed. In addition to this, some action should be taken looking to the construction of elevators for the temporary storage of grain. These elevators should be located at points on or immediately available to the State canals.

Aside from the natural advantages of such locations, recognition is due this State for its investment of \$150,000,000 in waterway improvements, from which almost the entire nation will secure some benefit.

Some weeks ago the Council of National Defense at Washington created a committee known as the Inland Waterways Committee for the purpose of promoting the use of inland waters. At the time it was created the following newspaper announcement was made:

"There is more than sufficient business for both railway and waterway for many months to come. Wherever, therefore, throughout the country a barge or boat, a scow, a lighter or a motor vessel can be made to take the place of a railway car, it ought to be done. Such arrangements as are practical should be made along all our great waterways, to develop promptly methods for using the water as a means of transportation. This

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ESTIMATES ON BUILDING VALUES AND LOSSES

What a Builder Should Do and Avoid in Order to Reach Result Equitable to Assured and Insured

By WILLIAM J. MOORE, of Alexander Moore's Sons*

THE building contractor and estimator engaged in computing the costs of our modern buildings must eliminate the item of guesswork from the estimates as far as possible. This is not an easy matter, as building construction methods can hardly be reduced to the scientific basis of factories and shops, with their fixed surroundings and control of weather vagaries. In arriving at the value of a building, it is absolutely necessary that we obtain correct measurements of ground space and the height of each story.

After obtaining correct quantities in all the various items, which go to make up a building, place correct price on same, taking into consideration the increase of cost of materials at the present day. This cost is fluctuating.

Non-fireproof buildings and frame buildings should be estimated on in the same careful manner, taking off each item in detail. In making all of these estimates, it is necessary that the correct quantity should be established, distinctly noting the class of materials and seeing that the correct prices are put on each of the items. After figuring the building out in detail, every builder who goes into the work carefully should establish a sound value by cubic foot for the class of building, the details of which he has been making.

Cubic Foot Estimates.

In estimating for insurance companies, many builders can, sometimes by looking at a building and at others by taking the ground space occupied and the height, give the valuation of a building in a short time. These cubic foot estimates by experienced builders will come near enough in most cases for estimating the sound value of a building, unless the difference in the valuation and the amount of insurance carried should appear to be very far apart. In such case a detailed figure should be made.

In the cases of churches and public buildings, it is almost impossible to arrive at satisfactory results by following the cubic foot method, and the only reliable way will be to estimate the values in detail.

Most of the large estates around New York and the large manufacturing plants throughout the East have valuations put on their plants so that the correct amount of insurance is established.

The hardest problem I find in making valuations of buildings is presented by some of our large corporations, who, not with reference to insurance, but to leaseholds, want the original cost, the visible depreciation and then a percentage of depreciation to the building because of the neighborhood in which said building is situated.

During the past few years a number of our neighborhoods have changed so rapidly that buildings have become vacant, not on account of any lack of condition, but because newer buildings have been put up in new locations which attract the occupants. A great deal of this property has deteriorated in value and for the time being the question is a hard one to solve. But the only thing that I, as a builder, can do is to establish the value at the cost of materials and labor subject to a depreciation for wear and tear only.

In making an estimate of loss or damage to building by fire or water the first requirement of a builder, in my estimation, is that he should be absolutely fair to the company and the insured alike. In my twenty-five years of doing work for the insurance companies, I have yet to find a company who ever asked me to be unfair; in fact, I have been told by a number of the companies' representatives to pay 101 cents on the dollar rather than 99 cents.

The making of estimates of loss to buildings has been somewhat revolutionized during the past few years. In former years all that was necessary for a builder to do was to submit a lump figure as his estimate. This, today, will only do for a telephone call to let a company know approximately extent of loss, but most companies and the Loss Committee now insist on details. I, myself, some years ago was opposed to giving details; but, upon taking the matter up with several of the adjusters of the companies, I changed my viewpoint.

Accuracy of Estimate.

A builder may, with sufficient accuracy, estimate the loss on a building without giving any details whatever in his written estimate and if the accuracy of the estimate is challenged, he may be able to sustain it when it comes to discuss the amount of the loss with the insured or the insured's builder, or both. If such conversation develops, the fact that he has underestimated on some items, it is very likely to develop that he has overestimated on others; but, as he has given nothing more than his estimate of the cost of the entire loss, nobody will be the wiser.

On the other hand, with the estimate given in detail (usually in duplicate) to the adjuster, one of two things is likely to happen: either the adjuster before giving information as to the details to the insured or his representative will detach the sum set opposite the details of the work and give out only the latter; or he may, in disregard of the builder's wishes, give out a copy of the details, including not only items of work to be done but the amounts to be charged therefor. In either event the insured can easily check the details against the apparent damages and either call attention to omissions or to errors in estimating the cost of the items of work. With this prospect before him, the builder, with a reputation as competent in his line and desiring to retain it undiminished, will necessarily take more time and use extra care in order that his figures may be as nearly right as possible, not merely in the aggregate, but in detail as well.

The giving of an estimate in such full detail as has for some years been my practice necessarily increases the cost, not only because of the greater expense of transcribing the report, but also because of the greater care required to secure accuracy.

Submit Details.

No adjuster should ever take a final stand on the strength of a building estimate without first submitting to the insured the details of the work which the company's builder has estimated on, except in the case of some of the small losses. No builder can be sure that he has seen and estimated upon every item of damage to the building until the owner has approved this portion of his work. He may have omitted to estimate upon some item of value known to the owner or to the owner's representative to have been destroyed, the existence of which may not even be faintly suggested by the condition of the building when the builder visits it alone, for the purpose of drawing up his statement of work to be done.

In making estimates of small losses the builder should be thoroughly qualified to make all the figures and know extent of fire damage himself, without any sub-contractor. In large losses we have made it a rule to figure off every item of loss in the various branches of the work, then send our sub-contractors to estimate on each item of damage in their respective lines. We go over their estimates carefully, and if we find any marked difference between our figures and theirs, we send for them and talk the matter over to see why the difference should be.

Builders should be careful on an out of town loss when a building may have been in course of construction, to find out how far it may have progressed. A peculiar circumstance comes to my mind where a man insured a building for \$3,500 and, after its destruction by fire, stated that the work had been completed and looked for the full amount of the insurance. Upon investigation, something peculiar in the ruins called to my attention the fact that the building could not have been completed, and in going among the neighbors some distance away from the fire, I found that the building had only been lathed, that the mortar was made up in the cellar and had not even been applied. This man, when it was called to his attention, admitted this fact. When the amount of the loss was finally settled it was only about 50 per cent. of his claim, and he received all that he was justly entitled to.

Some policies exclude foundations and sometimes the question comes before the builder, where do foundations end and building proper begin? I know of no better way of deciding than the definition contained in the Building Code of the City of New York—"Foundation walls shall be construed to include all walls and piers built below the curb level or the nearest tier of beams to the curb, which serve as supports for walls, piers, columns or other structural parts of a building or structure."

Opinions Differ.

Sometimes I have differed with other builders, but I am a firm believer that when a ceiling on wood lath is wet it should be figured as to be taken down and replaced, because sooner or later there will be trouble with it, for the lath will swell and clinch will be broken. On metal lath there is no danger of it falling, simply allow to repair. With walls it is different; the water is generally only on the face of the plaster, has not penetrated except possibly to a slight extent; besides all stud partitions have a plate at top which leave no opening for water to come through. If a ceiling is on fireproof block or concrete construction, it should be tested and if sound it will dry and remain so and no uneasiness will be caused.

Many interesting questions come up in replacing a building, as to what disposition should be made of the stock debris. I know it to be a fact whenever a builder is called in to replace the building he has to move the stock debris in order to replace his work and eventually has to remove it from the premises. A builder in estimating loss should include an estimate for removal of stock debris, keeping said item separate for decision as to who is to pay for it.

I believe it to be for the best interests of both the insured and the companies, to have their estimates made by men who, by years of experience in the replacing of building losses, have made a careful study of the effect of fire and water upon the various materials.

Want to Reduce Service.

The Public Service Commission is conducting an investigation as to the merits of an application by the Staten Island Rapid Transit Railway Company for permission to eliminate a total of eighty-eight trains on its north and south shore divisions. The service it is proposed to eliminate consists of trains which have been operated late at night and in non-rush hours. The company contends that trolley lines which parallel the railroad tracks are sufficient to care for all traffic being offered. The Richmond Light & Railroad Company, the adjacent trolley system, has agreed in the event that the Commission acts favorably on the application, to provide additional facilities.

*Excerpts from an address delivered before the Insurance Society of New York.

METHODS OF HANDLING BULK CEMENT

Elimination of Packages Results in Economy and Saving—Some Simple Methods Employed

THERE is no argument needed to convince the contractor and engineer that the elimination of the package problem in connection with Portland cement would result in economy and saving. The question which is uppermost in the minds of superintendents on the job is how to handle and measure bulk cement from the time it arrives in railroad cars until it finds its way into the charging hopper of the mixer. There are several methods which have been successfully used, the choice of which depends upon the size of the job, railroad facilities and the general layout of the construction plant.

Bulk Cement Not Dusty to Handle.

To those who have not used cement in bulk it may seem reasonable to suppose that it will be exceedingly dusty to handle. Experience has proved the contrary. Bulk cement in transit becomes packed so that on its arrival at destination a man can walk on the surface without sinking in to any appreciable depth. This packing makes it possible to shovel the cement with practically no amount of dust being raised. There are no sacks to be shaken and that is perhaps the most dusty operation in the handling of cement for construction work.

On work where cement is being used in quantities of half a car a day or more, and where the mixing plant is located within reasonable distance of the receiving siding, the simplest method of handling bulk cement is to shovel it directly from the car into wheelbarrows of known capacity and then through the provision of proper runways, wheel the cement directly to the charging hopper of the mixer. Measurement, when this method of unloading and handling is used, can be effected in the same way that the measurement of coarse and fine aggregate is done. This method is applicable more properly to work of not very great size and where construction operations will cover only a comparatively short length of time.

Where Storage Is Provided.

Where railroad facilities and the size of the work warrant it, it is advisable to provide storage for cement. This may be made more advisable on account of car shortage or the liability of irregular shipment. The most commonly followed method where storage is provided is to unload the car of bulk cement by means of a power shovel. Shovels of the type used in handling grain can be used, but it has been found more practical and efficient to use a shovel of a scoop type, having sides and back so that the load first taken is retained. The flat shovel allows the cement to flow off either side and over the top, and for this reason is less desirable. The shovel should be attached by cable to a motor or engine of from 7 to 10 horsepower. With this equipment 200 barrels can be unloaded from a car in three hours. The power shovel dumps the cement from the car into the boot of a bucket elevator, which in turn raises it, discharging into the storage bin. This method should be followed where the floor of the storage bin is approximately on the level of or above the railroad track. If the track level is well above that of the storage, cement can be spouted from the car by gravity to storage.

On some work where the mixing plant has been located at a greater or less distance from the receiving tracks and the main cement storage, bins have been erected over the mixers for stone, sand and cement. These bins are so constructed as to hold sufficient material to insure the continuous operation of the mixing plant. Where this condition holds a belt conveyor from the main cement storage can be laid to the bins feeding the charging hoppers of the mixer. This belt conveyor can be fed by means of a screw conveyor running the length of the main cement storage. Successful use has been made of auto-

matic scales placed beneath the three material bins over the mixer for the accurate proportioning of mixes. The scales can be so set as to permit of any particular mix of concrete being delivered to the charging hopper.

The method above outlined, that is, the use of a power shovel and bucket elevator, is particularly applicable to the average plant manufacturing concrete products. It is evident that the construction of permanent storage facilities in such cases would be economical and efficient.

Industrial railways have been used to a considerable extent in unloading and handling bulk cement. Industrial track is laid parallel to the receiving siding and industrial cars are loaded direct from the sand, stone and bulk cement cars on the siding. In this case measuring boxes are affixed to each car of material, so arranged that one holding the proper amount of material for one batch of concrete can be dumped directly into the industrial car, which as it travels

along receives all three materials in proper proportions for one batch of concrete. Industrial track leads to the mixing plant where the cars are dumped into the mixing hopper.

Bulk cement has been successfully used on work where the mixing plant was at a considerable distance from the receiving track. Tight bottomed dump wagons have been loaded directly from the car and driven to the work and the cement dumped into boxes from which it is drawn as needed. In such cases measurement is effected by the same means as employed for the coarse and fine aggregates. The point might be raised that there would be no protection from damage by water if such a scheme were followed and accordingly attention is called to the fact that cement sacks do not keep cement from getting wet, but rather tend to absorb moisture, thereby actually increasing the liability of damage to cement by water.

As has been previously mentioned, before determining the method to be employed in handling bulk cement, local conditions and facilities should be thoroughly investigated and the nature of the work given due consideration so that that scheme which is most properly adapted to the job can be used.

LEGAL NOTES AFFECTING REALTY

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

Right to Recover Payment.

A REAL estate brokerage corporation paid the amount of a first payment received from a prospective purchaser for an option on the property to the owner to secure the execution of a contract by the owner giving the purchaser a right to consummate the sale. In an action by an assignee of the brokerage company against the owner to recover the money, the owner claimed it as a forfeited payment of earnest money made upon the prospective purchase. The Washington Supreme Court held, *Halloran v. German-American Mercantile Bank*, 165 Pac. 80, that neither the corporation nor its assignee could recover the payment from the owner, as it would destroy the consideration which made the contract binding upon the owner. It might be that the earnest money receipt given by the owner to the brokerage company would entitle the latter to compel conveyance of the property to itself upon payment of the balance of the purchase price as therein stated, but that was not asked for in the action.

Brokers' Duties and Commissions.

In a recent case in the City Court of New York, *Sparks v. Grassi*, 165 N. Y. Supp. 519, it is held that this law is settled that it is the duty of a broker, when instructed to obtain a fixed sum, or between a certain sum and a lesser sum, in the form of a loan to be secured by a mortgage, that he must act promptly and conscientiously with his employment. If he is notified to that effect, unless such loan is procured, the employer is not obliged to await a period of time beyond the time fixed when such loan was to be procured. His failure in complying with his contract with the defendants is his own loss. The court has tersely set forth the fact of the duties of a broker in obtaining a loan pursuant to his employment in *Stern v. Hopkins* (see the *Law Journal* of May 7, 1917), where the court said:

"The reward comes only with his success. That is the plain contract and contemplation of the parties."

The fundamental and correct doctrine is that the duty assumed by the broker is to bring the minds of the parties seeking the loan and the party making the loan to an agreement, and, further, the amount of interest, the terms on which it is to be made, and until this is done his right to commission does not accrue. The law of agency in procuring loans and the law of agency in selling real estate seems to be synonymous.

Terms, conditions and agreements enter into the employment, and a

broker's contract required success on the part of a broker before a commission is earned, and that the brokerage employment may be terminated at any time so long as there is no bad faith in doing so, has been repeatedly held to be the law. *McVickar v. Roche*, 74 App. Div. 397, 77 N. Y. Supp. 501; *Benedict v. Pell*, 70 App. Div. 40, 74 N. Y. Supp. 1085; *Sibbald v. Bethlehem Iron Co.*, 83 N. Y. 378, 38 Am. Rep. 441; *Fowler v. Hoshcke*, 53 App. Div. 327, 65 N. Y. Supp. 638; *Wylie v. Marine Nat. Bank*, 61 N. Y. 416; *Lloyd v. Matthews*, 51 N. Y. 132; *Lyon v. Mitchell*, 36 N. Y. 236, 93 Am. Dec. 502; *Bellesheim v. Palm*, 54 App. Div. 77, 66 N. Y. Supp. 273. See to the same effect *Hasse v. Ullmann*, 148 App. Div. 40, 131 N. Y. Supp. 1050. At page 43 of 148 App. Div., at page 1052 of 131 N. Y. Supp., the court writing the opinion says:

"The plaintiff relies upon a line of cases, of which *Sussdorff v. Schmidt*, 55 N. Y. 319, is a leading one, in which a broker had been held to be entitled to a commission, if he is in fact the procuring cause of the sale, even though he did not actually bring the parties together and was not present when the sale was consummated. That a broker may under such circumstances be entitled to compensation is not to be doubted, but to justify a recovery in such a case it must be made abundantly clear that the broker was the efficient agent or procuring cause, not alone of directing the purchaser's attention to the property, but of effecting the sale. He must not only find the purchaser, but the sale must proceed from his efforts acting as broker. In short, it must affirmatively appear that the purchaser was induced to apply to the owner through the means employed by the broker."

Effect of Release of Mortgage.

The Tennessee Supreme Court holds, *Early Co. v. Williams*, 186 S. W. 102, that where the holder of a mortgage has been induced by fraud to enter a discharge or release, if he does not take prompt steps to have the mortgage restored he is estopped to assert its priority as against a subsequent purchaser or mortgagee relying on such cancellation.

Specific Performance.

Where the vendor of land on contract had sold the land to another, so that he could not convey on payment or tender of the balance of the purchase price, the purchaser was not bound to make tender before seeking specific performance. —*Rice v. Rice*, Alabama Supreme Court, 75 So. 21.

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The Child Welfare Board is authority for the statement that the budget of the average family will be one-fourth more in 1918 than it was up to last June.

Elimination of grade crossings of the Long Island Railroad Company continues to hold the attention of the Public Service Commission. Proposed improvements along the Whitestone Branch and the North Side Division which must be made before these lines can be utilized for rapid transit purposes, will involve about \$2,000,000.

Steel and iron trade exports show a gain of nearly 100 per cent., according to the Department of Commerce. Favorable trade balance at the end of eleven months ending with May, 1917, was from all sources, \$3,367,000,000. Of this amount 29.30 per cent. was contributed by the steel industry. Adding all manufactures in which steel enters, it may be stated that one-third of our entire trade balance accrued from this basic industry.

According to General William M. Black, Chief of Engineers of the United States Army, American engineers in France will be called upon to perform work approaching in magnitude the construction of the Panama Canal. Plans for this tremendous undertaking include the construction of railroad systems, docks and terminals, electrical plants, pumping stations, and water supply systems, besides the repair and maintenance of highways and battlefield illumination.

Twenty-eight up-State electric railway companies have applied to the Public Service Commission for an increase in fares from five to six cents. The companies claim that more than half of their number were not paying dividends, because they were not even earning the interest on their bonds. More than thirty-one up-State cities have organized to oppose the proposed increase. The outcome will be awaited with great interest by residents of New York City, who will have a similar problem on their hands next month.

Nuisance Partially Abated.

On August 1, when the operation of the garbage incinerating plant on Barren Island was suspended and disposal of refuse transferred to the new city plant but recently completed on Staten Island, property owners and residents in the vicinity were partly relieved from a scourge that for a long time had been a source of extreme annoyance and which, furthermore, was a well defined retardant factor to development of realty holdings to the best advantage. The Rockaways, from Far Rockaway to Neponsit, and the eastern and south-eastern sections of Brooklyn, were particularly affected by the noxious odors that emanated from the rendering and disposal industries on the island, and the dwellers in its vicinity have an excellent reason to congratulate themselves that at least a part of the nuisance has been eliminated.

There is now a movement under way, instigated by property owners, having the prime purpose of compelling the removal from Barren Island of a number of refining plants that were contributors to the nuisance, although in many respects the objection to these is not quite so severe. The odors from these plants, while unpleasant, are far from being as vile as those from the garbage disposal plant, but still are bad enough to make living in the vicinity unpopular and to warrant the forced removal to some locality where the effect upon land values will not be so depressing.

Undoubtedly real estate values have been seriously affected in the parts of Brooklyn and in Queens County that lie in close proximity to this island. The paramount reason for the depression is unquestionably the unpleasant fumes that are produced by the factories on Barren Island. For many years they have impregnated the atmosphere with noxious gases that to a great extent made dwelling in the vicinity uncomfortable, if not impossible. The conditions were frequently responsible for discontinuing important real estate deals that otherwise might have been consummated. With the removal of the principal disturbing factor already accomplished, and action contemplated that is hoped will result in effecting the removal of the others, authorities on real estate and residents throughout the afflicted territories contiguous to Barren Island do not hesitate to predict that realty values will naturally appreciate and the communities greatly benefit by an early abatement of this intense nuisance.

Property owners and residents on Riverside Drive and its environs know conclusively to what extent they have been discommoded by the odors that drifted over the Hudson River from the chemical factories on the New Jersey shore, and the fumes from incinerating plant and refining factories on Barren Island were infinitely worse. The development of entire sections of otherwise valuable properties has been retarded and in some instances stopped on account of the stenches from the island whenever the wind blew from that quarter. Furthermore, the influence of the plants was scattered over a still wider area than was possible in the Drive section of Manhattan on account of the flat topography of the land. During days in which an East or Southeast wind was blowing the stenches from these plants infests the entire Flatbush district, and is plainly observed in the Park Slope section. Many are the occasions on which residents of these select residential districts have had to close their windows tight in order to shut out the vile odors from the island.

The move from Barren Island is undoubtedly for the best interest of all concerned, and while dwellers in Richmond Borough feel that they have been discriminated against in the location of the new incinerating plant on their island, still property values in the aggregate are less and the population more scattered, so that, all in all, the move seems to be justified.

Retrenchment Imperative.

THE United States Senate Finance Committee has reported favorably the \$2,006,970,000 War Revenue Bill, the largest tax measure in American history. In spite of this enormous proposed expenditure, its framers assert that it is designed as a basis for the Government's fiscal policy, and increased needs of the future may entail newer and additional levies.

In New York City forecasts based on preliminary requests by various city departments to the Tax Budget Committee of the Board of Estimate and Apportionment indicate that the budget for 1918 will exceed by more than \$3,000,000 and possibly \$5,000,000, the \$211,000,000 budget of 1917.

It is known that there will in addition be a large State Tax, of which New York City will have to pay a proportionate share, in order to meet the increased demands due to our entrance into the war, and the assumption by the State of the additional responsibilities involved. These financial developments standing out prominently in the news of the week carry a significant message to business and property interests in New York. The New York property owner, as a citizen, business man and property owner, is faced with a grave financial crisis on account of the multiplicity of taxes to which he has already been, and will continue to be, in even greater measure, subjected.

They assume even more importance in view of the rapidly approaching municipal campaign when local interest will center on the Mayorality election and the influences that will control the next four years of city administration. For more than twelve weeks there will be charges and counter charges, indictments and denials in the drive for political supremacy. There will be various clearly defined issues on which the Fusion and Anti-Fusion forces will base their hopes of winning the favor of the electorate. There is one issue, however, of such basic and vital significance that it should be incorporated in the platform of each of the parties, without controversy. That issue is relief to real estate from excessive taxation.

The basis of the city's credit is the assessed valuation of its real estate. Repeated attacks and assaults upon realty weaken this valuation and undermine the very existence of the city. The situation has passed out of the realm of partisan politics and has become a matter of grave concern to every citizen who has at heart the welfare of the greatest city in America. Recognition should be commanded from both of the mighty forces which are now lining up for the all important municipal campaign. The next administration, regardless of political belief, must fully realize that owners of real estate are already taxed to a point very nearly approximating confiscation, and additional burdens imposed might actually mean confiscation.

The situation is of vital importance, not only to property owners who have been carrying the chief burden of Governmental support, but to every citizen who realizes the meaning of the steady upward trend of budgets, without the adoption of new means of income.

Past efforts to discover new sources of revenue have taken up the time of many public spirited citizens who have taken an enormous amount of testimony and have prepared voluminous reports. Nevertheless, real estate has continued to be taxed abnormally, and the enlargement of each Governmental function has carried in its train further levies upon this seemingly inexhaustible medium of income return.

Confronted by unprecedented Federal taxes and additional State and city demands, it is about time that both real estate and business interests realized the seriousness of the situation and united in one supreme effort to relieve real estate from its disproportionate share of the burden of taxation. Never before in the history of real estate was there a more opportune or imperative time than the present for the coordination of all efforts toward the common end.

New sources of income must be found,

LIBERTY BOND PAYMENT.

THE fourth payment of thirty per centum on Liberty Loan Bonds purchased on installments is due on August 15. The payments must be made on or before that date, according to the official statement of terms and conditions of the sale of Liberty Loan Bonds issued by Secretary McAdoo of the Treasury at the time subscriptions to the bonds were invited. Whether the bonds were purchased from the Treasury or from the Federal Reserve Banks or through other banks or agencies it is important that these and succeeding installments be paid promptly.

and found quickly. Both of the big political factions seeking to control the government of New York City must pledge the necessary relief.

Moratorium on Mortgages.

Conflicting opinions are being expressed about the proposed moratorium on realty mortgages. Advocates of the measure hold the opinion that there are many lenders who are looking with covetous eyes on certain parcels of real estate, and that the cheapest way to acquire these properties is through foreclosure. Claim is made that the security is as sound as ever, but that advantage should not be taken of borrowers who have been placed in an unfortunate position, due to no fault of their own.

On the other hand many claim that if a moratorium is declared real estate will receive a blow from which it will take years to recover. The trouble with the market is lack of confidence and many investors are scared off through fear of freak legislation.

Basically, real estate is the soundest of investments, and particularly at this time is it coming back to its own. The period when vacancies were the rule has passed, and, in all probability, several years will elapse before any considerable number will be found in a given section. This will be true until a widespread building movement occurs, and a large number of structures erected, thus creating new space available for renting.

A new building movement will not be witnessed unless loaning interests are encouraged and can be reasonably assured that their commitments are safe. These institutions do not desire to own the fee of real estate. They desire a channel into which can be placed their surplus funds. The principal and interest, however, must be assured. If anything is done to jeopardize the investment loans, they will be exceedingly hard to obtain. Property owners today are in a better position to take care of their overhead charges than for many years past. The present is not a propitious time to even hint at a moratorium.

Senator Ottinger is quoted as having said: "This moratorium should apply only to a failure to pay the principal of the mortgage debt, and should not excuse the non-payment of interest." It would be exceedingly difficult to force the owner of a small property, which is overmortgaged from declining to pay his interest. The holder of the mortgage would have his equity impaired, and might be forced to take back the property at a future date, incurring considerable loss.

The proposed moratorium protects only the borrower, which is manifestly unfair. All loans must be treated individually. The merits applying to each particular case must be taken into consideration. Sharp practice on the part of a lender would certainly react against his interests, and the same is true of the borrower. As a matter of fact, loaning institutions are not calling loans more frequently than before war was declared, but, on the other hand, have shown a disposition to avoid foreclosure proceedings whenever possible. There is every likelihood that this policy will be continued.

The real estate market cannot be come livened through loans which have already been placed. New credits must be extended, especially where improvements are contemplated. While it is doubtful whether the large institutions will favor an extended building movement, at the present high cost of building material and the scarcity of labor, nevertheless, were the proposed moratorium put into operation, or even seriously considered, hundreds of outstanding loans would be called instantly. The purse strings would be tightened, and money would cease to become available.

Favors Moratorium.

Editor of the RECORD AND GUIDE:

In all countries, at all times, it has been customary to suspend the strict enforcement of the letter of the bond, in favor of mortgages, in war time. All of the European countries have done so in this war. Unless we do the same, it means obliteration of the present owners of land on Manhattan Island.

Ninety-five per cent. of owners carry mortgages; many of them are now being called in by corporate lenders, to enable the latter to comply with the pressure from officials to subscribe to Government bond issues. The rate of interest on bond issues must go higher; when it equals the usual rate of mortgage interest, will not every mortgage be called? Senator Ottinger is expected to introduce a carefully drawn measure which will protect the mortgage guaranty companies as well as the owners and mortgages. All property owners should favor it. The bill does not apply to future mortgagees. We are at war and should protect all classes—even the property owners—as other countries have done.

J. BLEECKER MILLER.

"Save New York" Movement.

Editor of the RECORD AND GUIDE:

Some months ago, the daily newspapers as well as the columns of the Record and Guide contained many comments in regard to the "Save New York" movement, particularly stating that through this endeavor much of the noontime congestion on Fifth avenue, between 23d and 34th streets, would be eliminated. What has happened to this movement? Was it too much of a task to clear this thoroughfare from the horrible congestion by the hordes of sweatshop workers that daily infest the streets, between the hours of 11:30 a. m. and 2 p. m.? I have recently noticed that the congestion is as great, if not worse than, it was one year ago and think that it is about time that some evidence of improvement should have indicated itself, provided any betterment of the intolerable conditions is possible.

Between the hours mentioned it is almost impossible for pedestrians with business in this part of the avenue to break their way through the mobs of foreigners that make traffic difficult.

Walking four or five abreast or congregating upon the corners in gesticulating mobs the employes of the sweatshops located in the side streets, make life unbearable for the pedestrian that must travel along Fifth avenue. Many times I have witnessed attempts on the part of traffic policemen and special police officers in the employ of the Fifth Avenue Association to disperse the groups, but generally their attempts are in vain for if they do move from one corner it is only to stop again and form a new mass on the next corner.

What is being done now to change this awful situation? Must shopkeepers continue to suffer by having their store entrances obstructed by these people, who have no buying power, or will the time finally come when this part of Fifth avenue, one of the principal business streets of this great city, return to its former prestige through a removal of the sweatshops that are the prime cause of the congestion into some other section of the city that is better suited to their occupancy?

T. P. W.

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. Questions should be stated as fully but as briefly as possible so as to allow intelligent answers. 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.
William Douglas Kilpatrick, builder.
H. H. Murdock, architect.

Question No. 259.—Will you kindly inform me if an agent collecting rent for some time is entitled to the usual commission in the event of a lease being made on a part of the building aside from the usual monthly commission for collecting and managing said property?

A. Q. O.

Answer No. 259.—It is impossible to answer this question without further information as to the terms of the employment. There are several methods of employment of agents; management, renting and collecting of rent. Again, there are employments which apply simply to the collection of rents, and others for the collection of rents at a certain rate, with the customary commission on any rentals made in the property.

The Negro Problem.

Editor of the RECORD AND GUIDE:

The recent growth of the negro colony in Harlem is but one instance of the steady expansion of negro colonies in the North. It is about time that city officials in the large centers of population realized that they have a full grown problem on their hands. For reasons which have been often described in the press, negroes are leaving their former homes in the South in great numbers, and are seeking new jobs in other sections of the country. A situation has been created where the labor supply of the South is being drained, and the labor supply in parts of the North augmented to the extent that many white men are being menaced with possible replacement by negro labor.

The negro problem has become more than a purely local one; it is becoming nation-wide, and carries with it a significance that must not be underestimated. Conditions will not be remedied merely by assuming that matters will adjust themselves normally. The negroes as Americans have certain rights, but on the other hand the white labor which they seek to replace has additional rights. We should be fair in this matter and try to avoid as much as possible the deplorable East St. Louis affair. I am glad to say that the National League on Urban Conditions Among Negroes which was organized nearly seven years ago for the protection of negroes throughout the United States is trying to solve the problem of negro migration, and is planning to arrange on conferences with officials of various cities in order to encourage cooperation between the white and colored people, which will result in mutual benefit to both races.

I wish to emphasize the need for an intelligent survey of the underlying conditions which influenced the exodus from the South and in addition the need for a study of the new situations which have been created. No good will be accomplished through antagonism on the part of members of the white and black races. The solution may lie in cooperation, and all those interested in uplift work among the negroes are hoping that the spirit of animosity be minimized and that cooperation become the by-word. I am sure that once representatives of both races get together, they will be able to cordially work out a systematic scheme for adjusting the conditions which have been created.

E. L. W.

REAL ESTATE NEWS OF THE WEEK

Midsummer Market Continues Quiet—Strong Undercurrent of Optimism Presages Upward Turn

MIDSUMMER apathy settled upon the real estate market and restricted trading. Business in the main concerned itself with small properties in various sections of the city, but there were few important transactions consummated, and practically no material change was affected in the general condition of the market. There is nothing unusual in this situation, since even in normal times this particular season of the year is rarely conducive to any particular activity.

There was a strong undercurrent of optimism prevalent, however, which was manifested by reports of several large transactions now in course of negotiation, some of which may eventually result in the undertaking of important structural operations. The new feeling of optimism being generated in the building trades is being reflected in a more cordial and cheerful outlook regarding the future of properties in the sections which are expected to feel the impetus of the next building movement, which, it is being predicted, will take place before long. The real estate and building fields are so closely allied that a renewal of activity in one branch usually influences a similar condition of affairs in the other. The improvement in the building situation, therefore, is expected to stimulate interest in building sites and bring more noticeably to the attention of both the building and speculative interests the desirability of real estate purchases. The present status of the real estate market, coupled with the unusual demand for both residential and business space, presents a number of unusual opportunities for the acquisition of desirable parcels of real estate at comparatively low prices, and it is being confidently predicted by men in touch with the situation in its various phases

that an important real estate and building era is rapidly approaching and that the present inadequate supply of space must, within a short time, stimulate not only the building of new accommodations but also create a spirited demand for building sites available for the various classes of occupancy seeking new or additional quarters.

The interest of auction sale buyers will center to a large degree in the offering of 162 large plots at Brightwaters, developed several years ago by the T. B. Ackerson Company. The Jere Johnson, Jr., Company, which will conduct the sale, expects an influx of builders and new residents as a result of the big auction offering, which is one of the largest and most important held on Long Island in the last few years. It is announced that a special train will carry bidders to the premises from New York city. Remsen Johnson, of the auctioneering firm which will market the property, is optimistic regarding the outcome of the sale. He said this week: "I do not recall anything that, from the viewpoint of both present availability and investment possibility, offers a finer opportunity than the plots at Brightwaters. Many auction sales are on a rising market, the properties being offered at an especially opportune time, like the opening of a great public improvement calculated to stimulate value. Now we have a condition in the real estate market where more people seek to sell and to buy. Brightwaters has had an excellent advance under the direction of the Ackerson Company. It was based on a \$3,600,000 improvement, with more than \$1,000,000 in streets, harbor, lakes, canal, plaza, parks and bridges, deeded by the developers without cost to the recently incorporated village, and on steady building operations that have resulted in the erection of about 250 homes."

BARGE CANAL.

(Continued from page 169)

is the time to get idle barges and scows into use, to repair old barges, to build new ones, and to take advantage of a patriotic duty of water transit in every practicable way."

So far as I am aware, no part of the program laid down in this announcement has been carried out, so far as the New York canals are concerned. I do not know of a single step which has been taken by the Washington authorities to divert any traffic through the New York canals. The time is now, with the Troy-Oswego route in commission for the first time, and the completion of the main line of the canal at hand, for the authorities of this State to see to it that full recognition is given not only to the inland waterways of this State, but to those of the whole country. If necessary, New York, having by far the greatest canal system of any State in the Union, and one which directly connects the great sources of supply with seaboard, should have proper representation on the Committee on Inland Waterways.

Transportation must be conducted along different lines than heretofore. For many years past the transportation of freight by canal has been almost entirely in the hands of the individual boat owner whose resources, perhaps, have not permitted him to conduct operations in a large way. In fact, though great strides have been made in all other methods of transportation during the last half century, canal carrying methods have remained unchanged up to the present improvement.

The whole business must be conducted on a definite and precise basis. Freight carriers must be operated by men whose plant is of sufficient extent to supply the needs of shippers, and whose ability to carry out contracts is without question. One such line already has been established. The day has gone by when the old-time canal methods can be employed.

The day of the individual boat owner is past. When lines of freighters are

established on the canal, with scheduled dates of sailing and duly adopted freight rates, not subject to change from day to day, the canals will be the factor they once were in the nation's commerce.

To sum up in a word the whole physical situation: The Great Lakes are at the present time connected with seaboard by a completed Barge Canal channel via the Welland Canal, Lake Ontario, the Oswego Barge Canal, Oneida Lake and the Erie Barge Canal to the Hudson River. This waterway is available for boats whose dimensions do not exceed 8 feet and whose height above water line is not more than 15 feet. Boats may be approximately 260 feet long and may have a width of from 35 to 40 feet.

The direct route across the State from the Hudson River to Lake Erie at Buffalo is also in splendid condition for navigation, but boats making the through trip will be limited to a width of 17.5 feet and a draft of 6 feet, with a height above water line of 11.6 feet this season.

The Champlain Canal connecting the Hudson River at Troy with Lake Champlain is open for use for its entire length. Boats may pass through this waterway with a draft of 8 feet and a height above water line of 15 feet. Their length and width may be 260 feet and between 35 and 40 feet.

The Cayuga and Seneca Lakes and the southern counties of the State are also connected with the seaboard by means of waterways capable of being navigated by boats of the ordinary type.

These dimensions are intended to cover the present season only. During the spring of 1918, as I have previously stated, I feel certain that the entire length of the Erie Barge Canal from Troy to Buffalo, and from Troy to Oswego, as well as the Champlain Barge Canal from Troy to Whitehall, will be ready for the use of barges of at least 9.6 feet draft. No effort will be spared either by the Canal Board, the State Engineer and Surveyor or myself to insure this accomplishment.

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Rushing Cantonment Work.

To facilitate the movement and prompt delivery of materials for the construction of the Army cantonments, the Railroads' War Board has assigned C. E. Denney, assistant to the president of the Nickel Plate Railroad, to the Quartermaster's Department in Washington. During the period of construction Mr. Denney will make headquarters in the office of Col. Littell, where he will keep in touch with all phases of the construction work and furnish advance information to the Commission on Car Service of the Railroads' War Board concerning the Government's orders and the number of cars required to fill them.

There are sixteen army cantonments and sixteen guard camps. All the material for the cantonments will take about 64,000 freight cars. The camps will require about 40,000 carloads, all of which must be moved promptly and without delaying in any way the usual traffic of the railroads.

As a safeguard against delay in deliveries of cars an experienced railroad man has been assigned as a general agent at each cantonment to work in cooperation with the construction quartermaster there. These agents will make daily reports on the number of carloads of materials received, the number of cars unloaded, and the number left on hand for unloading.

What this teamwork is accomplishing is already apparent. Within thirty days from the date that the Government placed its first orders for cantonment materials the railroads had delivered more than 12,000 carloads of lumber and other building supplies to the sixteen National Army cantonments that are to house the first division of men called to the colors by the draft.

Additional trains, loaded to capacity with lumber, brick, piping, wire, poles, water mains, and all the other materials needed to construct cities capable of accommodating 40,000 inhabitants are arriving daily.

An indication of the speed with which materials are being moved is contained in a report from the cantonment at Louisville, Ky. Administration buildings there were built from lumber cut in a Mississippi pine forest the week before. The trees were felled on Saturday, kiln-dried on Sunday, loaded on freight cars Monday, and delivered at the Louisville site on Wednesday morning. An army of energetic carpenters completed the transformation from forest to Government building just one week from the day the trees had been felled.

To connect the cantonments with the nearest railroad line, and to supply facilities for the local movement of materials during the construction work, many miles of extra trackage have been laid at each site at the expense of the railroads.

Commissioner Hervey Elected.

The Public Service Commission has announced that definite advances along lines of progress in dealing with the New York Central West Side track station in New York City have been made. This announcement was made following a meeting of the Joint Conference Committee of the Board of Estimate and the Commission, recently created by law. A new contract between the city and the railroad company, it was stated, is now in preparation and an early report upon the whole matter is to be expected. At a recent meeting of the Joint Conference Committee, Commissioner Charles H. Hervey was elected Chairman to succeed Commissioner Henry W. Hodge, who is soon to go to France to become United States Engineer in charge of the reconstruction of bridges in the territory to be occupied by the American Expeditionary Forces. Owing to his departure, Commissioner Travis H. Whitney has been designated by the Commission on appointment of Chairman Oscar S. Straus to act on the Joint Committee. Ex-Justice William L. Ransom, Chief Counsel to the Commission, has been chosen as Counsel for the Joint Conference Committee to work in close cooperation with Corporation Counsel Hardy.

To Investigate Fare Increases.

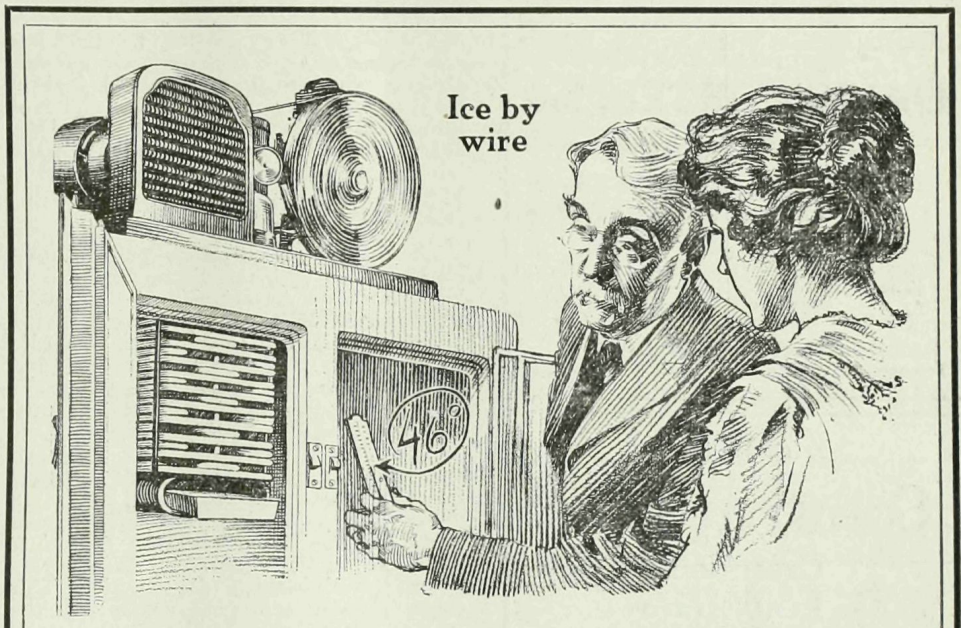
The Public Service Commission has suspended the operation of a new passenger fare tariff schedule filed by the New York Central Railroad Company. The effective date of the tariff has been postponed by the Commission from September 1, 1917, desired by the company, to September 20, 1917. In the meantime an investigation into the merits of the proposed increases which affect the lines not only within New York City, but over the whole State, will be made on motion of Commissioner Charles H. Hervey, at whose suggestion the hearings are scheduled to begin on August 15, 1917. Within New York City many advances in fares are shown and in addition the company proposes, if the Commission does not set aside the tariff, to restrict the use of certain one-way and round trip local reduced fare tickets to and from the Grand Central Station to date of sale. A few reductions are shown in the tariff.

1,000 Accidents a Day.

New York State has an average of nearly 1,000 accidents a day, excluding those which cause no loss of time other than the day or shift in which accidents happen and which require no other medical attention than first aid. This fact was made public recently in the annual report of William C. Archer, Second Deputy Commissioner, of the Bureau of Compensation of the State Industrial Commission. The report states in part:

"There are in New York State 200,000 employers and 2,000,000 employes under the compensation laws. They receive an annual total wage of \$1,000,000,000," the report sets forth. Of the 315,000 cases requiring medical aid, the average cost is \$10, it is stated, and there are 60,000 claims annually for benefits, the average benefit being \$160.

"There are 1,200 deaths a year. The average death benefit is \$3,250. The total annual benefits are now running \$12,000,000, including medical.



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\$8,000,000 Loan for Hotel.

The Prudential Insurance Company of America has loaned to the Pennsylvania Terminal Real Estate Company, for five years at 5 per cent., \$8,000,000 on the building now in course of construction, to be known as the Hotel Pennsylvania, which will occupy the entire block front on the east side of Seventh avenue, between 32d and 33d streets, opposite the Pennsylvania station. The loan is one of the largest placed on record during recent years. The hotel, when completed, will be twenty-four stories in height, and will have a frontage of 200 feet on Seventh avenue, and 400 feet in each street.

To Foreclose Marbridge Building.

Foreclosure proceedings have been instituted to recover on a loan of \$600,000, on the Marbridge Building, at the northeast corner of Sixth avenue and 34th street, at Herald square. The action was brought by the National City Company against the Trustees of the William R. H. Martin Estate. The building, which is eleven stories in height, has a frontage of 178.8 feet on Sixth avenue, 150 feet in 34th street and 93 feet in 35th street. It was built on the site of the old Broadway Tabernacle by Mr. Martin some years ago and is one of the largest office buildings in the section.

Mortgage Loans Placed.

The Folsom Corporation reports mortgages placed with the Co-operative Savings and Loan Association of New York for John A. Kelly on property situated on the Esplanade, Mt. Vernon, N. Y., and Charles B. McMullen, Garden City, N. Y. These are amortizing mortgages calling for payment of principal and interest in small monthly sums and so long as these payments are continued the principal of the loan cannot be called by the lender. The loans will run for a period approximating between thirteen and fourteen years with the option to the borrower of repaying all or any part at any time on thirty days' notice. This form of loan, following as it does the terms of the various Land Banks of Europe, which have proved so successful and helpful to the communities where it has been used, bids fair to become popular here. Protecting the lender from loss of principal through depreciation in the value of the collateral and the borrower from calls for partial or full repayment in times of tight money, it is a safe means of financing real estate operations.

PRIVATE REALTY SALES.

THE total number of sales reported and not recorded in Manhattan this week was 16, against 20 last week and 18 a year ago.

The number of sales south of 59th street was 8, as compared with 10 last week and 6 a year ago.

The sales north of 59th street aggregated 8, as compared with 10 last week and 12 a year ago.

From the Bronx 2 sales at private contract were reported, as against 7 last week and 7 a year ago.

Statistical tables, indicating the number of recorded instruments, will be found on page 181 of this issue.

Sale in Pennsylvania Zone.

Archibald D. Russell, who has been prominently identified in the mid-town section for several years, bought from various owners 216 to 230 West 31st street, and 225 to 237 West 30th street, abutting. Simultaneously, the buyer concluded negotiations for the lease of the entire holding to the Adams Express Company for twenty-one years. The lessees will improve the site with a building for its exclusive occupancy. The 31st street frontage is opposite the entrance to the Pennsylvania Station, and the new building, which will be erected on the site, will be used to facilitate the handling of the express business. The properties in 31st street have a total frontage of 167.6 feet, while the 30th street frontage measures 147 feet. The combined plot has an area of 35,000

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square feet. The Pennsylvania Railroad owned the 31st street property, consisting of small dwellings and business buildings, and the 30th street parcels were held as follows: the New York Colored Day Nursery, 225 and 227; the Bond and Mortgage Company, 229 and 231; John Finck, 233, and the Becker Estate, 235 and 237. George Milne, the broker in the sale and the lease, would not divulge the amount involved. Early in the year Ephriam D. Levy bought complete ownership of the block front on the west side of Seventh avenue, between 30th and 31st street, for improvement with a sixteen-story mercantile building. Two years ago he acquired five tenements at the southwest corner in foreclosure proceedings, and later the adjoining parcel, 202 West 31st street. His latest purchase involves five three and four-story tenements at the northwest corner of Seventh avenue and 30th street, together with the dwelling at 205 West 30th street. With these purchases, Mr. Levy now controls a plot fronting 197.6 feet on Seventh avenue, and 100 feet in both 30th and 31st streets.

Buys Yoakum Home.

The residence of Benjamin F. Yoakum, prominent railroad man, at 16 East 67th street, a six-story residence, with extension on a lot 25 x 100.5, has been sold for Mrs. Elizabeth Yoakum, through William B. May & Company. The new owner plans to make extensive alterations for his own occupancy. The house was acquired by the present owner in 1906, shortly after its completion by Cornelius Luyster, Jr. It was held at \$250,000. In the immediate neighborhood are the homes of many well-known New Yorkers, among them Judge Elbert H. Gary, Edith K. Gould, R. Fulton Cutting, Edward C. Hoyt, Albert Gallatin and Charles C. Stillman.

New Jersey Parcels Exchanged.

An exchange of several large parcels representing more than \$350,000, in which one of the largest parcels in Orange, N. J., at 477 to 481 Main street, changed hands, as well as the property at 328 to 332 Washington street, Newark, N. J. has been announced as closed. The property in Orange has a frontage on Main street of 125 feet and a depth of 260 feet, upon which is erected a five-story iron, brick and stone structure, containing sixteen apartments of six, eight and ten rooms and bath each, having all modern improvements. The apartment house was erected approximately six years ago, and was one of the first large elevator apartments in Orange. The property was owned by Harold S. Maddock, President of Thomas Maddock Sons Pottery Company. In part payment Mr. Maddock received a new commercial building built about four months ago, located at the northeast corner of Pearl and Washington streets, consisting of a plot of ground having a frontage in Washington street of 110 feet and a depth of 287 feet in Pearl street. This new commercial building is leased for a term of years to one tenant and was owned by Clifton D. Baldwin and Charles Moore, the latter being President of the Schnitz-Moore Jewelry Company. The property on Washington street was considered one of the largest centrally located plots near Broad and Market streets. The owners of the plot purchased it about a year ago, and its resale created a new record high price for Washington street realty. The transaction was consummated by Feist & Feist. Messrs. Baldwin and Moore, who have taken title to the Orange apartment, will renovate the structure and will make a new addition on the vacant plot of land adjoining the apartment house proper. Mr. Maddock was represented by Ellis L. Pierson and Joseph J. Thomas of Trenton. Mr. Baldwin and Mr. Moore were represented by Watts C. Fairchild.

Buy Brooklyn Brewery Plant.

The big brewery and ice plant of the Congress Brewing Company in Brooklyn, comprising 75,000 square feet of floor space and about 60,000 square feet of land, has been sold, through Joseph P. Day, to Weisberg, Gordon & Wasser-

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WE ARE entirely out of the New York editions of Record and Guide of March 18 and July 22, 1916, and April 14, 1917. We will pay 20 cents each for these copies if both sections are delivered in good condition. This offer will expire on Aug. 17, 1917. Record and Guide, 119 W. 40th St.

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SACRIFICE—Four high class lots at Northport, L. I., three blocks to new electric station, one block off main road; easy terms. For particulars write or call G. W. STEVENS, 57 Bleecker St., Newark, N. J.

FIFTY SECTIONS TIMBER for sale; 753,000,000 feet spruce, fir and pine, suitable for pulpwood or lumber. For maps, price and other particulars address E. V. Tillson, Tillsonburg, Ontario, Canada.

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PROPOSALS

INVITATION FOR PROPOSALS.
TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., August 6, 1917.—Sealed proposals will be opened in this office at 3 p. m., August 28, 1917, for the completion of the extension to the United States Post Office and Court House at Harrisburg, Pa. Drawings and specifications may be obtained from the Superintendent of Construction at the building or at this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., July 31, 1917.—Sealed proposals will be opened in this office at 3 p. m., September 12, 1917, for the construction complete of the United States post office at Long Island City, N. Y. Drawings and specifications may be obtained after August 7, 1917, from the custodian of site at Long Island City, N. Y., or at this office, in the discretion of the Acting Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

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Explaining the Building Zone Resolution as passed by the Board of Estimate of New York City on July 26th, 1916, and containing sixteen beautifully colored maps, showing the actual height, area, and use restrictions and zones in the major part of Greater New York. Also giving the Law in full and its application, with diagrams showing its relation to typical cases.

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man. The property, which had been held at \$250,000, occupies the entire block front in the west side of Humboldt street, between Meserole and Scholes streets, and also the northwest corner of Humboldt and Scholes street. It is improved with buildings two, four and five stories in height, of brick and concrete construction. The newly acquired property will be occupied by the purchasers as an ice plant, coal yard and garage.

Heights Apartment in Trade.

The Aries Corporation has purchased from the Mose Goodman Corporation, Aaron Goodman, president, the two six-story new-law apartment houses at 559 to 567 West 191st street, occupying a plot 100 x 100, between St. Nicholas and Audubon avenues. The buildings house sixty families, and are fully tenanted. They have been held at \$180,000, and are the last two of the row erected by the sellers at this point, and sold within the last two months. As part payment, the purchaser gave the plot 100 x 120 at the northeast corner of Gypress avenue and 140th street, also the five-story house at 23 West 123d street, on lot 25 x 100. The transaction was negotiated by S. & J. H. Albert in conjunction with James V. Graham.

Manhattan.

South—of 59th Street.

30TH ST.—Douglas Robinson, Charles S. Brown Co. sold for the executors of the estate of Sarah E. Roosa the 4-sty house at 20 East 30th st.

50TH ST.—Douglas L. Elliman sold for Edward H. Delafield to Edith A. Crews the 5-sty dwelling, 22x100.5, at 5 West 50th st, 195 ft. west of 5th av. The purchaser occupies the premises under a lease which was negotiated by the same brokers.

56TH ST.—H. E. Zittel sold for the James Williams estate 239 to 245 East 56th st, a 4-sty stable, on plot 100x100. The buyer plans to build a 4-sty garage.

56TH ST.—Dr. Francis Leroy Satterlee sold his residence at 6 West 56th st to Frederick Brown, operator, who proposes to alter the premises for high class business. The property comprises a 4-sty structure, 25x100. It was held at \$125,000, and has been occupied by the seller for the last seven years. Albert B. Ashforth (Inc.) negotiated the transaction.

North—of 59th Street.

87TH ST.—Harris and Maurice Mandelbaum have resold to Charles L. O'Shea the 4-sty dwelling, on lot 20x100.8, at 323 West 87th st, which they purchased in June from Hoadley, Lauterbach & Johnson as attorneys for the Hebrew Orphan Asylum of the City of New York. The deal was made subject to the approval of the court, which has been obtained. The house was sold by the asylum for \$18,500.

110TH ST.—The Lawyers Mortgage Co. is reported to have sold 227-229 East 110th st, two 6-sty tenements, each on plot 48.1x100.11.

121ST ST.—Shaw & Co. sold for Mrs. John Beaver 131 West 121st st, a 3-sty dwelling, 20x100.11, between Lenox and 7th avs.

130TH ST.—Negotiations are reported to be pending for the sale of the two 4-sty dwellings at 125-127 West 130th st, on plot 50x99.11, by the Little Sisters of Assumption. The society purchased last May two houses at the northwest corner of Convent av and 144th st.

RIVERSIDE DR.—Slawson & Hobbs have sold for the Harrison B. Moore estate the 5-sty dwelling at 83 Riverside dr, on lot 20.3x94.5x irreg., between 80th and 81st sts.

Bronx.

DALY AV.—James T. Barry sold to Matilda Remlein 2007 Daly av, a 5-sty apartment house, on plot 44x110, between 178th and 179th sts. The buyer gave in part payment the 4-sty flat at 348 Brook av, on lot 25.6x100, 75 ft. south of 142d st. John F. Fetzer negotiated the deal.

Brooklyn.

HARMAN ST.—R. A. Schlesing sold for Joseph and Selma Hanke 463 Harman st, a 6-fam. tenement, on plot 35x100, to John Lang.

15TH AV.—B. J. Sforza sold for Mary Freeman the gore plot, containing about 1½ lots, at the southeast corner of 15th av and 61st st.

BAY 26TH ST.—D. Raffelson sold for Carona Brothers 117 Bay 26th st, a 2-fam. dwelling, 60x96.8, between Bath and Benson avs. The buyer is a Mr. Lewine, who will occupy.

54TH ST.—Tutino & Cerny sold for a Mr. Wolfe the 2-sty dwelling 558 54th st.

65TH ST.—John J. Hoeffinger has sold 659 65th st, a 2-fam. house, with a 10-ft. driveway and an 118-ft. lot, for Mary Herms.

BAY RIDGE.—Walter S. Ross and Charles C. Gretsinger sold for Patrick Kane the business building 6818 5th av; for Thomas R. Farrell the business building 6911 5th av; for Patrick J. Carley the business building 7210 5th av; for John R. Oxley the plot 60x100 in the south side of Bay Ridge av, 136 ft. east of 5th av; for the Elge Realty Corporation the 1-fam. house, with garage, 535 68th st; for Estella Goldberg the 1-fam. house 561 68th st; for the Elge Realty Corporation the 1-fam. house, with garage, at 537 68th st.

CARLTON AV, ETC.—Louis Arnold sold 306 Carlton av, a 4-sty dwelling, 22x100, for the

estate of John Sparrow to Mrs. Johanna McGinn; 188 South Portland av, a frame building, 25x100, for Theodore Carpenter, of Mount Kisco, to an investor, who will erect a garage, and 410 Pacific st, a 3-sty dwelling, 22x100, for Adolf Schmalholz.

Queens.

EDGEMERE.—Meister Builders (Inc.) sold to J. Otwood a plot, 80x100, in Beach 43d st, 1,740 ft. north of Far Rockaway Boulevard.

LONG ISLAND CITY.—Wm. D. Bloodgood & Co. (Inc.) sold a plot in William st, 100 ft. south of Wilbur av, for James Coleman to a New York manufacturer, who will improve with a mercantile building.

LONG ISLAND CITY.—A. R. Allen sold to the T. & M. Realty Co. plots as follows: 25x100 on the south side of Broadway, 25 ft. west of 16th av; 50x100 on the west side of 6th av, 225 ft. south of Broadway, and 57x100 on the east side of 4th av, 200 ft. south of Broadway. They will be improved with flats. In part payment Mr. Allen took the site 37x100 on the west side of 12th av, 200 ft. south of Jamaica av.

Richmond.

LIVINGSTON.—Cornelius G. Kolff sold for Henderson Estate Co. to Frederick Hoyer, three lots on the east side of Davis av, between St. Austin's Pl North and St. Austin's Pl South.

STAPLETON.—Moffatt & Schwab sold for Adolph Pfingst of Tompkinsville, the dwelling at 96 Beach st, on plot 33x125, to Jacob Calmus of Stapleton.

WEST NEW BRIGHTON.—The Christiana Machine Co. purchased from Wm. H. G. Bodine, the southwest corner of Richmond ter and Bodine st, with a frontage of 76 ft. on the terrace and 100 ft. in Bodine st, on which they will erect a fireproof office and stock building for the transaction of their business. Cornelius G. Kolff was the broker.

Out of Town.

GREAT NECK, L. I.—Baker Crowell (Inc.) sold the G. Delamater estate, on Ridge Drive East, overlooking the waters of Little Neck Bay, to L. Relyea, at a reported price of \$22,000.

HUNTINGTON, L. I.—L'Ecuse, Washburn & Co., by Hunter W. Finch, in conjunction with Theo. S. Hall, sold the Barnes property to Joseph Wachtel. This property consists of five acres with house, garage, fruit trees, etc.

MANHASSET PARK, L. I.—L'Ecuse, Washburn & Co., represented by Hunter W. Finch, were the brokers in the sale of a stucco bungalow to Miss Alice J. Pix.

SANDS POINT, L. I.—Baker Crowell (Inc.), associated with Pell & Tibbits, sold the Dr. H. L. Galpin property, adjoining the property of Congressman F. J. Hicks, to G. F. Brown, of Manhattan.

GLEN ROCK, N. J.—S. S. Walstrum-Gordon & Forman sold for Dr. John G. Singer the cot-

tage 457 S. Maple av to John S. Campbell, of Manhattan.

JERSEY CITY, N. J.—George A. Foye sold for Harry and Benne Clott to Max Harris 148 and 150 Virginia av, a 3-sty flat, 50x188. The buyer gave in part payment five 3-sty flats, 709 to 717 Ocean av, near Virginia av, Jersey City. The transaction is reported to have involved about \$135,000.

LEONIA, N. J.—Bowles & Co. sold at Leonia, N. J., dwellings on Park av to Arthur S. Pohly, of New York, and on Sylvan av to George Kyle.

MONTCLAIR, N. J.—Walter S. Moler, advertising manager for L. Bamberger & Co., of Newark, purchased from Arthur M. Morse the Colonial residence at 231 Orange rd. The dwelling contains ten rooms, two sun parlors and three baths.

MONTCLAIR, N. J.—George K. Kirkham sold his residence on Gates av, near Harrison av, to Edward S. Whitney, of Chicago. The house contains twelve rooms, three bathrooms and music room. There is also a garage for four cars with chauffeur's quarters. The property has been held at \$38,000.

RAMSEY, N. J.—The Batson Farm Agency, in conjunction with E. L. Greenin, sold the T. McKean farm at Ramsey, N. J., to G. C. Bowles, of New York.

RAMSEY, N. J.—Joseph de Wyckoff, of London, England, representative of the American Vanadium Steel Co., bought from the estate of Arthur D. Brandeis, Arlena Towers, near Ram-say, in the foothills of the Ramapo Mountains, held at \$500,000. The property comprises about 200 acres, with modern mansion and outbuildings. It is a typical English estate and includes three lakes.

LARCHMONT, N. Y.—Alexander Bradley & Son sold for the estate of Martha J. Hall to Mrs. Elfrida Watson, of Larchmont Park, a large plot, with half a block frontage on Larch-mont av, between Chestnut and Willow avs and directly opposite the Murdock estate.

NEW ROCHELLE, N. Y.—T. J. Sullivan sold for Robert A. Patterson house and one-half acre on the Boulevard, Rochelle Heights, to William Patterson; also to Mrs. Sarah D. Walker for Michael Doherty a new Colonial dwelling at Hazelhurst Park.

NEW ROCHELLE, N. Y.—Frederick Brown bought from J. Edgar Leaycraft the Lyncroft property, consisting of 27 acres, on Paine av and Lyncroft rd, running through to Elk av. The property was held at \$50,000.

PELHAM, N. Y.—Kenneth Ives & Co. sold for Clarence S. McClellan, president of the First National Bank of Mount Vernon, his place on Corona av, Pelham, to George C. Taylor, president of the American Express Co. The property was held at \$60,000.

RHINEBECK, N. Y.—Frederick Brown has resold Pawling Manor, the country estate formerly owned and occupied by Mrs. M. E. Hastings, located between Staatsburg and Rhinebeck, N. Y., to William Schupp, of Ontario, Canada. The property overlooks the Hudson and consists of about 17.3 acres, fronting 1,000 ft. on the Albany Post rd, with a modern Colonial dwelling of eighteen rooms and two baths. There are also several outbuildings. The estate is opposite the Robert F. Huntington property. Near by are the estates of Vincent Astor, Ogden Mills, William B. Dinsmore, Tracey Dows, Jacob Ruppert, Levi P. Morton and Starr Miller. Pawling Manor is free and clear and was held at \$50,000. The seller acquired it in June from Mrs. Hastings in part payment for an apartment at Vermilyea av and Academy st and the dwelling at 168 West 130th st.

YONKERS, N. Y.—Edward N. Crosby & Co. sold for the estate of Mary Crosby the 3-sty dwelling 120 Park av, on plot 75x182. The sellers had the property for over 30 years.

LEASES.

Garage for Mangin Street.

Mrs. Mary Connolly leased the un-improved plot at 3 to 11 Mangin street, being the northwest corner of Rachel lane, between Grand and Broome streets, to an operator, for a long term. The lessee, it is reported, will improve the property with a modern garage, one story high, from designs prepared by L. A. Sheinart, architect. The property has been used for several years as a storage yard by the New York Railways Company. The parcel has a frontage of 126.3 feet in Mangin street, and a depth of 100 feet in Rachel lane.

Big Drug Company Lease.

The Louis K. Liggett Company, represented by Herbert Hecht & Company, leased from the William Fox Realty Company, through A. Kempner & Son, the easterly store in the new building in course of construction at 126 to 138

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East 14th street, a part of which site was formerly occupied by the Dewey Theatre. The lease is for a term of ten years, at an aggregate rental of about \$150,000. It is the plan of the Fox interests to erect a theatre adjoining this plot in the near future. This is the second lease consummated by the same brokers for stores in Fox theatre buildings to the Louis K. Liggett Company in the last few months.

Manhattan.

LEON S. ALTMAYER has leased for the Jacob Ruppert Realty Corporation the 12th floor, corner apartment, at 255 West 84th st.; also for M. J. Cohen the 8th floor apartment at 228 West 79th st.

BASTINE & CO., as agents, leased an office at 235 5th av to Michael Geoghegan, importer.

CROSS & BROWN CO. leased the building at 17 West 67th st to Charles T. Gullette & F. Gallagher; also the store at 70 Columbus av to F. S. Gassaway, Inc.; at 29 West 61st st the 2d floor to Nelson McLay; at 33 West 61st st the 1st floor to E. Fischer; the 2d floor to Dr. C. A. Connock; the 3d floor to B. Gates, and the 4th floor to M. A. Cannon.

CROSS & BROWN CO. leased the store, basement and mezzanine at 298 5th av to the St. Regis Pure Food Corporation; the tenant will make extensive improvements and occupy as a restaurant; also leased the store at 62 Columbus av to Paul Missall; at 25-7 West 36th st the 2d floor to H. D. Steward; at 27 West 61st st the 2d floor to J. C. Nelson; 3d floor to W. H. McCaslan; and the 4th floor to M. Le Boeuf.

P. H. J. DALY leased in the Broadway-Maiden Lane Building, at the southeast corner of Broadway and Maiden la, a store on Broadway, adjoining the entrance to H. D. Kaiser, Inc., women's wear, and to Charles E. Wackett, leather goods, etc., a store in Maiden la.

DOUGLAS L. ELLIMAN & CO. have leased an apartment in the new building nearing completion at 876 Park av for Edgar A. Levy to Samuel H. Fisher; also an apartment at 116 East 58th st for Dr. Brainerd H. Whitbeck to Arthur Kelly; also apartments in the new buildings at 103 East 84th st, for the Rudolph Realty Co. to Mrs. Minna Abrahams and at 140 West 58th st to Paul D. Langdon.

DOUGLAS L. ELLIMAN & CO. leased for Henry Phipps Estates 5 West 47th st to Howard Studios (Inc.).

DOUGLAS L. ELLIMAN & CO. leased an apartment at 903 Park av, corner of 79th st, for the estate of Mrs. George DeForest Lord to George G. Foster, and have obtained an extension of the lease from the owner, Vincent Astor, through his agents, Douglas Robinson, Charles S. Brown Co., and have sublet an apartment at 417 Park av for W. W. Arnheim to F. W. Woertz; and have leased an apartment at 105 West 55th st to Mrs. Grace D. Brown.

DOUGLAS L. ELLIMAN & CO. leased a garage at 123 West 56th st to Harry E. Aitken; renewed the lease of the store at 24 East 49th st to Ferargil, Inc.; the store at 28 East 49th st to Miss Florence E. Miller; 127 West 56th st to Mme. Evelyn, dressmaker; and renewed leases on the following apartments: at 127 West 56th st to Mrs. Emily Butterworth; 414 Madison av to Nelson W. Beach; 274 Madison av to Arthur A. Lansburgh; 157 East 81st st to Miss Cecilia Doyle and Lawrence W. Scudder; 26 East 49th st to Miss Florence E. Miller; and at 20 East 48th st to William Deford Baker.

J. E. ENGLISH has leased for John S. Spencer the 3-sty dwelling, 232 West 49th st, to Anatino Sava.

FROMAN & TAUBERT leased for T. J. O. & P. Rhineland the 4-sty dwelling at 1333 Lexington av to Dr. J. C. Franck.

A. A. HAGEMAN leased the 4th loft at 23 West 35th st to the New Herald Dental Laboratory.

HOUGHTON COMPANY leased for the estate of Charles Gulden the 4-sty and basement dwelling at 312 West 90th st to Helen Hess Moore; also renewed the lease for Olivia M. Drury on the 4-sty dwelling at 112 West 69th st to Lucy F. Mitchell.

HOUGHTON COMPANY leased to Robert G. McFerran the 4-sty dwelling 546 West 113th st for Frederick H. Von Stade.

JOHN J. KAVANAGH leased the 3-sty dwelling at 104 East 74th st to Louis Duverrier; an apartment at 64-66 East 86th st to Mrs. E. M. Lambert for a term of years.

GEORGE KETCHUM leased to Hammond A. Cohn the southerly portion of the store in the Gaiety Theatre Building, at the southwest corner of Broadway and 46th st.

JAMES KYLE & SONS rented dwellings at 127 East 52d st, and at 248 East 40th st.

LAKIN & DINKELSPIEL leased for John H. Scheer the store at 345 West 54th st to Louis Berman, furniture dealer.

MICHAEL E. LIPSET leased for Tucker Speyers & Co., as agents, the 6th floor at 11-13 East 26th st, through to 6-8 East 27th st, to Frank & Schwartz for five years at a total rental of \$35,000.

MANNING & TRUNK, with William S. Anderson & Co., leased the ground floor store at 122 East 57th st to Georges Chevrier, cleaning and dyeing establishment; with the Douglas Robinson, Charles S. Brown Co. the parlor floor store of 122 East 57th st to Frances B. Lackland, milliner and dressmaker; also leased an apartment at 120 East 57th st to George W. R. Fallon, and at 122 East 57th st an apartment to Rene Detling.

MONTGOMERY & CO. leased from the Reformed Dutch Church the building at 62 Ann st for twenty-one years.

MOORE & WYCKOFF leased the entire 10th and 11th floors at 440 4th av for a long term to the Credit Clearing House.

NEW YORK RENTING CO. leased to the following tenants space at 33 Union sq: to William Tilden, Nomore Rub Specialties Co., E. K. Lockwood, August Boerter, Hoffman & Miller and the Davenport Pearl Button Co.

CHARLES F. NOYES CO. leased for the estate of George H. Byrd to Nicholas Cantone the ground floor at 37 Cooper sq and space in 3 Burling st to E. Fougere & Co.

CHARLES F. NOYES CO. has leased for George Chris Realty Co. to the Link Belt Co. the store at 14 Platt st, and for Leslie R. Palmer space in 57 Ann st to Melville H. Bearn.

CHARLES F. NOYES CO. leased a floor at 94 Warren st for Claude V. Pallister, trustee, to Frederick H. Hobbs; a floor at 118-120 Maiden la to Edwin T. Moon, and space in the Alvin Building, 373 5th av, to Jessica Ogilvie.

THOMAS J. O'REILLY rented the following apartments: for Imperial Property Co. at 39 Claremont av to Roberta Fleiss, H. W. Chace, Dr. L. LeWald, Lillian S. Draper, L. H. LaMotte, Fredk. Blount, Walter Cassel, Anna Knox, Nathan Hasberg, Douglas W. Johnson, George S. Carr, Nancy M. Parker and Arthur Weidenheimer; also for Imperial Property Co. at 490 Riverside dr to W. J. Foppert, W. J. Wilson, Jr., A. M. Richardson, H. C. Blackston, Ed. P. McKeefe, W. B. Winslow and Dr. James B. McKenzie.

THOMAS J. O'REILLY rented for the Emigrant Industrial Savings Bank the 3-sty dwelling at 118 East 123d st to Bert Micholle.

OGDEN & CLARKSON CORP. leased a floor at 261-265 West 36th st to Amos T. Hill for Frederick Fox & Co., and for the Gotham Hotel the building at 10 West 55th st to "Mood," dressmakers and corsetiers, formerly at 30 West 59th st, for a long term.

PEASE & ELLIMAN leased for Mrs. M. C. Ver Plancic to Dr. James S. Green the 4-sty dwelling at 143 East 37th st; for the Donovan Estate an apartment in the "Wendolyn," at 100th st and Broadway, to R. W. Graham; for Mrs. S. G. Thompson the parlor floor in 22 East 45th st to I. F. Radow; renewed for the estate of Sarah C. Doty, which was represented as attorney by Burlock E. Rabell, the lease, held by Miss Billy Ballara, of the 4-sty dwelling at 118 West 77th st.

PEASE & ELLIMAN leased for Alonzo Semple to Adolph Trielder the 3-sty dwelling at 32 West 11th st; furnished, for Mrs. M. E. Conway to Miss Lorraine Waters an apartment in 149 East 40th st; made the following renewals of apartment leases: in 127 Riverside dr to Clifton P. Williamson, Archibald A. Gulick and Henry Ives; in 309 West 99th st to Charles Newman and to Thomas F. Dolan; in 1219 Madison av to John P. Archer and to George Hyman; in 550 West 153d st to David Schiff; in 829 Park av to Edward E. Stowell; in 24 West 50th st to Miss Margaret J. Johnson; in 960 Park av to I. V. McGloze and to Lorillard Spencer; in 150 West 80th st to Mrs. A. V. C. McDonald; in 67 Riverside dr to C. F. Pollock; in 67 Riverside dr to Mrs. F. Cooper-Cushman; in 213 West 85th st to Hudson Clark; in 601 Madison av to Dr. Elizabeth Comstock; and in 1215 Madison av to Henry Friedman; also leased for Robert Thorne his apartment in 863 Park av to F. A. Mennen.

PEASE & ELLIMAN leased for Mrs. Rufus Cole to H. Ertram Legg the 4-sty and basement dwelling at 41 East 75th st; for the Richard Hudnut Co. a loft, 50x100, at 115-17 East 29th st to James M. Shaw & Co., glass ware dealers of Duane st; for the State Construction Co. an apartment at 103 East 86th st to Mrs. E. N. Robie.

PEASE & ELLIMAN leased for Mrs. J. S. Halle to W. R. K. Taylor the 4-sty dwelling at 32 West 54th st; and for Bing & Bing an apartment in 970 Park av to Charles Klingenstein.

PEASE & ELLIMAN leased for the Jacob Ruppert Realty Co. to Miss Bessie B. Chapman the 3-sty dwelling at 255 West 84th st; office space at 9 East 44th st for Mrs. Francis M. Palmer to Charles Maigne; for Robert W. Goelet to Mrs. M. Dubleschelle the 4-sty dwelling at 125 East 37th st; for the Douglas Robinson, Charles S. Brown Co., as agents, an apartment at 105 East 53d st to Mrs. Edmund Randolph, whose house in Westchester they recently sold; and sub-leased for F. H. Coerr his apartment at 1000 Park av to Chester P. Siems.

PEPE & BRO. rented at 77 Washington pl apartments to Samuel J. Tankoos and Miss Helen Dodd; the top floor to R. P. Holden, a client of Pease & Elliman, at an annual rental of \$1,500; the studio in the yard to Eustace Seligman at an annual rental of \$1,500; an apartment at 24 Vandam st to a client; sublet an apartment at 22 East 10th st for Lee Simonson to J. Frost; at 33 Washington sq to Mrs. Singleton, and at 28 Grove st for Carl Zingrosser to a Mr. Pearlman; also rented an apartment to Lewis E. Macomber at 108 Washington pl, and an apartment at 124 Waverly pl to O. J. Jensen; also renewed C. Brown's and Miss Ruth Pickering's lease at 124 Waverly pl.

GEO. R. READ & CO. leased in the Delmonico Building, 56 Beaver st, for George H. McFadden & Bro., the 7th floor, containing 4,000 sq. ft., to the Northern Underwriting Agency, Inc., marine insurance brokers. The same brokers leased the Northern Underwriting Agency their present offices in this building in March, last, but the large demands for marine insurance have caused this agency to more than triple its offices.

GEO. R. READ & CO. leased for the American Express Co. 2,000 sq. ft. at 32 Broadway to Watjen, Toel & Co.; also offices at 25 Beaver st to Sheehan & Dodenhoff, and at 82 Beaver st to Dunbar, Daggett & Co.

RICE & HILL leased for the Co-operative Realty Co. to the Terminal Lunch Co. the entire basement underneath the new Liggett, Riker-Hegeman store at 173 Broadway, at the northwest corner of Cortlandt st. The lease is for a long term at a rental approximating \$60,000. Extensive alterations will be made to the premises.

ROY SCHERICK leased for the Sternfeld Building Co. a floor at 22-4 West 37th st, also the 4th loft in 317-23 East 34th st to Wycombe Co., manufacturers of furniture, and 9th loft to Ordinator Co., window shades. Both these buildings are now completely rented.

ROY SCHERICK leased for Trustees of Sailors Snug Harbor the 4th loft at 30-8 University to the Liberty Handkerchief Mfg. Co.; also for Carstein & Linnekin the 10th loft at 53-57 West 36th st to Max Meuer Son's, importers and manufacturers of flowers and leathers. Both leases are for a long term.

JOSEPH F. SEITZ leased 168 East 61st st to Mary Hughes and A. Murphy; 305 East 53d st to Mary Reilly and 133 East 63d st to Margaret Lang.

SOL. STERN, in conjunction with W. J. Schoonmaker, leased for a long term of years for the 34 Irving Place Corporation the 3d and 7th floors of 30 Irving pl, containing approximately 20,000 sq. ft. to Robert H. Ingersoll & Bro., makers of the Ingersoll watch.

E. K. VAN WINKLE leased for William E. Rice his furnished apartment at 270 Riverside dr to Eugene R. Jagenburg; also an apartment at 804 West End av to Miss Peggy O'Neill, and in conjunction with Douglas L. Elliman & Co. an apartment at 246 West End av for F. J. Rascovar.

E. K. VAN WINKLE has made the following renewals; at 110 Riverside dr to James D. White; at 723 St. Nicholas av to Margaret Deacon, Elizabeth Miller, Thomas A. Glendinning and Leslie J. Dominicus; and also renewed the lease of dwelling at 174 West 82d st to Andree Warren.

E. S. WILLARD & CO. leased for the American Express Co. the whole of the 17th and half of the 18th floors at 65 Broadway.

Bronx.

ALEXANDER SELKIN and L. S. Goldschmidt leased for T. Giovanni the new 1-sty garage on the east side of Prospect av, 51 ft. north of 180th st, at an aggregate rental of about \$35,000.

Brooklyn.

E. T. NEWMAN leased the following private dwellings: 728 Carroll st to W. Duddy; 438 6th st to F. Ecerson; 434 4th st to T. Scott; 369 2d st to J. Mellen; 722A Union st to Dr. Rucicon.

FRANK A. SEAVER & CO. leased the house at Shore rd and 82d st for William P. Willetts.

Richmond.

CORNELIUS G. KOLFF leased for Flora A. Patterson to Mrs. E. Franke the semi-detached house at 114 Stuyvesant pl, St. George, nearly opposite the new Court House.

Out of Town.

JOSEPH P. DAY leased to the American Spray Co. of New York plant No. 5 of the United States Printing and Lithograph Co., of Elizabethport, N. J. This is the fourth lease closed in this plant recently by the same broker.

REAL ESTATE NOTES.

HENRY HOF has been appointed agent for 232 East 36th st, 634 3d av and 208 East 38th st.

JOHN J. KAVANAGH has been appointed agent for the apartment house at 69-71 East 93d st.

L. TANENBAUM, STRAUSS & CO. have been appointed agents of 170 Greene st and 102 Bleecker st.

JOHN A. SCHOEN has been appointed agent for 1409 Amsterdam av, 302 to 306 East 139th st and at 2362 Ryer av.

EUGENE J. BUSHER has been appointed appraiser of the estate of the late Harriet I. Nixon for transfer tax proceedings covering twelve parcels in the Bronx.

PEASE & ELLIMAN have been appointed agents by A. M. & L. M. Thiery of the 7-sty apartment house at 925 West End av; also by the Mandel Construction Co. of 56 East 87th st, a 6-sty apartment house.

ARTHUR F. DU CRET & CO. negotiated the exchange of the 2½-sty dwelling at 5907 Julian av, in the Rose Hill section of St. Louis, Mo., for two dwellings in Brooklyn. The prices of the various properties aggregated about \$20,000.

MARSHALL E. DODGE is the buyer of the Wormser residence at 26 West 54th st, adjoining the Rockefeller holdings, recently reported sold through William B. May & Co. Mr. Dodge sold recently through the same brokers his present residence at 37 East 68th st to Herbert Scoville.

J. ROMAINE BROWN CO. sold for the estate of Mary G. Pinkney a plot, 50x99.11, in the north side of 143d st, 360 ft. east of Lenox av, to James McLaughlin, who will improve the property with a fireproof garage similar to those recently built by him in the neighborhood. Title passed on Monday.

EOHWIT, TELLER & CO., dealers in ladies' wearing apparel, have completed negotiations for the purchase of the Colonnade Hotel property at 15th and Chestnut sts, Philadelphia, Pa. The new owners have not announced their plans. Whether or not it means an addition to the growing number of high grade business structures which within the last decade have marked the westward trend of the city's development in Chestnut st or the erection of another modern hotel to replace the present building is a matter of considerable speculation among local brokers.

REAL ESTATE STATISTICS

The Following Table is a Résumé 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 1916. Following each weekly table is a résumé by January 1 to date.)

MANHATTAN.

Conveyances.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	105	100
Assessed Value	\$5,502,800	\$5,152,500
No. with consideration.	17	14
Consideration	\$751,456	\$262,200
Assessed Value	\$798,400	\$304,000

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	4,957	4,602
Assessed Value	\$347,384,109	\$264,760,532
No. with Consideration	647	680
Consideration	\$27,396,932	\$29,341,930
Assessed Value	\$31,967,050	\$31,933,356

Mortgages.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	41	63
Amount	\$9,395,865	\$2,588,975
To Banks & Ins. Cos.	4	9
Amount	\$8,291,000	\$1,608,000
No. at 6%	15	26
Amount	\$867,480	\$290,800
No. at 5½%	4	4
Amount	.....	\$230,300
No. at 5%	11	11
Amount	\$8,109,750	\$1,806,300
No. at 4½%	.....	3
Amount	.....	\$43,000
No. at 4%	.....	.....
Amount	.....	.....
Unusual Rates	.....	.....
Amount	.....	.....
Interest not given	15	19
Amount	\$418,635	\$218,575

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	2,213	2,286
Amount	\$95,799,081	\$67,986,826
To Banks & Ins. Cos.	454	531
Amount	\$57,151,050	\$29,126,159

Mortgage Extensions.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	17	25
Amount	\$644,750	\$1,406,000
To Banks & Ins. Cos.	8	12
Amount	\$514,000	\$986,500

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	1,285	1,166
Amount	\$87,383,150	\$66,091,386
To Banks & Ins. Cos.	640	588
Amount	\$67,028,200	\$48,051,350

Building Permits.

	1917 Aug. 4 to 10	1916 Aug. 4 to 10
New Buildings	6	3
Cost	\$461,500	304,400
Alterations	\$176,075	\$361,225

Jan. 1 to Aug. 10 Jan. 1 to Aug. 10

New Buildings	294	428
Cost	\$23,304,500	\$96,881,045
Alterations	\$8,349,958	\$14,470,231

BRONX.

Conveyances.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	95	110
No. with consideration.	19	10
Consideration	\$160,565	\$80,662

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	3,813	3,720
No. with consideration.	736	576
Consideration	\$5,003,848	\$4,244,024

Mortgages.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	52	60
Amount	\$205,693	\$525,320
To Banks & Ins. Cos.	2	5
Amount	\$5,000	\$45,800
No. at 6%	20	19
Amount	\$118,050	\$338,108
No. at 5½%	1	5
Amount	\$5,000	\$10,600
No. at 5%	16	9
Amount	\$53,843	\$72,300
No. at 4½%	1	.....
Amount	\$1,050	.....
Unusual rates	5	4
Amount	\$10,075	\$21,463
Interest not given	9	23
Amount	\$17,675	\$82,849

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	1,900	2,118
Amount	\$11,104,905	\$19,651,918
To Banks & Ins. Cos.	128	183
Amount	\$1,749,415	\$4,059,827

Mortgage Extensions.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
Total No.	10	12
Amount	\$159,250	\$236,100
To Banks & Ins. Cos.	1	1
Amount	\$3,250	\$34,500

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

Total No.	437	469
Amount	\$8,723,788	\$9,709,439
To Banks & Ins. Cos.	155	129
Amount	\$3,048,700	\$4,161,514

Building Permits.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
New Buildings	5	5
Cost	\$19,800	\$70,332
Alterations	\$5,500	\$20,100

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

New Buildings	388	460
Cost	\$6,615,975	\$12,937,930
Alterations	\$852,550	\$822,632

BROOKLYN.

Conveyances.

	1917 Aug. 2 to 8	1916 Aug. 3 to 9
Total No.	376	357
No. with consideration.	34	46
Consideration	\$214,385	\$160,834

Jan. 1 to Aug. 8 Jan. 1 to Aug. 9

Total No.	13,740	\$14,031
No. with consideration.	1,204	1,344
Consideration	\$13,157,144	\$9,250,178

Mortgages.

	1917 Aug. 2 to 8	1916 Aug. 3 to 9
Total No.	210	312
Amount	\$728,901	\$1,230,998
To Banks & Ins. Cos.	29	70
Amount	\$122,400	\$429,350
No. at 6%	118	151
Amount	\$344,216	\$452,224
No. at 5½%	42	87
Amount	\$182,650	\$441,352
No. at 5%	30	41
Amount	\$116,825	\$217,200
Unusual rates	.....	.....
Amount	.....	.....
Interest not given	20	33
Amount	\$85,210	\$120,222

Jan. 1 to Aug. 8 Jan. 1 to Aug. 9

Total No.	8,959	10,523
Amount	\$37,757,208	\$46,010,902
To Banks & Ins. Cos.	1,709	2,483
Amount	\$13,631,129	\$18,964,879

Building Permits.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
New Buildings	23	56
Cost	\$226,450	\$340,350
Alterations	\$59,325	\$47,225

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

New Buildings	1,795	2,188
Cost	\$17,616,115	\$24,809,564
Alterations	\$3,308,124	\$3,789,382

QUEENS.

Building Permits.

	1917 Aug. 3 to 9	1916 Aug. 4 to 10
New Buildings	31	80
Cost	\$68,630	\$298,353
Alterations	\$15,330	\$52,240

Jan. 1 to Aug. 9 Jan. 1 to Aug. 10

New Buildings	2,258	3,200
Cost	\$7,905,356	\$13,149,469
Alterations	\$1,170,751	\$1,192,927

RICHMOND.

Building Permits.

	1917 Aug. 2 to 8	1916 Aug. 4 to 10
New Buildings	14	7
Cost	\$11,450	\$4,625
Alterations	\$3,415	\$2,395

Jan. 1 to Aug. 8 Jan. 1 to Aug. 10

New Buildings	372	541
Cost	\$1,074,096	\$910,528
Alterations	\$211,491	\$163,080

A Wiring Suggestion

The wiring systems of modern apartment houses or office buildings must be carefully and efficiently planned.

Well lighted rooms do not necessarily mean a great number of units; but rather, well placed units of the proper size and design.

Consultation with our lighting specialists frequently means improvements which otherwise might be overlooked. A card or 'phone call will enlist the services of our experts without any cost to you.

EDISON ELECTRIC ILLUMINATING CO. OF BROOKLYN

360 PEARL STREET

(Tel. 8000 Main, connecting all offices)

CURRENT BUILDING OPERATIONS, MATERIALS AND SUPPLIES

MORE favorable weather conditions are reflected in the present building situation. There has been a noteworthy improvement during the past week, with the building trades exhibiting signs of additional life through new operations that have been presented for estimates and important projects that have been placed under contract. Furthermore, the material markets are seemingly willing to make certain concessions in order to do their part toward the early revival of building activity. The developments of the last few days seem to demonstrate that the signs of activity noticed are the forerunners of the expected and hoped for building revival.

Reports from various sections of the country indicate that although there has been an appreciable slump in structural operations the outlook from the majority of the districts is indicative that the condition will speedily improve. The most potent reason thus far given for the slump recently experienced is high material prices combined with a hesitancy on the part of prospective builders to commit themselves until there was assurance that no severe financial disturbance would follow the advent of the United States into the World War. That there will be no economic upheaval is now conceded and, with a tendency toward lower material prices, a strong revival of structural activity is looked for by those in close touch with the building situation.

One of the many excuses advanced for the recession in speculative building operations is that material dealers and jobbers in some instances have refused to supply materials and supplies to the smaller builders unless fifty per cent. of the purchase price was deposited with the order. Large building contractors were not affected by this ruling, but the smaller speculative builder, who erects but one or two structures at a time, yet annually accounts for an important part of the total volume of buildings, is prevented from starting his development unless adequate credit is advanced.

From Long Island, Westchester and New Jersey, as well as from many sections of Greater New York, reports are current that prove the necessity for many

new buildings of the type generally erected by the speculative builder. In these districts there is a decided shortage of living and industrial accommodations. The demand for modern living quarters and for manufacturing and warehouse space is far greater than the supply and there is a prospect that before the autumn renting season is at hand the difficulty of securing desirable accommodations will be accentuated. Numerous suburban districts report no difficulty whatever in disposing of all available renting properties provided they are in fair physical condition and the rentals obtained are considered excellent.

Comparatively a few years ago there was the cry that many of our large cities were overbuilt. Now the population increases in many localities have caught up with construction and there is a complaint that there are not nearly enough accommodations to satisfy the number of families seeking them. Factory and warehouse space and living quarters are particularly in demand and the foresighted investor and speculative builder who will immediately institute measures to remedy the situation by starting the erection of buildings of these types will be in a position to obtain large returns from his venture. Profits seem to be assured notwithstanding the excessive cost of labor and building materials. The seekers of rentable space are quite willing to pay their share of the increased cost of construction if only they are able to obtain the accommodations they desire. Rents in all types of buildings are steadily climbing and real estate men and building managers state that in the main their clients first desire to be comfortably located and that additional rentals are expected and are virtually an after consideration.

With the exception of a slightly decreased demand, there is but little change in the building material situation. Car and labor shortage continue to be the principal thorns in the sides of the manufacturers and dealers in structural materials and supplies, and while the freight conditions have recently indicated some signs of improvement, still much more is necessary before this great problem will be considered solved to the satisfaction of the shippers.

Structural Steel.—With the construction of steel-frame buildings practically at a standstill and other types of construction work eliminating fabricated steel wherever possible in favor of some other more available and cheaper material, the market for structural steel for building purposes is duller than it has been for many years. Practically the only indication of life is caused by the orders being placed for Government construction, and while there is still a considerable amount of work of this character yet to be placed under contract, business from this source cannot continue indefinitely. Private building interests are holding out in the hope of an important recession in the price of fabricated material and an assurance of better deliveries than have been possible for the last year. Although there has been much discussion in reference to the expected Governmental action in regard to commodity prices and the control of output, up to the present writing no definite results have been accomplished and the trade is simply marking time pending a decision of some sort. There has been a small amount of buying by the railroads, but the volume of steel involved is a negligible quantity as compared with the total output of the industry. Mill prices of fabricated steel have remained unchanged. Plain material is quoted at 4.669c. to 5.169c., New York, for delivery in three to four months.

Wire Products.—The Federal Government has recently made another important purchase of wire nails, this order being for 25,000 kegs and divided between the American Steel & Wire Company and the independent mills. The Government has also bought about 8,000 tons of wire rope and it is expected that in the near future further orders amounting to approximately 16,000 tons will be placed. None of the independent mills have made any recession from the prices of wire and wire nails that have been current for some time. They continue to sell to regular customers on a basis of \$4 a keg for wire nails and \$4.05 per 100 pounds for bright basic wire.

Window Glass.—Trade in this commodity continues to be satisfactory considering the season of the year and the fact that structural operations have dropped off to the minimum. The demand from foreign sources has slowed down perceptibly, but there is a fair prospect of a considerable domestic business in the autumn, with prices somewhat advanced on account of the scarcity of raw materials and the increased cost of labor. The difficulty of obtaining adequate forces of labor will be another factor in influencing higher glass prices. At the present writing there have been no changes in glass quotations.

Portland Cement.—The price of this commodity seems to be stabilized at the \$2.12 basis and dealers are inclined to predict that no fluctuations from this level will be experienced for some time to come. The present dullness in the building situation and resultant decrease in demand does not warrant higher prices and production costs will not permit of any recession from the existing level.

Rivets.—Government demands will necessitate the purchase of a large volume of rivets and it is expected that definite orders for this commodity will be placed at an early date. The domestic demand has slowed down to considerable extent. Structural rivets for delivery up to October 1 are being quoted at \$5.25 per 100 pounds, base; cone boiler head rivets, \$5.35 per 100 pounds, base, f. o. b. Pittsburgh.

Cast Iron Pipe.—The market for this commodity has been almost inactive, the only commitment of any consequence being the order of 1,227 tons for the Department of Water Supply, Gas and Electricity of New York City. Private buying is somewhat heavier. No price changes are noted. Carload lots of 6 in. and 8 in. and heavier are quoted at \$65.50 per net ton, tidewater, and 4 in. at \$68.50.

Copper.—The copper market is quiet, with little buying noticeable. The investigation of the copper situation by the Federal Trade Commission is rapidly nearing completion and there is hope that prompt action will be taken to relieve the tension in this market. Spot copper is being offered at 28c., August at 27½c., September at 26½c. to 27c. and fourth quarter at 26c. to 26½c.

Linseed Oil.—The oil situation is firmer than it has been for some weeks and there is a prospect of considerable activity in this commodity. Prices have sharply advanced and the condition is due to the strength of the flaxseed market and the scarcity of linseed oil. On the carload basis linseed oil is now being quoted at \$1.25 for city brands.

Builders' Hardware.—There is a continuation of schedule advances for many of these lines, practically all of which have been made necessary by the increased cost of raw materials, principally metals, and the difficulties attendant upon the labor situation. No material recession from the present levels is expected for quite some time.

Common Brick.—The common brick market condition is practically unchanged since the last report. Brick is coming into the market in excellent volume and the sales are quite satisfactory considering the general building situation. There is no change in common brick prices; they still range from \$8.25 to \$8.75, although the latter figure is exhibiting a slight tendency to weaken somewhat. From the inquiries for common brick there is an indication of brighter times ahead for the building trades and all that is needed is patience until the situation improves, as it must very soon. Manufacturing continues to be hindered by a scarcity of labor and fuel and from these difficulties no immediate relief is predicted by even the most optimistic among the producers. In the Raritan district the manufacturing conditions are practically the same as those up the river, and the production of the plants in this section will be curtailed considerably. Raritan brick is being quoted at \$8.50 to \$9.00, New York, with sales at these figures most satisfactory. Second hand common are quoted at \$8.50 a load of 1,500, with few inquiries and light sales.

SUMMARY.—Transactions in the North River brick market for the week ending Friday, August 10, 1917. Demand fair; prices unchanged. Quotations: Hudson Rivers, \$8.25 to \$8.75 to dealers in cargo lots alongside dock. Number of cargoes arrived, 21; sales, 16. Distribution: Manhattan, 6; Brooklyn, 3; New Jersey points, 4; Astoria, 1; outside, 2.

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, at the wharf, to dealers only), per M.:
 North River common.....\$8.25@ \$8.75
 Raritan common..... 8.50@ 9.00
 Second hand common, per load
 of 1,500..... 8.50@ —
 Red face brick, rough or
 smooth, car lots.....\$21.00@ \$27.00
 Buff brick for light courts... 21.00@ 27.00
 Light colored for fronts... 25.00@ 36.00
 Special types..... 36.00@ 50.00

CEMENT (wholesale, 500 bbls. lots and over, alongside dock, N. Y.):
 Domestic Portland, Spot.....\$2.12@ —
 Rebate on bags, returned, 10c. bag.
 Rosendale Natural, to dealers,
 wood or duck bags.....\$1.15@ —
 Rebate on bags returned, 10c. bag.

CRUSHED STONE (500 cu. yds. lots f. o. b. alongside dock N. Y., wholesale):
 Trap rock, 1½ in. (nominal)...\$1.00@ —
 Trap rock, ¾ in. (nominal)... 1.20@ —
 Bluestone flagging, per sq. ft. .17@ 0.18
 Bluestone curbing, 5x16..... .40@ —

HOLLOW TILE (fireproofing. Prices f. o. b. factory, Perth Amboy, N. J.):
 Exterior—
 4x12x12 in., per 1,000.....\$87.50
 6x12x12 in., per 1,000.....122.50
 8x12x12 in., per 1,000.....148.75
 10x12x12 in., per 1,000.....175.00
 12x12x12 in., per 1,000.....218.75
 Interior—
 3x12x12 in., per 1,000.....\$66.00
 4x12x12 in., per 1,000..... 74.25
 6x12x12 in., per 1,000..... 99.00
 8x12x12 in., per 1,000.....132.00

LIME (standard 300-lb. bbls., wholesale):
 Eastern common.....\$1.90@ —
 Eastern finishing..... 2.10@ —
 Hydrated common (per ton)...12.00@ —
 Hydrated finishing (per ton)...13.75@ —

LINSEED OIL—
 City Brands, boiled, 5 bbl. lots...\$1.25@ —
 Less than 5 bbls..... 1.26@ —

GRAVEL (500 cu. yd. lots f. o. b. along side dock N. Y., wholesale):
 1½ in. (nominal).....\$1.10@ —
 ¾ in. (nominal).....No quotation
 Paving gravel (nominal)..... 1.25@ —
 P. S. C. gravel..... @ 1.25
 Paving stone..... 2.20@ 2.40

LUMBER (Wholesale prices, N. Y.):
 Yellow pine (merchantable 1905, f. o. b. N. Y.).
 8 to 12 ins., 16 to 20 ft....\$40.00@ \$50.00
 14 to 16 ft..... 55.00@ 70.00
 Heart face siding, 4-4 & 5-4 34.00@ 36.00
 Hemlock, Pa., f. o. b. N. Y.
 base price, per M..... 20.50@ —
 Hemlock, W. Va., base price
 per M..... 29.50@ —
 (To mixed cargo price add freight \$1.50.)

SPRUCE, Eastern, random car-
 goes, narrow (delivered)...\$32.00@ \$37.00
 Wide cargoes..... 35.00@ 38.00
 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.):
 Standard slab.....\$5.00@ \$5.75
 Cypress lumber (by car, f. o. b. N. Y.).
 Firsts and seconds, 1-in. \$57.00@ —
 Cypress shingles, 6x12, No. 1
 Hearts..... 10.00@ —
 Cypress shingles, 6x12, No. 1
 Prime..... 8.50@ —
 Quartered oak.....\$90.00@ \$95.00
 Plain oak..... 68.00@ 73.00
FLOORING:
 White oak, quartered, select...\$55.00@ \$59.00
 Red oak, quartered, select... 55.00@ 59.00
 Maple, No. 1..... 49.00@ —
 Yellow pine, No. 1, common
 flat..... 39.00@ —
 N. C. Pine, flooring, Norfolk. 40.00@ —

PLASTER—(Basic prices to dealers at
 yard, Manhattan):
 Masons' finishing in 100 lb.
 bags, per ton.....@ \$15.00
 Dry Mortar, in bags, return-
 able at 10c. each, per ton.. 6.75@ 7.25
 Block, 2 in. (solid), per sq. ft....\$0.06@
 Block, 3 in. (hollow)..... 0.6@
 Block, 4 in. (hollow)..... .08
 Boards, ¾ in. x 8 ft..... 12½@
 Boards, ¾ in. x 8 ft..... 15½@

SAND—
 Screened and washed Cow Bay,
 500 cu. yds. lots, wholesale..\$0.50@ \$0.55

STRUCTURAL STEEL (Plain material
 at tidewater, cents per lb.):
 Beams & channels up to 14 in..4.669@ 5.169
 Beams & channels over 14 in. 4.669@ 5.169
 Angles 3x2 up to 6x8..... 4.669@ 5.169
 Zees and tees..... 4.669@ 5.169
 Steel bars, half extras..... 4.669@ 5.169

TURPENTINE:
 Spot, in yard, N. Y., per gal.\$0.42@ \$0.42½
WINDOW GLASS. Official discounts
 from jobbers' lists:
 Single strength, A quality, first
 three brackets.....84% + 3%
 B grade, single strength, first three
 brackets..... 86% + 5%
 Grades A and B, larger than the
 first three brackets, single
 thick..... 83% + 3%
 Double strength, A quality..... 84% + 3%
 B quality..... 86% + 3%

FACTORY BUILDING IN EAST NEW YORK

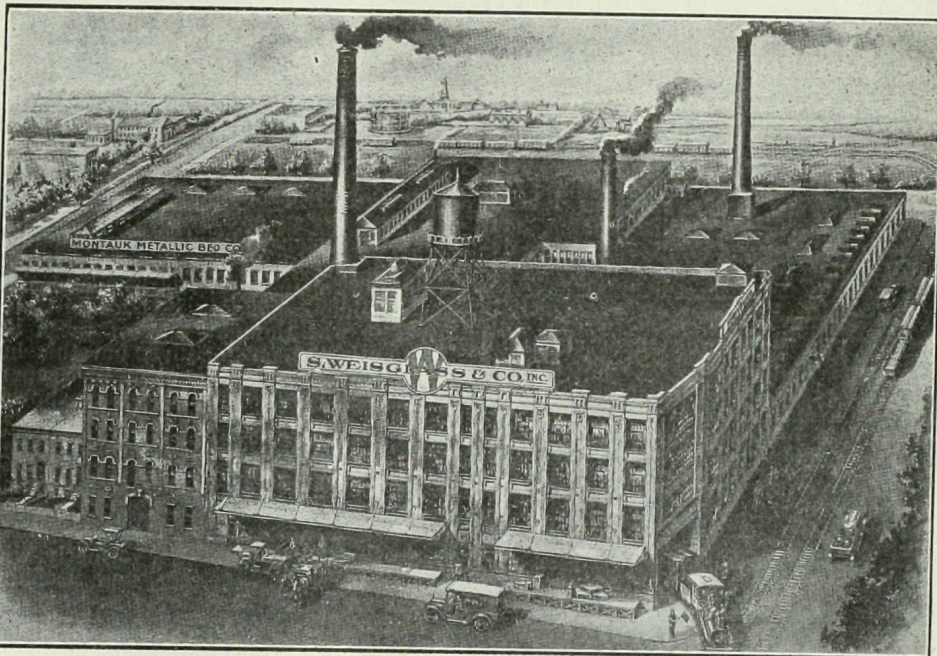
Interesting Structure Being Erected In
 Brooklyn's Growing Industrial Center

CONSTRUCTION work is well advanced for the erection of the new factory for S. Weisglass & Company, Inc., manufacturers of brass and iron beds, as well as other lines of metal furniture. The structure occupies a plot 101 x 160 feet, located at the southwest corner of Atlantic avenue and Milford street, Brooklyn, and building operations are proceeding according to plans and specifications prepared by Feinberg & Ricca, architects, 26 Court street. The P. & L. Construction Company, 299 Broadway, Manhattan, has the general contract. This operation will represent a total expenditure of more than \$100,000, including the value of the land.

The new factory rises to a height of four stories with basement under a portion of the building. The construction

construction of this building all provisions of the Labor Law and Fire Prevention ordinances have been complied with, and the structure is expected to be a model of modern factory construction and efficiency.

The facades have been designed in a substantial and pleasing manner, constructed of selected common brick, laid in running bond with ½-in. white mortar joints. As the new building is practically open to three sides, much of the wall space has been devoted to window openings, in which are being installed metal frames and sash of approved pattern, thus allowing the maximum of natural light and ventilation to the operatives. Two electric freight elevators are to be installed and the movement of freight, both incoming and outgoing, will be facilitated by means of the rail-



P. & L. Construction Co., Builder. Feinberg & Ricca, Architects.
 ADDITION TO LARGE BROOKLYN PLANT.

is non-fireproof, but full provisions have been made for the protection of life and property from the fire and panic hazard. An automatic sprinkler system of one hundred per cent. efficiency will be installed, and the plans call for three fully enclosed interior stairways that are virtually fire towers, and horizontal exits into the adjoining structures, which are a part of this plant. In the planning and

road siding that enters the building. This siding has a capacity of three cars. For the purpose of loading trucks for local deliveries, a long loading platform is provided on the Milford street side of the building. The platform is within the building line and will permit the loading and unloading of vehicles without interruption to pedestrian traffic on the thoroughfare.

Burning Coal Forms Natural Brick.

Many coal beds in the great coal fields of the Western States have at some time taken fire and burned along their outcrops, baking and reddening the overlying strata so that they have become a kind of natural brick or terra cotta. The fires were in places hot enough to fuse and recrystallize the overlying shale and sandstone so as to form natural slag. At some places this slag resembles true igneous rock; at others it consists largely of rare minerals. Thoroughly fused slag seems to occur chiefly in crevices or chimneys through which the hot gases generated in the burning escaped through the overlying strata to the surface. The chimney-shaped masses of slag are harder than the surrounding baked rock and, after that has weathered away, form the curious pinnacles that surmount many clinker bluffs or buttes in the West.

Some of the coal beds, especially those exposed on the higher hills, were perhaps ignited by lightning; others, according to well-authenticated reports, were ignited by prairie fires or camp fires; but as burning on the outcrop has been so common as to affect most of the coal beds in an area of more than 200,000 square miles, much of it has probably been due to spontaneous combustion.

Coal beds are now burning at or near the surface at many places in the West, where the burning of the bed is disclosed by the smoke and fumes that rise from it and by the heat at the surface of the earth near the outcrop or above the bed—heat so intense that it kills all vegetation. As the coal burns out the overlying rock or earth generally caves in so as to form large fissures in the ground. As the burning works back from the outcrop, the heat acts on the overlying rocks, but finally combustion is smothered for the lack of oxygen. It is difficult to say how far back from the outcrop the burning may extend. Field studies, made by the United States Geological Survey, Department of the Interior, indicate that a bed lying beneath 20 feet or less of cover may burn out completely under large areas, and even where the cover is several hundred feet thick the burning may extend 500 feet back from the outcrop.

A brief account by G. S. Rogers of the burning of coal beds in place, with a discussion of the causes and a petrologic and chemical description of some of the baked and fused rock formed, has been published by the United States Geological Survey as Professional Paper 108-A. A copy of this report may be obtained free on application to the Director of the Survey.

Important Project Figuring.

The fact that A. F. Gilbert, architect, 80 Maiden lane, is taking preliminary estimates from prominent contractors on a twenty-five-story office building, 74 x 125, to occupy a site at the northwest corner of Fifth avenue and 42d street, lead to a report this week that this property was being sought as the site for an important building project. The building now occupying the site, which is known as the Bristol Building, is held by Walter Salomon, under a lease from the estate of Eldridge T. Gerry, which has still several years to run, having been taken in 1902 for a term of twenty years. It was formerly known as the Hotel Bristol, and was erected by Captain William H. Webb about thirty-five years ago. Mr. Salomon altered the property for business purposes. Details regarding the transaction were not available this week.

\$300,000 Oswego School.

Preliminary plans for the new high school to be built at Oswego, N. Y., on a site not yet selected, by the Board of Education of Oswego, have been completed by Wilson Potter, 1 Union square, Manhattan, architect. The proposed structure will cost about \$300,000. The plans call for a three-story brick and steel, stone and terra cotta building, which will contain twenty classrooms, four study halls, an auditorium, gymnasium, library, teachers' rooms, laboratories, lunch and locker rooms, and manual training and domestic science departments.

Memorial for Late Dean.

The Van Amringe Quadrangle and Memorial Court, to be built on the grounds of Columbia University, at Amsterdam avenue and 117th street, in honor of the late John Howard Van Amringe, dean of the University, will be constructed by M. Reid & Company, 116 West 39th street, who have obtained the general contract. The designs have been prepared by McKim, Mead & White, 101 Park avenue. The cost of the Memorial will be about \$25,000.

Addition for State Normal School.

Bradley & Weed, Inc., 200 Fifth avenue, Manhattan, have the general contract for the addition to the State Normal and Training School, at Potsdam, St. Lawrence County, N. Y., from plans by Lewis F. Pilcher, State Architect, Capitol, Albany, N. Y. The addition will cost about \$150,000.

To Restore Cupola.

Grosvenor Atterbury, architect, has filed plans for the restoration of the cupola of the City Hall, after the design of John Macomb, who originally planned the structure in 1803. The tower will be similar in exterior appearance to the one which crowned the structure when it was first erected. After the fire on May 10 of this year, when the cupola was practically destroyed by fire, the suggestion was advanced that the tower be restored to its original form. The new cupola will be built of fireproof terra cotta block and reinforced concrete covered with copper, with a steel truss support. The estimated cost of the alteration has been placed at \$30,000.

Yonkers 5 and 10 Cent Store.

The F. W. Woolworth Company, 233 Broadway, Manhattan, contemplates the erection of a two-story five and ten cent store, to measure 160 x 45 feet, at 10 to 12 North Broadway and 7 to 9 Palisade avenue, Yonkers, N. Y., on land leased recently from the Edie Realty Company. William F. Snyder, Radford Building, Yonkers, architect, has plans nearing completion for the project. The present buildings on the site are now being razed, preliminary to the actual beginning of construction on the new store.

Jamaica Packing Branch.

The new branch distributing building at Jamaica, L. I., to be occupied by Armour & Company, beef packers, of Chicago, represented by Frank W. Lyman,

New York manager, 120 Broadway, will be erected by the Blome Sinek Company, 120 Broadway, Manhattan, which has obtained the general contract. The structure, which will be two stories in height, and of brick and stone construction, has been designed by R. C. Clark of Armour & Company, 208 La Salle street, Chicago, Illinois. Its estimated cost is \$100,000.

Will Rebuild \$100,000 Church.

Lucian E. Smith and Harry E. Warren, 2 West 47th street, Manhattan, associate architects, will draw plans for rebuilding the church at the northeast corner of Grand and First avenues, Asbury Park, N. J., for the First M. E. Church of Asbury Park, Rev. L. K. Willman, pastor. Bruce S. Keator, Grand and Fourth avenues, Asbury Park, is president of the Board of Trustees. The project will involve an outlay of approximately \$100,000.

How Alkali Effects Concrete.

For some time past there has been considerable discussion as regards the disintegrating effect of alkali on concrete, and recently the subject has been under investigation by engineers of the United States Reclamation Service. The prime object of this investigation was to see exactly what effects may be expected from the exposure of different mixtures of concrete to certain salts. Some of the preliminary results of this research are given below.

The principal salts that were found to act in the disintegration of concrete were the sulphates, especially magnesium and sodium sulphates. According to the tests it was thought that of these the former is the most active, but this has not been proven conclusively on account of the fact that different localities showed varying results for the same materials.

PERSONAL AND TRADE NOTES.

Lawrence H. Doolittle, formerly with the American Smelting and Refining Company at Perth Amboy, N. J., is now in the office of Charles A. Trimmer, consulting engineer, Madison, South Dakota.

"How to Make Your Show Window Pay Your Rent," another of the Society for Electrical Development's new series of "How to" Service booklets, has been issued. This booklet takes up the question of efficiency in window decoration, giving a number of valuable illustrated suggestions as to what to do and what not to do to bring results.

The Emil Grossman Manufacturing Corporation sales force and department managers held a mid-summer session recently for the purpose of formulating plans for the year 1918. The meetings were held at the convention room of the Brighton Beach Hotel, Brighton Beach. The program for the two days included a business meeting in the morning, surf bathing at noon, followed by a luncheon and an afternoon meeting.

The Women's Committee of the Council of National Defense is compiling a list of the fields open to women in industry on account of the war and a list of women who are willing to serve. Men prominent in the lumber industry in various portions of the country are asking if women will be willing to fill the ranks of workmen in their yards and mills, soon to be thinned by the response of the men to the war service.

Stephen Gardner, for thirteen years with the sales office of the Westinghouse Electric & Manufacturing Company, has resigned to accept a position with the Greenlee interests of Chicago. Mr. Gardner entered the electrical business in 1896 in the employ of the Commonwealth Edison Company. In recent years he has been handling the business of the Insull properties for the Westinghouse Company. In his new position he will be secretary of the Northwestern Stove Repair Company, treasurer of the Northwestern Foundry Company and treasurer of the Greenlee Foundry Company.

NO ARCHITECTS SELECTED.

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

LARCHMONT, N. Y.—Frank K. Mitchell, 102 West 42d st, Manhattan, has purchased property at the northwest cor of Larchmont and Willow avs and contemplates erecting a dwelling. Details are undecided and no architect has been selected.

CLIFTON, N. J.—The New Jersey Flour Co., 1 Chester st, Clifton, owner, contemplates an addition to the 2-sty brick warehouse, adjoining the present plant at 1 Chester st, for which no architect has been selected. Cost, \$50,000.

HOMER, N. Y.—The Newton Fish Line Co., D. D. Newton, pres., Homer, N. Y., owner, contemplates rebuilding the 1-sty concrete block factory, 50x150, for which no architect has been selected.

GOVERNMENT WORK.

DOVER, N. J.—The U. S. Government, Commandant, Picatinny Arsenal, Dover, N. J., owner, contemplates erecting a 2-sty brick, stone and concrete assembling bldg, igniter bldg, storehouse, heating plant, etc., at the Picatinny Arsenal, from privately prepared plans.

FORT ONTARIO, N. Y.—The U. S. Government, Captain Edwards in charge, Fort Ontario, Oswego, N. Y., owner, is having plans prepared privately for the erection of 1-sty temporary frame structures to be used as barracks and hospital bldgs. Cost, \$60,000.

HOBOKEN, N. J.—The U. S. Government, c/o Col. Carson, Supt. of U. S. Transport Service, 42 Pearl st, Manhattan, contemplates erecting four 4-sty frame and galvanized iron warehouses, 50x600 ft each, from privately prepared plans.

LAKE DENMARK, N. J.—The U. S. Government, Navy Dept., F. R. Harris, Chief of Bureau of Yards and Docks, Washington, D. C., has had plans completed privately for five 1-sty steel and concrete temporary buildings. Cost, \$150,000.

IONA ISLAND, N. Y.—The U. S. Government, Navy Dept., F. R. Harris, Chief of Bureau of Yards and Docks, Washington, D. C., has had plans completed privately for two steel and concrete temporary bldgs. Cost, \$60,000.

TENAFLY, N. J.—The U. S. Government, Commanding General, Eastern Dept., Governors Island, N. Y., and Col. I. W. Littell, Construction Quartermaster, Adams Bldg, Washington, D. C., is taking bids on materials for the erection of a 1 and 2-sty frame cantonment, which includes approximately 800 frame bldgs, from plans by Major F. B. Wheaton and Major Gumby, Adams Bldg, Washington, D. C., Advisory Architects. The MacArthur Bros. Co., 120 Broadway, Manhattan, has the general contract. Cost, \$2,000,000.

ANNISTON, ALA.—The U. S. Government, Construction Quartermaster, on premises, and Col. I. W. Littell, Quartermaster Dept., Adams Bldg, Washington, D. C., has had plans completed privately for 1-sty frame hospital bldgs, 25x157, at the National Guard Camp. Project consists of about sixty buildings to be used for various purposes. Cost, \$300,000.

SPARTANBURG, S. C.—The U. S. Government, Construction Quartermaster, on premises, and Col. I. W. Littell, Quartermaster Dept., Adams Bldg, Washington, D. C., has had plans completed privately for 1-sty frame hospital bldgs, 24x157, at the National Guard Camp. Project consists of about sixty buildings. Cost, \$300,000.

GREENVILLE, S. C.—The U. S. Government, Construction Quartermaster, on premises, and Col. I. W. Littell, Quartermaster Dept., Adams Bldg, Washington, D. C., has had plans completed privately for a group of about sixty 1-sty frame hospital buildings, 24x157, at the National Guard Camp. Cost, \$300,000.

VARIOUS LOCATIONS.—The U. S. Government, Navy Dept., F. R. Harris, Chief of Bureau of Yards and Docks, Washington, D. C., is having plans prepared privately for 1-sty frame coast aviation stations, to consist of a group of buildings and power plant. Cost, \$1,200,000.

NEW LONDON, CONN.—The Columbus Circle Construction Co., 51 East 42d st, Manhattan, is figuring the general contract for the general storehouse at Submarine Base, New London, Conn., from plans and specifications by the Bureau of Yards and Docks, and requests bids on all subs by August 17, 1917.

PLANS FIGURING.

APARTMENTS, FLATS & TENEMENTS.
MANHATTAN.—John E. Nitchie, World Bldg, architect, is taking bids on the general contract for the alteration of the dwelling at 11 Gramercy Park into bachelor apartments. Owner's name will be announced later. Cost, \$28,000.

NEWARK, N. J.—E. V. Warren, 31 Clinton st, Newark, architect, is taking new bids on the general contract for a 3-sty brick and stone apartment, 32x60, at 204 Fairmount av, for Mrs. Julia E. Hampson, on premises, owner. Cost, \$10,000.

DWELLINGS.

MT. VERNON, N. Y.—Jacob Ferber, Mt. Vernon, owner, is taking bids on the general contract for a 2½-sty hollow tile and stucco dwelling and garage, 28x68, from plans by S. A. Guttenberg, Proctor Bldg, Mt. Vernon, architect. Cost, \$25,000.

LAURELTON, L. I.—Maximilian R. Johnke, 346 Fulton st, Bklyn, architect, is taking bids on the general contract to close August 18, for nine 1½-sty bungalows. Owner's name withheld. Cost, \$32,000.

HOSPITALS AND ASYLUMS.

MANHATTAN.—Helmle & Corbett, 190 Montague st, Bklyn, architects, are taking bids on the general contract for a 2-sty brick, stone and granite hospital, main bldg, 216x108x109, to include a garage, isolation bldg and a nurses' home bldg on the west side of Convent av, from 130th to 131st sts, for the Knickerbocker Hospital, Amsterdam av and 131st st owner.

HOTELS.

MANHATTAN.—Frank McCabe, 461-79 8th av, architect, is taking bids on the general contract and subs for the alteration of the brick and stone hotel at 592-6 7th av, for the Hotel Hermitage, Mr. Hurley, manager, on premises, owner.

STABLES AND GARAGES.

BROOKLYN, N. Y.—Lillian Rosenthal, 27 Pennsylvania av, Bklyn, owner, is taking bids on the general contract for a 1-sty brick private garage, 15x100, on the west side of Troy av, 100 ft north of Carroll st, from plans by E. M. Adelson, 1776 Pitkin av, architect. Cost, \$4,000.

UNION, N. J.—Alexander C. Schoen, 711 Bergenline av, West New York, N. J., architect, is taking bids on the general contract for a 1-sty brick public garage, 25x100, at 318 Lewis st, for Otto Heuer, 321 Lewis st, Union, N. J., owner. Cost, \$5,000.

FACTORIES AND WAREHOUSES.

BROOKLYN, N. Y.—A. G. Carlson, 226 Henry st, Bklyn, architect, is taking bids on the general contract for a 3-sty brick factory, 30x75, at the northeast cor of Flatbush Extension and Willoughby st, for the Langbein Holding Co., 226 Henry st, owner.

NEWARK, N. J.—Frederick A. Phelps, Union Bldg, Newark, architect and engineer, is taking bids on the general contract for additions to the factory bldg on Littleton av for J. Wiss & Sons Co., 33 Littleton av, Newark, owner. Cost, \$10,000.

MISCELLANEOUS.

BROOKLYN, N. Y.—The Brooklyn Pacific Library, 26 Breevort st, Brooklyn, owner, is taking bids on the general contract to close August 20, for fire repairs to the 2-sty brick and stone Pacific Library, at the southeast cor of 4th av and Pacific st, from plans by R. F. Almirali and Phillip Cusacks, 12 East 46th st, Manhattan, architects.

NEWTON, N. J.—The Sussex Print Works, William H. Mellor, pres., 33 Liberty st, Newton, N. J., owner, is taking bids on the general contract for a 1-sty brick boiler house, 50x50, on Sparta av from plans by Walter Kidde, 140 Cedar st, Manhattan, architect and engineer. Cost, \$7,000.

LONG ISLAND CITY.—James A. Wetmore, Acting Supervising Architect, Treasury Dept., Washington, D. C., is taking bids on the general contract to close Sep. 12 for a 1-sty brick, stone and terra cotta post office bldg, 102x56, on the northwest side of Van Alst av, bet 9th and 10th sts, for the U. S. Government, Hon. W. G. McAdoo, Secy, Treasury Dept., Washington, D. C., owner. Cost, \$200,000.

PATERSON, N. J.—The Banner Silk Mills, Harry Hein, pres., 110-2 Straight st, Paterson, owner, is taking bids on the general contract for top addition to the 1-sty brick mill bldg at 110-112 Straight st, from privately prepared plans. Cost, \$7,500.

CONTEMPLATED CONSTRUCTION.

Manhattan.

APARTMENTS, FLATS & TENEMENTS.
18TH ST.—J. Harry O'Brien, 1123 Broadway, completed plans for alterations to the two 4-sty brick tenements, 25x42, at 456 West 18th st, for William H., David W. and Lyons P. Carr, 219 West 86th st, owners. Cost, \$4,000.

ELIZABETH ST.—Ferdinand Savignano, 18 East 41st st, completed plans for alterations to the 3-sty brick tenement and store at 122 Elizabeth st, for Edna A. Miller, 601 West 110th st, owner. Cost, \$5,000.

DWELLINGS.

8TH ST.—Gronenberg & Leuchtag, 303 5th av, will draw plans for remodeling the two 4-sty brick dwellings, 50x100, at 16-18 West 8th st, for Mrs. Lucy Sprague Mitchell, owner.

FACTORIES AND WAREHOUSES.

THOMPSON ST.—Alfred M. Githens, 52 Vanderbilt av, has plans in progress for alterations to the 7-sty brick and stone warehouse at 91-3 Thompson st, for Ludwig Harburger, 37 Liberty st, owner, and the Coastwise Warehouses, Inc., 130 Jane st, lessee.

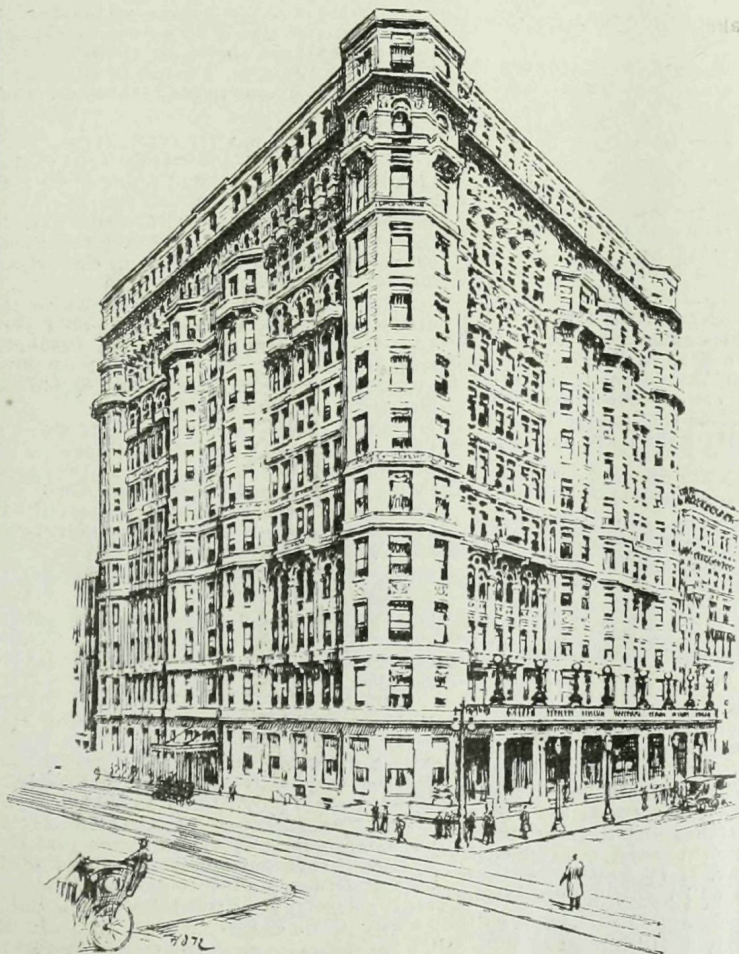
STABLES AND GARAGES.

50TH ST.—John W. Ingle, 527 5th av, has new plans in progress for a 5-sty reinforced concrete and brick garage, about 38x60, at 102-4 West 50th st, for F. A. Cella, 888 6th av, owner.

EAST BROADWAY.—Harold Young, 32 Union sq, completed plans for the alteration of the 7-sty brick loft bldg, 25x175, at 91 East Broadway, into a garage, for the Henry Garage Co., 32 Union sq, owner. Cost, \$60,000.

67TH ST.—Ellwood Williams, 500 5th av, completed plans for a 6-sty brick garage, 50x100, at 234 West 67th st, for Charles E. Williams, 500 5th av, owner. Cost, \$50,000.

MANGIN ST.—Louis A. Sheinart, 194 Bowery, completed plans for a 1-sty brick garage, 125x100, at 3-11 Mangin st, for Mary Connelly, 21 Broome st, owner. Cost, \$20,000.



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EAST BROADWAY.—Harold Young, 32 Union sq, has plans in progress for the alteration of the 7-sty brick loft bldg, 25 x175, at 91 East Broadway, into a garage, for the Henry Garage Co., 32 Union sq, owner. Cost, \$60,000.

49TH ST.—M. Joseph Harrison, 63 Park Row, will draw plans for a 1-sty reinforced concrete garage, 100x100, in the south side of 49th st, 225 ft east of 1st av, for the 418 East 49th St. Co., owner.

STORES, OFFICES AND LOFTS.

5TH AV.—M. Joseph Harrison, 63 Park Row, completed plans for alterations to the 3-sty brick store and loft bldg, 30x100, at 298 5th av, for St. Redis Pure Food Corp., Samuel Dookin, pres., 165 West 47th st, owner. Cost, \$5,000.

PARK ROW.—John B. Snook Sons, 261 Broadway, completed plans for alterations to the 5-sty brick store and lodging house, 25x100, at 120 Park row, for Charles M. Church, 710 Front st, Plainfield, N. J., owner. Cost, \$10,000.

THEATRES.

58TH ST.—John W. Merrow, 1564 Broadway, completed plans for alterations to the theatre, 125x100, at 162 East 58th st, for Frederick D. Proctor, 1564 Broadway, owner. Cost, \$9,000.

116TH ST.—De Rosa & Pereira, 150 Nassau st, have plans in progress for alterations to the brick theatre, at the southwest cor of 116th st and 7th av, for the Morningside Theatre, Sonn Bros., owners, 149 Church st, owners. Cost, \$25,000.

BOWERY.—Daniel Santoro, 21 Park Row, completed plans for alterations to the 3-sty brick theatre, 35x100, at 46 Bowery, for the Estate of William Kramer, Jr., 58 West 128th st, owner. Cost, \$4,500.

MISCELLANEOUS.

31ST ST.—The Adams Express Co., 53 Broadway, owner, has leased property at 216-230 West 31st st and 225-237 West 30th st, and contemplates erecting an express transportation bldg immediately. Name of architect will be announced later.

MADISON SQ PARK.—Jaros Kraus, architect, c/o owner, will prepare new plans for a comfort station to be erected at Madison Sq Park for the City of New York, Dept. of Parks, Cabot Ward, pres., Municipal Bldg, owner. Cost, \$24,000.

Bronx.

DWELLINGS.

WEBSTER AV.—George H. Jacob, 1999 Morris av, has had plans completed privately for a 1 and 2-sty brick dwelling and garage, 250x100, on the west side of Webster av, 220 ft south of 182d st, Cost, \$15,000.

KAPOCK ST.—Robert W. Gardner, 43 Cedar st, Manhattan, completed plans for alterations to the 2½-sty frame dwelling at the northeast cor of Kapoock st and Independence av for the Estate of I. G. Johnson, on premises, owner. Cost, \$3,000.

SEDGWICK AV.—Charles S. Clark, 441 Tremont av, completed plans for alterations to the 3-sty frame and stucco dwelling and store, at 1819 Sedgwick av, for Henry E. Hall, 2390 Morris av, owner. Cost, \$2,000.

STABLES AND GARAGES.

JEROME AV.—De Rose & Cavalieri, 148th st and 3d av, have final plans in progress for a 1-sty stone garage, 75x100, at the northwest cor of Jerome av and 169th st, for the Nesti Construction Co., John Nesti, pres., 658 East 189th st, owner. Cost, \$15,000.

Brooklyn.

APARTMENTS, FLATS & TENEMENTS.

NEW YORK AV.—Cohn Bros., 361 Stone av, have plans in progress for the alteration of the 3-sty brick tenement, 20x70, on the west side of New York av, north of Eastern Parkway, for William R. Golding, 401 East 26th st, Brooklyn, owner and builder. Cost, \$7,000.

MYRTLE AV.—Cohn Bros., 361 Stone av, will draw plans for three 4-sty brick and stone apartments, 50x89, at the cor of Myrtle and Throop avs, for a company now forming. Owner's name will be announced later. Cost, \$35,000 each.

SARATOGA AV.—Cohn Bros., 361 Stone av, completed sketches for a 4-sty brick and stone apartment, 25x52, on the east side of Saratoga av, 90 ft. south of Pitkin av. Owner's name will be announced later. Cost, \$30,000.

CORTELYOU RD.—William T. McCarthy, 16 Court st, Bklyn, has plans in progress for three 4-sty brick and stone apartments, one 90x100, and two 68x77, at the northeast cor of Cortelyou rd and East 21st st, for the Drapkin & Goldberg Construction Co., 501 Ashford st, owner and builder. Cost, \$175,000.

DWELLINGS.

AV G.—Slee & Bryson, 154 Montague st, completed plans for a 3-sty frame dwelling, 47x24, at the northeast cor of Av G and East 19th st, for Arthur H. Strong, 585 East 18th st, owner. Cost, \$8,000.

CRESCENT ST.—H. A. Weinstein, 161 Remsen st, completed plans for twelve 2-sty brick dwelling, 20x36 and 19x36, at the northeast cor of Crescent st and Campus pl, in Campus pl, 254 ft west of Hemlock st and at the northwest cor of Hemlock st and Campus pl, for the Ashland Realty Co., 3372 Fulton st, Bklyn, owner. Total cost, \$48,000.

AV. G.—Benjamin Dreisler, 153 Remsen st, completed plans for a 2½-sty frame dwelling, 24x40, on the north side of Av G, 46 ft east of East 19th st, for Arthur H. Strong, 585 East 18th st, owner and builder. Cost, \$8,000.

STANLEY ST.—Morris Rothstein, 1776 Pitkin av, has plans in progress for a 1 and 2-sty brick dwelling and stable, 20x47 and 15x40, respectively, in the north side of Stanley st, 60 ft west of Alabama av, for Morris Gordon, 191 Malta st, owner and builder. Cost, \$5,500.

NEWPORT AV.—Morris Rothstein, 1776 Pitkin av, has plans in progress for a 2-sty brick and stone dwelling and store, 24x55, and an extension, 20x28, on the south side of Newport av, 70 ft east of Sackman st, for David Sigel, 578 Powell st, owner and builder. Cost, \$9,000.

MERMAID AV.—Perlstein & Perlstein, 37 Fulton av, Middle Village, L. I., completed plans for a 2-sty brick dwelling, 20x42, on the south side of Mermaid av, 100 ft east of West 30th st, for Anna Fox, 2913 West 35th st, owner. Cost, \$3,500.

WEST END AV.—Kallich & Lubroth, 215 Montague st, have plans in progress for ten 2½-sty brick dwellings, 16x40, on the west side of West End av, 420 ft north of Hampton av, for Jacob Sommers, 63 West End av, Bklyn, owner and builder. Cost, \$45,000.

FACTORIES AND WAREHOUSES.

WATER ST.—The Turner Construction Co., 244 Madison av, Manhattan, completed plans for extension to the 6-sty factory in the north side of Water st, 194 ft west of Bridge st, for Kirkman & Son, on premises, owner. Cost, \$2,000.

HUMBOLDT ST.—Gustave Erda, 826 Manhattan av, completed plans for rebuilding the 1-sty brick factory, 145x241, at the cor of Humboldt st and Meserole av, for Kahn Bros., 785 Humboldt st, owner. Cost, \$18,000.

FLUSHING AV.—Tobias Goldstone, 50 Grand av, completed plans for the alteration of the 1-sty brick storage bldg, 55x105, at 584 Flushing av, for Pauline Mohr, 894 Bedford av, owner and builder. Cost, \$8,000.

STABLES AND GARAGES.

WILLOUGHBY AV.—Abraham Farber, 1746 Pitkin av, completed plans for a 1-sty brick garage, 100x200, at the northwest cor of Willoughby and Nostrand avs, for the Willoughby Garage, August Small, pres., 260 Broadway, Bklyn, owner and builder. Cost, \$45,000.

HERKIMER ST.—Morris Whinston, 459 Stone av, Bklyn, is preparing plans for a 1-sty brick garage, 32x110, on the south side of Herkimer st, 230 ft west of Bklyn av. Name of owner will be announced later. Cost, about \$12,000.

LINCOLN PL.—A. W. Pierce, 26 Court st, Bklyn, completed plans for extension and interior alterations to the 1-sty garage in the north side of Lincoln pl, 250 ft east of Rogers av, for James O'Connell, 539 West 147th st, Manhattan, owner. Cost, \$5,000.

NOSTRAND AV.—Benjamin Dreisler, 153 Remsen st, completed plans for a 1-sty brick garage, 200x100, at the northwest cor of Nostrand and Willoughby avs, for August Small, 260 Broadway, Bklyn, owner. Cost, \$35,000.

ATLANTIC AV.—S. Millman & Son, 1780 Pitkin av, completed plans for a 1-sty brick garage, 90x100, on the south side of Atlantic av, 110 ft west of New York av, for the Wendel Realty Co., 160 Broadway, Manhattan, owner. Cost, \$20,000.

GREEN LANE.—F. W. Korfman, 406 9th av, Long Island City, completed plans for a 1-sty brick garage, 32x55, on the east side of Green la, 105 ft north of Prospect st, for Joseph De Vito, 185 Gold st, Bklyn, owner. Cost, \$3,000.

STORES, OFFICES AND LOFTS.

OLD BRIDGE RD.—Frederick W. Korfmann, 406 9th av, L. I. City, completed plans for a 1-sty brick restaurant, 31x72, on the west side of Old Bridge rd, 17 ft south of Sand st, for Margaret Quinn, 485 8th av, Bklyn, owner. Cost, \$5,000.

DENTON AV.—E. M. Adelson, 1176 Pitkin av, completed plans for interior alterations to the 1-sty cafe on the north side of Denton av, bet East 96th st and Rockaway Parkway, for J. Shapiro and H. Erhart, 14 Howard av, Bklyn, owners.

MISCELLANEOUS.

HUMBOLDT ST.—Gustave Erda, 826 Manhattan av, completed plans for a 1-sty brick shop, 211x145, in the west side of Humboldt st, 144 ft south of Meserole st, for S. & G. Kahn, on premises, owner Cost, \$15,000.

BERGEN ST.—James A. Boyle, 367 Fulton st, Bklyn, completed plans for interior alterations to the 3-sty shop in the north side of Bergen st, 82 ft west of Franklin av, for the Kemble Realty Co., 1042 Dean st, owner. Cost, \$2,000.

Queens.

DWELLINGS.

MIDDLE VILLAGE, L. I.—M. Perlstein, 49 Fulton av, Middle Village, completed plans for a 2-sty brick dwelling, 20x52, in the west side of Hinman st, 150 ft south of Market st, for Bransky & Orken, 99 East Broadway, Manhattan, owner. Cost, \$4,000.

LONG ISLAND CITY.—Edward Linke, 468 Autumn av, completed plans for extension and interior alterations to the dwelling at the northwest cor of 1st and Jamaica avs for Mrs. Louise Asendorf, 317 Jamaica av, L. I. City, owner. Cost, \$5,000.

RICHMOND HILL, L. I.—H. T. Jeffrey, Jr., Butler Bldg, Jamaica, completed plans for a 2-sty frame dwelling, 31x35, in the east side of Beach st, 100 ft south of Ashland st, for William Wade, Homerlee av, Hollis, L. I., owner. Cost, \$7,500.

SOUTH OZONE PARK, L. I.—Thomas F. Malone, South Ozone Park, owner, has had plans completed privately for two 2-sty frame dwellings, 16x25, on the east side of Messing av, 198 ft south of Rockaway blvd. Cost, \$3,500.

FLUSHING, L. I.—Goodwin, Bullard & Woolsey, 4 East 39th st, Manhattan, completed plans for extension to the dwelling at the southwest cor of Maple and Jamaica avs, for Samuel A. Salvage, on premises, owner. Cost, \$3,000.

RICHMOND HILL, L. I.—George E. Crane, 4568 Jamaica av, Richmond Hill, completed plans for three 2-sty frame dwellings, 16x39, on the west side of Diamond av, 233 ft north of Jamaica av, for Gatehouse Brothers, Inc., 57 Chestnut st, Richmond Hill, owner. Cost, \$8,500.

MUNICIPAL.

LONG ISLAND CITY.—Charles B. Meyers, 1 Union sq, Manhattan, has plans in progress for a rear addition to the jail at the southeast cor of Court sq and Anabel st for the City of New York. Maurice E. Connolly, pres., Borough of Queens, 5th st and Jackson av, L. I. City, owner. Cost, \$30,000.

STABLES AND GARAGES.

COLLEGE POINT, L. I.—Francis J. Berlenbach, 260 Graham av, Brooklyn, completed plans for a 2-sty brick garage, 50x100, at the northeast cor of Mulford av and Mamaroneck st, for the College Point Garage, College Point, owner. Cost, \$8,000.

MISCELLANEOUS.

FLUSHING, L. I.—Hans Liebau, P. O. Bldg., Jamaica, has plans in progress for a 2-sty brick garbage destruction plant, 38x57, on 31st av, bet. 130th and 131st sts, for the City of New York. Bureau of Street Cleaning, John T. Featherston, com'r, Fulton st, Jamaica, L. I., owner. Cost, \$100,000.

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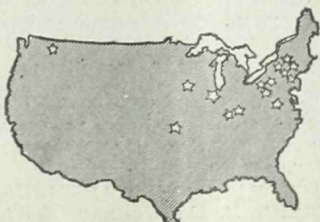
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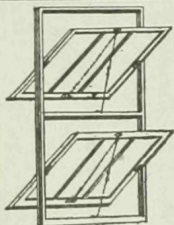
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DWELLINGS.

HICKSVILLE, L. I.—Cohn Bros., 361 Stone av, have plans in progress for a 2½-sty frame and stucco dwelling, 18x52. Owner's name withheld. Cost, \$4,500.

MINEOLA, L. I.—Lansing, Bley & Lyman, 250 Delaware av, Buffalo, N. Y., has plans in progress for a brick experimental station to include an office and laboratory, for the Curtiss Aeroplane Co., foot Churchill st, Buffalo, N. Y., owner. Details will be available later.

Westchester.

DWELLINGS.

HARRISON, N. Y.—Godley & Haskell, 244 Madison av, Manhattan, architect, and John L. Greenleaf, 1 Broadway, Manhattan, landscape architect, have plans nearing completion for a 3-sty stone dwelling, about 100x35, for William J. Knapp, owner.

STABLES AND GARAGES.

YONKERS, N. Y.—Lorillard Wise, 254 Huguenot st, New Rochelle, N. Y., completed plans for a 2½-sty frame stable and packing house, 83x79, on Tuckahoe rd, for the Yonkers Nursery Co., Herbert W. Heinrichs, supt. of construction, on premises, owner and builder. Cost, \$15,000.

MISCELLANEOUS.

HARRISON, N. Y.—Louis P. Metcalf, 2 West 47th st, Manhattan, will draw sketches for 1 and 2-sty hollow tile, stucco and frame model farm bldgs, 145x16, for Dr. Max Wallerstein, Harrison, N. Y., owner.

New Jersey.

APARTMENTS, FLATS & TENEMENTS.

WEST NEW YORK, N. J.—Nathan Welltoft, 76 Montgomery st, Jersey City, completed plans for a 3-sty brick flat, 25x71 in 18th st, for Louis Gelman, 20th st, West New York, owner and builder. Cost, \$15,000.

WEST NEW YORK, N. J.—D. Sylvestri, 114 18th st, West New York, N. J., owner, has had plans completed privately for a 3-sty brick flat, 32x76, at 114 16th st. Cost, \$15,000.

DWELLINGS.

WEST HOBOKEN, N. J.—Peter L. Schultz, 421 Bergenline av, Union Hill, N. J., has plans in progress for a 2½-sty brick dwelling, 27x43, at the northeast cor of Union st and the Boulevard, for Caesar Farina, owner. Cost, \$15,000.

NEWARK, N. J.—Howard Major, 597 5th av, Manhattan, is preparing plans for a 2½-sty brick dwelling, 43x26, at the northeast cor of Girard pl and Randolph pl, for Adolph Augenblick, 16 Commerce st, Newark, owner. Cost, \$12,000.

BOGOTA, N. J.—Herman Fritz, News Bldg, Passaic, completed plans for three 2½-sty frame dwellings, 26x28, for Daniel F. Murphy, 26 Maple av, Hackensack, N. J., owner and builder. Cost, \$4,000 each.

ROCHELLE PARK, N. J.—Herman Fritz, News Bldg, Passaic, completed plans for two 2½-sty frame dwellings, 24x26, for Paul M. Thiem, Rochelle Park, owner and builder. Cost, \$3,000 each.

RUTHERFORD, N. J.—Herman Fritz, News Bldg, Passaic, completed plans for a 2½-sty frame dwelling, 26x28, for C. A. Knight, Rutherford, owner and builder. Cost, \$4,500.

ELIZABETH, N. J.—Herman Fritz, News Bldg., Passaic, completed plans for a 2½-sty frame dwelling, 28x30, in Cross st, for Philip Cohen, 243 Elizabeth av, Elizabeth, owner and builder. Cost, \$5,000.

WESTFIELD, N. J.—John E. Nitchie, World Bldg, Manhattan, has plans in progress for a terra cotta block bungalow. Cost, \$5,000.

JERSEY CITY, N. J.—Nathan Welltoft, 76 Montgomery st, Jersey City, completed plans for two 2-sty dwellings and stores, 23x50 ft each, at the southeast cor of Jackson and Armstrong avs, for Samuel H. Rubine, 151 Claremont av, Jersey City, owner and builder. Cost, \$5,000.

MONTCLAIR, N. J.—Christopher Meyers, Crane Bldg, Montclair, will draw plans for a 2½-sty frame dwelling for A. C. Elliot, 86 Hawthorne pl, Montclair, owner.

BLOOMFIELD, N. J.—Frederick L. Pierson, 160 Bloomfield av, Bloomfield, completed plans for a 2-sty frame dwelling, in Halcyon Park, for William Bennett, Arlington, N. J., owner and builder.

JERSEY CITY, N. J.—Maximilian Zipkes, 405 Lexington av, Manhattan, completed plans for a 2-sty dwelling and a 1-sty garage, on Hudson County Blvd, near Lincoln st, for J. Sacks, 3443 Boulevard, Jersey City, owner.

FACTORIES AND WAREHOUSES.

PASSAIC, N. J.—Herman Fritz, News Bldg, Passaic, is preparing sketches for a

1-sty brick factory, 48x100, for Jacob A. Troast, 84 Prospect st, Passaic, owner. Cost, \$10,000.

HALLS AND CLUBS.

JERSEY CITY, N. J.—William Neumann, 314 Palisade av, Jersey City, will draw plans for a 4-sty brick and stone or terra cotta club house on the Boulevard near Tube station, for the B. P. O. E. Lodge, 211, of Jersey City, Henderson st, Jersey City, owner. Cost, \$100,000.

STABLES AND GARAGES.

NEWARK, N. J.—A. Del Guercio, 809 Broad st, Newark, has plans in progress for a 1-sty public garage, 27x84, at 320 Bloomfield av, for Marcellino Napolitano, 488½ North 5th st, Newark, owner. Cost, \$6,000.

PASSAIC, N. J.—A. Ginsburg, 11 Bloomfield av, Passaic, completed plans for a 1-sty brick public garage, 50x80, in Monroe st, for Philip Richmond, 262 Monroe st, Passaic, owner and builder. Cost, \$5,000.

STORES, OFFICES AND LOFTS.

PERTH AMBOY, N. J.—J. N. Pierson & Son, Raritan Bldg, Perth Amboy, have plans in progress for a 1-sty hollow tile and stucco office bldg and garage, 40x50 and 24x40 respectively, at New Brunswick av and Lehigh Valley R. R., for the New Jersey Roofing Co., 274 King st, Perth Amboy, owner. Total cost, \$6,000.

MISCELLANEOUS.

PATERSON, N. J.—Charles E. Sleight, Romaine Bldg, Paterson, has new plans in progress for a 1 and 2-sty brick dye house, 51x200, in Lowe st, for the Globe Dye Works, William Thompson, pres., foot of Van Houten st, Paterson, owner. Cost, \$20,000.

Other Cities.

APARTMENTS, FLATS & TENEMENTS.

SYRACUSE, N. Y.—John Roscini, 137 John st, Syracuse, owner, has had plans completed privately for a 3-sty brick, hollow tile and stucco apartment, 52x63, in Townsend st. Cost, \$20,000.

CHURCHES.

BUFFALO, N. Y.—W. H. Zawadzki, 398 Fillmore av, Buffalo, has plans nearing completion for a 1-sty brick and stone church, 60x92, at Fillmore st and Onelda av, for St. John the Baptist Ruthenian Church, Rev. Father John Ortynsky, pastor, 158 Germain st, Buffalo, owner. Cost, \$50,000.

FACTORIES AND WAREHOUSES.
BUFFALO, N. Y.—William Andrew Kidd, 250 Delaware av, Buffalo, has plans in progress for a 7-sty reinforced concrete factory bldg, 84x124, at Seneca and Hamburg sts, for F. N. Burt, 540 Seneca av, Buffalo, owner. Cost, \$175,000.

MORRIS, N. Y.—Orlo Epps, Oneonta, N. Y., completed plans for a 1-sty concrete block factory, 50x230, for the Linn Mfg Corp., L. Kenyon, pres., Morris, N. Y., owner and builder. Cost, \$8,000.

HALLS AND CLUBS.

WILLETTS POINT, N. Y.—John F. Jackson, 1328 Broadway, Manhattan, will draw plans for a 1½-sty Y. M. C. A. bldg, 80x35, at Fort Totten, Willetts Point, N. Y., for the Brooklyn Y. M. C. A., John W. Cook, general secy, 55 Hanson pl, Brooklyn, owner. Cost, \$15,000.

HOSPITALS AND ASYLUMS.

NORTH TARRYTOWN, N. Y.—Henry B. Herts, 507 5th av, Manhattan, architect, and Henry Hornbostle, 40 Cedar st, Manhattan, advisory architect, completed revised plans for a 3-sty brick and stone hospital, 350x150, for the Isaac L. Rice Memorial Hospital for Convalescents, c/o Isaac L. Rice, Jr, 61 Broadway, Manhattan, owner, and Mrs. Isaac L. Rice, c/o owner, donor. Cost, \$400,000.

MUNICIPAL.

COHOES, N. Y.—James A. Wetmore, Acting Supervising Architect, Treasury Dept., Washington, D. C., has plans nearing completion for a 1-sty brick and stone post office bldg, 95x59, in the south side of Ontario st, bet Mohawk and Canvass sts, for the U. S. Government, Hon. W. G. McAdoo, secy, Treasury Dept., Washington, D. C., lessee. Cost, \$140,000.

ALBANY, N. Y.—Walter H. Van Guysling, 1 Clinton sq, Albany, architect, and Arnold W. Brunner, 101 Park av, Manhattan, advisory architect, have revised plans nearing completion for a 3-sty brick and steel city bldg, 42x84, with a rear wing, 40x100, at the cor of Eagle and Beaver sts, for the City of Albany, Board of Estimates, City Hall, Albany, owner. Frank R. Lanagan, c/o owner, is the county engineer. Cost, \$115,000.

SCHOOLS AND COLLEGES.

GREECE, N. Y.—Carl Ade, 346 East av, Rochester, N. Y., has new plans in progress for a 2-sty brick and steel high and grade school, 80x90, for the Town of Greece, Board of Education, Greece, N. Y., owner. Cost, \$75,000.

CONTRACTS AWARDED.

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

APARTMENTS, FLATS & TENEMENTS.

MANHATTAN.—Murdock Smith, 207 West 20th st, has the general contract for the alteration of the 6-sty brick and stone dwelling, 20x100, at 48 East 61st st, into bachelor apartments, for the Cornellian Realty Co., Charles David Rogers, pres., 161 Broadway, owner, from plans by Gronenberg & Leuchtag, 303 5th av, architects. Cost, \$18,000.

MANHATTAN.—J. O'Dell Whitenack, 231 West 18th st, has the general contract for alterations to the four 4-sty brick apartments and stores, 72x60, at 48-54 East 34th st, for the Madison Realty Co., V. P. Gibney, pres., 51 East 50th st, owner, from privately prepared plans. Cost, \$15,000.

BANKS.

BROOKLYN, N. Y.—Thomas Drysdale Co., 26 Court st, has the general contract for a 1-sty brick and stone bank, 25x90, on the east side of Flatbush av, 250 ft south of Church av, for the Builders' Holding Co., J. Paul Hoffman, pres., 375 Pearl st, owner, and the Flatbush Savings Bank, 863 Flatbush av, lessee, from plans by Slee & Bryson, 154 Montague st, architects.

CHURCHES.

PASSAIC, N. J.—The Jardin Co., 121 West 48th st, Manhattan, has the general contract for a 2-sty brick rectory in Harrison st for St. John's Lutheran Church, Rev. Paul Lemke, pastor, 180 Harrison st, Passaic, owner, from plans by Herbert R. Brewster, 116 Nassau st, Manhattan, architect. Cost, \$9,000.

DWELLINGS.

LAKEWOOD, N. J.—J. B. Irons & Son, 507 Monmouth st, Lakewood, have the general contract for a 2½-sty brick and stucco dwelling, 48x27, in 2d st, for Arthur R. Smock, 132 2d st, Lakewood, owner, from plans by Bates & How, 35 West 39th st, Manhattan, architects.

PRINCETON, N. J.—The Matthews Construction Co., Princeton, has the general contract for a 2-sty brick cottage and garage, 40x60, for George A. Armour, 33 Stockton st, Princeton, N. J., owner, from plans by H. T. Lindeberg, 2 West 47th st, Manhattan, architect. Cost, \$20,000.

MORRISTOWN, N. J.—The Standard Construction Co., C. F. Gibbs, pres., East Orange, N. J., has the general contract for two 2½-sty frame and shingle dwellings for the Altamont Realty Co., Carl V. Vogt, pres., 6 Washington st, Morristown, owner, from privately prepared plans. Cost, \$6,500 each.

ENGLEWOOD, N. J.—L. E. Tucker, 29 Broadway, Manhattan, has the general contract for a 2½-sty terra cotta block and stucco dwelling, and a 2½-sty hollow tile and frame garage and farm house, 150x30, for Malcolm Campbell, Englewood N. J., owner, from plans by J. J. Petit, 103 Park av, Manhattan, architect. Cost \$75,000.

MAPLEWOOD, N. J.—Carlson Bros., 25 Swaine pl, West Orange, N. J., have the general contract for two 2½-sty frame and shingle dwellings, 28x56, in Alden pl, 100 ft south of Park av, for the Budal Realty Co., Durand pl and Maplewood av, Maplewood, owner, from plans by Kenneth Dalzell, Maplewood, architect. Cost, \$5,000 each.

FACTORIES AND WAREHOUSES.

MANHATTAN.—Blome Sinek Co., 120 Broadway, has the general contract for a 7-sty brick and steel cold storage warehouse, 98x120, at 602-6 West 40th st, for the New York Butchers Dressed Meat Co., foot of West 41st st, owner, from plans by Mortenson & Co., 405 Lexington av, architect.

BROOKLYN, N. Y.—William P. McGarry, 306 Freeman st, Brooklyn, has the general contract for extension to the 1-sty brick factory, in the west side of Provost st, from Java to Main sts, for the Kells Milk & Lumber Co., on premises, owner, from plans by L. E. Schwartz, 450 Shepherd av, Bklyn, architect. Cost, \$3,000.

BUFFALO, N. Y.—Austin & Co., 14230 Euclid av, Cleveland, O., has the general contract for a 1-sty brick factory bldg, 900x700, on Elmwood av, for the Curtis Aeroplane & Motor Co., John M. Willys, pres., foot of Churchill st, Buffalo, owner, from privately prepared plans.

NIAGARA FALLS, N. Y.—The Turner Construction Co., Prudential Bldg, Buffalo, N. Y., has the general contract for four reinforced concrete factory bldgs on Buffalo av for the Carbarundum Co., Buffalo av and 18th st, Niagara Falls, N. Y.,

owner, from plans by L. C. Call, architect and engineer.

CLEVELAND, OHIO.—The Turner Construction Co., 244 Madison av, Manhattan, has the general contract for reinforced concrete work in connection with the power house, 122x300, to be erected at Cleveland, for the Cleveland Electric Illuminating Co., owner. Work will go ahead at once.

HALLS AND CLUBS.

MANHATTAN.—Christopher Campbell, 286 5th av, has the general contract for alterations to the 3-sty brick settlement house, 50x100, at 311-3 East 116th st, for the Harlem House Assn, owner, from plans by Satterlee & Boyd, 3 West 29th st, architects. Cost, \$30,000.

MANHATTAN.—Siegel Building Corporation, 144 East 58th st, has the general contract for alterations to the 4 and 2-sty brick club house, 39x125, at 47 5th av, for the Salmagundi Club, F. Ballard Williams, pres., 14 West 12th st, owner, from plans by Charles W. Buckham, 307 5th av, architect. Cost, \$20,000.

MANHATTAN.—William E. Walsh, 52 Vanderbilt av, has the general contract

for alterations to the 12-sty brick club house, 100x100, at 108-14 West 43d st, for the New York Lodge No. 1, B. P. O. E., Edward Leach, trustee, on premises, owner, from plans by F. J. Applegate, c/o James F. Egan Co., 162 West 20th st, architect. Cost, \$10,000.

SOUTH NYACK, N. Y.—M. W. & H. De Baum, 28 Jackson av, Nyack, N. Y., have the general contract for remodeling the 4-sty brick club, 100x58, at Tappan Zee Inn, for the Nyack Club, owner, from plans by Hutton & Buys, 103 Park av, Manhattan, architects.

HOSPITALS AND ASYLUMS.

MANHATTAN.—John B. Roberts, 3 West 29th st, has the general contract for the alteration of the 4-sty brick and stone dwelling, 43x86, at 301-313 East 19th st, into a hospital, for the New York Skin and Cancer Hospital, J. Cleveland Cady, pres., on premises, owner, from plans by William S. Gregory, 40 West 32d st, architect. Cost, \$30,000.

SCHOOLS AND COLLEGES.

VIENNA, N. J.—John P. Everett, Hackettstown, N. J., has the general contract for a 2-sty brick and stone grade school,



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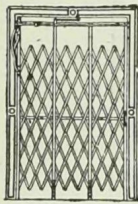
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25x82, for the Board of Education of Vienna, Enos L. Harris, pres., Vienna, N. J., owner, from plans by Rasmussen & Wayland, 1133 Broadway, Manhattan, architects.

MORRISVILLE, N. Y.—W. L. Field, Morrisville, N. Y., has the general contract for class rooms and laboratory for the New York State School of Agriculture, Board of Trustees, C. Greene Brainerd, Morrisville, owner, from privately prepared plans. Cost, \$75,000.

STABLES AND GARAGES.

BROOKLYN, N. Y.—Louis Brownstein, 1163 43d st, has the general contract for a 1-sty brick garage, 100x100, in the north side of Pacific st, 100 ft east of Utica av, for the Borough Park Garage, T. Rubia, pres., owner, from plans by S. Millman & Son, 1780 Pitkin av, Bklyn, architects. Cost, \$15,000.

NEWARK, N. J.—Francis McCue, 84 Harper st, Newark, has the general contract for a 1-sty private garage, 60x100, at 818-820 Frelinghuysen av, for A. Fink & Sons, 810 Frelinghuysen av, Newark, owner, from plans by E. F. Hauser, Union Bldg, Newark, architect. Cost, \$8,000.

NEW ROCHELLE, N. Y.—Walter J. Bond, 12 Hallett st, L. I. City, has the general contract for a 1-sty brick garage, 50x100, at Main St. and Stevenson blvd, for Max C. Burger, 465 Flushing av, L. I. City, owner, from plans by George J. Fisher, 406 12th av, L. I. City, architect. Cost, \$15,000.

STORES, OFFICES AND LOFTS.

MANHATTAN.—T. J. Murphy Co., 405 Lexington av, has the general contract for alterations to the 4-sty brick, stone and steel store and office bldg, 25x100, at 620 5th av, for the Trustees of Columbia University, c/o treasurer's office, 62 Wall st, owner, and Brazier & Co., Hotel Colonial, lessee, from plans by McKim, Mead & White, 101 Park av, architects. Cost, \$30,000.

MANHATTAN.—William J. Yennie & Co., 45 East 42d st, has the general contract for alterations to the 14th story of office bldg, at 90-2 West Broadway, for Frederick Gerken, 90 West Broadway, owner, and the Broadway Trust Co., Woolworth Bldg, lessee, from plans by David M. Ach, 1 Madison av, architect.

MANHATTAN.—Morris Wolf, 303 West 117th st, has the general contract, for alterations to the brick and stone store, 25 x60, at 2457 8th av, for Silberstein Bros., on premises, owner, from plans by D. Wortman and H. H. Braun, 114 East 28th st, Manhattan, architects. Cost, \$2,500.

MANHATTAN.—Wolfe-Cooper Co., World Bldg, has the general contract for 2-sty brick and reinforced concrete stores, 35x90, on the block front in the north side of Division st, bet Forsyth and Market sts, for the City of New York, Marcus M. Marks, Pres, Borough of Manhattan, Municipal Bldg, owner, and Henry E. Jacobs, 94 Division st, lessee, from plans by M. Joseph Harrison, World Bldg, architect. Cost, \$25,000.

POUGHKEEPSIE, N. Y.—Kingston & Campbell, 1 Washington st, Poughkeepsie, have the general contract for a 3-sty brick and stone store and office bldg and rooming house, 132x61, at the northwest cor of Catherine and Main sts, for the Morgan House Corp., J. W. Sherril, 45 Market st, Poughkeepsie, owner, from plans by W. J. Beardsley, 49 Market st, Poughkeepsie, architect. Cost, \$100,000.

UTICA, N. Y.—The Kimberly Construction Co., Mayro Bldg, Utica, N. Y., has the general contract for a 3-sty brick and steel store bldg, 40x83, at 170-2 Genesee st, for the Mather Estate, c/o Syracuse Trust Co., Syracuse, and Arcade Bldg, Utica, N. Y., owner, and Michael J. Leo, 473 Main st, Buffalo, lessee, from plans by A. L. Brockway and Dwight R. Collin, 3d National Bank Bldg, Syracuse, architects. Cost, \$28,000.

NEWBURGH, N. Y.—Charles J. Michaud Co., 260 Fair st, Kingston, N. Y., has the general contract for alterations to the 4-sty brick store bldg, 34x75, in Water st, for the Up-To-Date Clothing Co., on premises, owner, from plans by Betz & Drake, 42 2d st, Newburgh, architects. Cost, \$12,000.

MIDDLE VILLAGE, L. I.—Hugh Getty, Inc., 359 West 26th st, Manhattan, has the general contract for top addition to the 1-sty brick and terra cotta office bldg, 16 x50, at the northwest cor of Evelyn and Mt. Olivet avs, for the U. S. Cremation Co., Ltd., on premises, owner, from plans by A. S. Gottlieb, 101 Park av, Manhattan, architect. Cost, \$20,000.

THEATRES.

MANHATTAN.—The Century Construction Co., 507 5th av, has the general con-

tract for alterations to the 2-sty brick theatre at 899 8th av for John J. Maloney, 850 8th av, owner, from plans by Bloch & Hesse, 500 5th av, architects.

POUGHKEEPSIE, N. Y.—Edgar V. Anderson, 39 Market st, Poughkeepsie, has the general contract for a 1-sty brick and terra cotta moving picture theatre, 55x134, at the northeast cor of Cannon and Liberty sts, for the Stratford Theatre Co., Ely Eltinge, 93 Hooker av, Poughkeepsie, owner, from plans by W. H. McElfattrick, 701 7th av, Manhattan, architect.

MISCELLANEOUS.

MANHATTAN.—John H. Goetschius Co., 539 Hudson st, has the general contract for improvements to the Sub-Treasury at Wall and Nassau sts for the U. S. Government, Hon. William G. McAdoo, Secy, Treasury Dept., Washington, D. C., owner, from plans by F. A. Lang, U. S. Custom House, Manhattan, supervising chief engineer. Cost, \$3,595.

MANHATTAN.—Charles Brady Co., 13 West 34th st, Manhattan, has the general contract for alterations to the 6-sty brick store and factory, 54x117, at 140-2 6th av, for the Emigrant Industrial Savings Bank, John J. Pulley, pres., 51 Chambers st, owner, from plans by Townsend, Steinle & Haskell, 1328 Broadway, architects. The Gorham Co., of 5th av and 36th st, are the lessees of the 3d, 4th, 5th and 6th floors Cost, \$20,000.

MANHATTAN.—Clark & Appelman, 278 Madison av, have the general contract for the alteration of the 3-sty brick dwelling, 23x54, at 142 East 19th st, into a lodging house, for Mary C. Owen, 189 Montague st, Bklyn, owner, and Lark Taylor, 3 Washington sq, Manhattan, lessee, from plans by H. V. Hartman, 5 West 16th st, architect. Cost, \$3,000.

BROOKLYN, N. Y. (Sub).—The Bay Ridge Heating Co., 511 40th st, Brooklyn, has the heating contract for the following: the 2-sty post office, 75x100, on the north side of Lafayette av, 450 ft east of Reid av, for the Brooklyn Realty Associates, owners, and the U. S. Government, Washington, D. C., lessee, from plans by E. Dreisler, 153 Remsen st, architect; the nine 2-sty brick houses, 220x100, in the south side of 78th st, west of 5th av, for the Johnson Construction Co., 7102 10th av, owner, from plans by A. G. Carlson, 226 Henry st, architect; the 1-sty garage, 100x100, in the north side of 60th st, for Paul Klein & Bros., 901 55th st, owners, from plans by Thomas Bennett, 7822 5th av, architect; the 2-sty bank on the west side of Flatbush av, south of Church st, for the Home Title Insurance Co., owner, and the Flatbush Savings Bank, lessee, from plans by Slee & Bryson, 154 Montague st, architects; also for the 2½-sty dwelling in the south side of 88th st, 160 ft east of 3d av, for George H. Acritelli, Esq., owner, from privately prepared plans.

BROOKLYN, N. Y.—The Turner Construction Co., 244 Madison av, Manhattan, has the general contract for two reinforced concrete ash storage bins, about 50 x80, and 50 ft high, at the Bush Terminal, for the Bush Terminal Co., 100 Broad st, Manhattan, owner, from plans by William Higginson, 15 Park row, Manhattan, architect.

BROOKLYN, N. Y.—William P. McGarry, 306 Freeman st, Brooklyn, has the general contract for alterations to the 1-sty dye works, in the west side of Russell st, 145 ft north of Norman av, for H. C. Jaeck, on premises, owner, from plans by L. E. Schwartz, 450 Shepherd av, Brooklyn, architect. Cost, \$3,500.

ST. GEORGE, S. I.—J. J. Milnes Co., Richmond av, Port Richmond, S. I., has the general contract for a 2½-sty brick museum, 64x42, for the Association of Arts and Sciences, Stuyvesant pl, St. George, S. I., owner, from plans by Robert W. Gardner, 42 Cedar st, Manhattan, architect. Cost, \$25,000.

HARRISON, N. J.—John W. Ferguson Co., 152 Market st, Paterson, N. J., has the general contract for addition to the 1-sty brick plant, 150x430, on Harrison av, for H. R. Worthington Co. Pump Works, on premises, owner, from privately prepared plans.

BELLEVILLE, N. J.—The Franklin Contracting Co., 52 Vanderbilt av, Manhattan, has the general contract for the construction of a National pavement on Hornblower av, from Joralemon st to Division av, for the Town of Belleville, Board of Commissioners, Robert G. Minion, Town Clerk, owner, from plans by Frank T. Shepard, 601 Essex Bldg, Newark, Town Engineer. Cost, \$6,000.

BELLEVILLE, N. J.—The Northern Construction Co., 665 Broad st, Newark, has the general contract for the construction

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of Warrenite pavement in Cortlandt st for the Town of Belleville, Board of Commissioners, Robert G. Minion, Town Clerk, Belleville, owner, from plans by Frank Shepard, Essex Bldg, Newark, Town Engineer, Cost, \$6,000.

NEW JERSEY.—The Hickery Construction Co., Somerville, N. J., has the general contract for road improvements on Griggstown rd, Belle Meade, for the Board of Chosen Freeholders of Somerset County, F. W. Remsen, director, Court House, Somerville, N. J., owner.

ALBANY, N. Y.—M. L. Ryder Building Co., 356 State st, Albany, N. Y., has the general contract for a 1-sty fire alarm bldg, 40x70, on Delaware av, near Madison av, for the City of Albany, Board of Contract and Supply, City Hall, Albany, owner, from plans by Obenaus Nichols & Co., 119 State st, Albany, architect. Cost, \$35,000.

BELLEVILLE, N. J.—The Franklin Contracting Co., 52 Vanderbilt av, Manhattan, has the general contract for the construction of a National pavement in High st, from Van Houten to Rossmore pl, for the Town of Belleville, Board of Commissioners, Robert G. Minion, Town Clerk, Town Hall, Belleville, owner, from plans by Frank T. Shepard, 601 Essex Bldg, Newark, Town Engineer. Cost, \$11,000.

KINGS PARK, L. I.—J. E. Crane, Smithtown Branch, L. I., has the general contract for a 1-sty frame and shingle administration bldg, 50x100, for the Society of St. Johnland, Kings Park, L. I., owner, from plans by Ford, Butler & Oliver, 101 Park av, Manhattan, architects.

WINGDALE, N. Y. (SUB.)—The New York Sewage Disposal Co., 37 East 28th st, Manhattan, has the general contract for a sewage disposal plant to be erected at Wingdale Prison for the State of New York, Commission on New Prisons, room 615, Hall of Records, Manhattan, owner, from plans by Lewis F. Pilcher, Capitol, Albany, N. Y., State Architect.

STAMFORD, CONN.—The Vuono Construction Co., Bank Bldg, Stamford, Conn., has the general contract for a 2½-sty stone and terra cotta blocks home, 32x184, on Hamilton av, for the Stamford Children's Home, Mrs. E. Y. Weber, member Building Committee, Atlantic st, Stamford, Conn., owner, from plans by Harry Allen Jacobs, 320 5th av, Manhattan, architect.

OYSTER BAY, L. I.—The Gillies-Campbell Co., 101 Park av, Manhattan, has the general contract for farm bldgs, consisting of a 1-sty garage, 41x25, with wing, 20x11; chauffeur's cottage, 2½-stys, 38x42, and a farmer's cottage, 2½-stys, 27x33, for John Aitken, 72 East 56th st, Manhattan, owner, from plans by Foster & Gade, 15 West 38th st, Manhattan, architects.

WEST NEW YORK, N. J.—Paul Grillo, 18 5th st, Weehawken, N. J., has the general contract for a 4-sty brick flat, cafe and meeting room, 25x78, and a 1-sty extension, 25x24, at the northeast cor of 15th and Jackson sts, for Mrs. Girolama Spina, southwest cor of 15th and Jackson sts, West New York, N. J., owner, from plans by George Willaredt, 411 23d st, West New York, architect. Cost, \$18,000.

CALDWELL, N. J.—William G. Sharwell Co., 377 North 5th st, Newark, has the general contract for addition to the brick power plant at the Essex County Penitentiary, for the Board of Chosen Freeholders of Essex County, Court House, Newark, N. J., owner, from plans by Joseph B. Allen, 1091 Sanford av, Irvington, N. J., and Runyon & Carey, 845 Broad st, Newark, County Engineers. Cost, \$75,000.

NEW JERSEY.—The American Bridge Co., 30 Church st, Manhattan, has the general contract for a bridge to be erected east of Hamilton (N. Y. Branch), for the Philadelphia & Reading Railway Co., A. T. Dice, pres., Reading Terminal, Philadelphia, Pa., owner, from plans by Samuel T. Wagner, Reading Terminal, Philadelphia, Pa., engineer.

GREENVILLE, N. J.—Post & McCord, 101 Park av, Manhattan, have the general contract for a 1-sty metal and frame pier shed and offices, 40x60, for the Pennsylvania Railroad Co., Samuel Rea, pres., 7th av and 32d st, Manhattan, owner, from plans by William H. Cookman, Broad St. Station, Philadelphia, Pa., architect. Cost from \$5,000 to \$6,000.

NEW ROCHELLE, N. Y.—Joseph Walter, 278 Lockwood av, New Rochelle, has the general contract for addition to the 2-sty frame and stucco studio, 36x32, on Thomas pl, for Augustus Thomas, Thomas pl, New Rochelle, owner, from plans by Charles A. Lupprian, 180 Main st, New Rochelle, architect. Cost, \$9,000.

TRADE AND TECHNICAL SOCIETY EVENTS.

AMERICAN IRON AND STEEL INSTITUTE will hold its autumn meeting at the Hotel Sinton, Cincinnati, October 26 and 27.

NATIONAL ASSOCIATION OF BRASS MANUFACTURERS will hold its next meeting at Milwaukee on September 27 and 28.

AMERICAN FOUNDRYMEN'S ASSOCIATION will hold its twelfth annual exhibit of foundry and machine shop equipment in the Mechanics Building, Boston, Mass., September 25-28, inclusive.

CHICAGO CEMENT MACHINERY AND BUILDING MATERIAL SHOW will be held in the Coliseum, Chicago, February 6-13. The show will be held under the auspices of the National Exhibition Co., 123 Madison st, Chicago.

INTERNATIONAL ASSOCIATION OF MUNICIPAL ELECTRICIANS will hold its annual convention at Niagara Falls from September 11-14. Robert J. Gaskill, Fort Wayne, Ind., is president.

NATIONAL PAINT, OIL AND VARNISH ASSOCIATION will hold its convention at the Congress Hotel, Chicago, Ill., October 7-11. George V. Horgan, 100 William st, Manhattan, is secretary.

NATIONAL EXPOSITION OF SAFETY AND SANITATION will be held in the Grand Central Palace, New York, September 10-15, under the joint auspices of the American Museum of Safety and the National Safety Council.

NATIONAL MUNICIPAL LEAGUE will hold its twenty-third annual meeting in Detroit, Mich., Nov. 21-24, with headquarters at Hotel Statler. For information address the secretary, Clinton Rogers Woodruff, 703 North American Bldg., Philadelphia, Pa.

DEPARTMENTAL RULINGS.

BUREAU OF FIRE PREVENTION.

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.

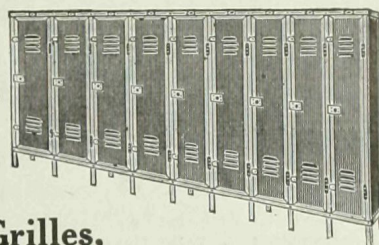
*A—Interior Alarm System; DL—Locked Doors; EI—Electrical Equipment; Ex—Exits; FA—Fire Appliances, Miscellaneous; FD—Fire Drills; *FE—Fire Escapes; *FP—Fireproofing; RefSys(R)—Refrigerating System Repair; Rec—Fireproof Receptacles; GE—Gas Equipment and Appliances; DC—Heating or Power Plants (Dangerous Condition 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; *FISy—Approved Filtering and Distilling Systems; *OS—Oil Separator; RO—Reduce Quantities; *STSys—Storage System; T.H.O.—Tenement House Order.

*NOTE—The symbols A, FE, FP, Spr, St, Stp, Tel, WSS, FISy, OS, STSys, when followed by the letter (R) in parentheses, 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.

Weed ending Aug. 4.

MANHATTAN ORDERS SERVED.

- Barclay st, 73—Geo F Bassett.....Stp(R)
- Bowery, 231-3—N Y Brass Turning Co, FA-O-Rec(R)-GE
- Broadway, 718-20—Est Josephine MacDonald, care Ronald H, 137 Riverside dr.....O-Stp(R)
- Canal pl, 9-12—Wm H Toop.....A
- Columbia st, 66—Isaac Yutkowitz.....FP(R)
- Canal st, 368—Friedman & Pass.....Rec-EI
- Canal st, 368—Charles C Selwitz.....Rec-GE
- Canal st, 368—Thos Humphrey.....GE-Rec
- Canal st, 334—Wm Mitchell et al, 60 W 9.....A
- Canal st, 368—J Blumenson Cloak Co.....Rec-DC
- Chambers st, 104—Howard Glass Co.....Rec
- Chrystie st, 131—Leher Realty Co, WSS(R)-ExS-FE(R)-O-Ex(R)-GE
- Corlears st, 50-64—Hecker-Jones-Jewell Milling Co.....ExS-Ex(R)-WSS(R)
- Duane st, 60—Consol Gas Co, 130 E 15.....GE
- Duane st, 60—Harriet S Greene, 30 Letitia, Phila, Pa.....FE(R)
- East Broadway, 121-5—Pikeway Realty Co, FP(R)
- Pier 8, East Rv—Compania Transatlantica, Rec-Stp(R)-O-FA
- Houston st, 108 E—Lawrence Holding Co...A
- Houston st, 152 E—Abe Silberstein...Rec-O-GE
- 17 st, 14 E—Adele Deitsch, 21 E 83.....Stp(R)
- 38 st, 217 E—Caroline Schwarz.....A-FD
- 50 st, 400 E—Goldberg & Greenberg.....DC
- 80 st, 223 E—Henry Hunvald.....Rec-GE
- 80 st, 223 E—Thos Nugent.....ExS
- Eldridge st, 20—Morrisani Wagon Wks....Rec
- 5 av, 78—J B Bloomindale Est, 31 Nassau.FD-A
- Front st, 279—Dept of Plant & Structures, Municipal Bldg, FP(R)-FA-St(R)-FE(R)-ExS-Ex(R)
- Grand st, 314-20—Jos J Berkowitz.....O



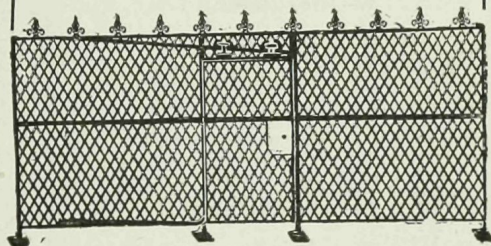
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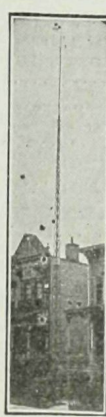
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Greenwich st, 339-43—Mrs Louise Mohlan, Riverview dr, Brielle, N J.....FD-A
 Greenwich st, 686-90—Stafford Ink Co.....FA
 Greenwich st, 697-701—Greenwich Hat Co.....Rec
 Liberty st, 111—Henry L Eno.....A
 Maiden la, 83—Chas Hoffman, 39 W 89, WSS(R)-ExS-FE(R)-Ex(R)-St(R)
 Mercer st, 83—Pohwatthan Realty Co, 1764 Bway.....FP
 Nassau st, 51—Alma Rosenberg, 203 W 81, WSS(R)-Ex(R)-FE(R)-St(R)
 Park Row, 53-65—Est Jos Pulitzer, 80 Bway, FP-St(R)-Ex-Stp(R)-ExS-Ex(R)
 Spring st, 96-104—J R Waist & Dress Co, Ex(R)-Rec-D&R
 Spring st, 96-104—Auto Sales Gum & Choco- late Co.....Rec-D&R
 3 av, 2346—Standard Carpet Cleaning Co. Rub-El 3 av, 2306-8—Wieben Eros.....FA-DC
 3 av, 2306-8—Albert Winsten, 542 5 av. WSS(R)
 Washington pl, 3-5—Chas Van Bergen, c E Coffin, 34 Pine.....A-FD
 White st, 110—Excelsior Estates Co, c Eism- man, Levy, Corn & Levine, 135 Bway.....A
 West Broadway, 82-6—S Chas Welsh, WSS(R)-ExS
 Houston st, 204-6 W—Jno A Bristed, c Chas A, Stockbridge, Mass.....A-FD
 14 st, 133 W—Wm F Moore, 111 W 41.....A
 14 st, 422-4 W—Adeline S F Jordan, 19 W 85, St(R)-FP-FE(R)-ExS
 19 st, 220-30 W—G B W Constn Co, c E S Willard, 52 William.....WSS(R)-ExS
 22 st, 126-30 W—Bernard Schaffer.....Rub-Rec
 22 st, 555-7 W—Wm J Lemp.....FD-A
 26 st, 52 W—Astor Est, 23 W 26.....GE
 44 st, 15-17 W—Fernando Wood, 170 Bway.....A
 48 st, 318-20 W—Chas J Richter, 119 W 73, Ex(R)-FP-FE-WSS(R)
 49 st, 225-31 W—Mrs Roberta F Frank, Mont- rose, N Y.....FP-ExS
 71 st, 305 W—Mrs Laura Stebbins.....FA-GE
 Baxter st, 147-51—Bardsley Bros.....Rec
 Broadway, 1612—Henry M McCullough. FA-NOs
 Broome st, 37 1/2-47—Kramer & Seidman.....RQ
 Broome st, 37 1/2-47—H J Finkelstein.....FA-Rec
 Cedar st, 1—Kane & Behrens.....CF
 Centre st, 241—Terrance El Plating Co. Rec-FA
 Chambers st, 118—Leopold Ascher Co.....FP
 13 st, 428 E—Vito Bros.....NOs-FA-ExS
 22 st, 304 E—Orvis Co.....Rec-FA-CF
 47 st, 402-14 E—Union Lard Corp.....WSS(R)
 73 st, 161 E—Edw S Harkness, 26 Bway.....FP-CF
 75 st, 172 E—Hertelooms.....FP-FA-ExS
 76 st, 61 W—Hugh J Chisholm.....CF
 81 st, 522 E—Rocco S Paclantomo Co.....Rec
 107 st, 419 E—Otterbein & Black.....FA
 113 st, 211 E—Frank & Sternberg.....CF
 8 av, 461—Flower Steel Electrotpe Co. Stp(R)
 8 av, 461—Indiana Chemical Co.....Stp(R)
 Delancey st, 171-3—Goldstein Scrap Iron & Steel Co.....CF
 Division st, 229—Nathan Kramer.....FA
 Jay st, 19—J D Stout Co.....FA
 Lexington av & 76 st—W G Stearns.....FP
 Lexington av, 1032—Douglas L Elliman, 414 Madison av.....WSS(R)-CF-Rec-FE
 Pearl st, 195—Worden Chemical Wks, NOs-FA-CF
 Pelham st, 7—Pruzansky & Cohen.....FP
 2 av, 597—Abr Heller.....NOs-FA
 2 av, 1233—V Capicik.....FA
 7 av, 711—Kirshman & Bollback.....FA-NOs
 7 av, 783—Cohen & Hupert.....FA-Rub
 7 av, 798—Otto R Girchow.....CF-FA-FP(R)
 6 av, 30—Morris Blumberg.....D&R
 Suffolk st, 92—N Y Bedding Co.....WSS(R)
 Vandewater st, 15—Chas E Miller Finishing Co.....Rec
 Vesey st, 18—Standard Paint Co.....FA-Rec
 West st, 47-9—Northwestern Chemical Co, NOs-FA
 3 st, 135 W—Natl Tin Can Mfg Co.....FA
 4 st, 186 W—Vandyck Gravure Co.....RQ
 18 st, 144-50 W—Thorner Mfg Co.....Rec
 18 st, 157-9 W—Greenwich Garage.....CF-Ex
 24 st, 148 W—Gottlieb Chemical Co, CF-FA-NOs-D&R
 31 st, 406 W—Stockinger Photo Eng & Ptg Co, Stp(R)
 40 st, 345 W—Leggett Gruen Corp.....CF
 42 st, 119 W—Walter J Fraser.....Rec
 44 st, 307 W—Rohr & Glantz.....CF
 45 st, 145 W—Donald Campbell.....CF
 45 st, 145 W—Peter H White.....CF
 46 st, 126 W—Pioneer Feature Film Co, CF-D&R-Ex(R)
 46 st, 126 W—Exclusive Features.....D&R-CF
 46 st, 126-32 W—World Film Corp, CF-FP(R)-D&R
 46 st, 126-30 W—Unicorn Film Service Co, D&R-Rec
 46 st, 126-32 W—Fox Film Corp.....FP(R)-CF
 6 av, 662-4—Sperry Realty Co.....ExS
 6 av, 825—Walter J Solomon, St(R)-FP-FE(R)-ExS-WSS(R)
 6 av, 825—Beck & Lavery.....FA-Rec
 South st, 177—Cassella Bros.....FA-DC
 Spring st, 96-104—Meisler Bros.....Rec
 Spring st, 96-104—Bernstein & Spazirman.....Rec
 3 av, 1524-6—Est J & S Spies, 1520 3 av, WSS(R)-FP(R)-ExS-St(R)-FE(R)
 3 av, 1908—Alex Farber.....RQ
 Vesey st, 60—Adam W S Cochrane, 30 Broad, St(R)-FE(R)
 Washington pl, 26-8—Est Wm Ottmann, 207 Water.....A
 Wooster st, 31—Louis Davis, 45 Warren, ExS-Ex(R)-St(R)-WSS(R)-FE(R)
 16 st, 109 W—City Central Paper Box Co, D&R-FA
 18 st, 254-62 W—Peter Doelger Bwg Co, 407 E 55.....A
 21 st, 547-9 W—Standard Smelting & Refining Co.....ExS-FE(R)
 23 st, 418-24 W—Carrie A Hawkins.....FA
 25 st, 526-30 W—Albert J Appel, 51 Chambers, St(R)-WSS(R)
 27 st, 113 W—Otto Wagner, 134 W 26, FP(R)-Rub
 28 st, 40-6 W—Martin H Goodnick 42 Bway.....GE
 34 st, 22-6—Astor Est, 23 W 26.....WSS(R)
 34 st, 249 W—Carrie M McAdam.....GE
 36 st, 521 W—Emilie Zah, 230 W 28.....FP(R)
 39 st, 13 W—Alice M Ulman, 830 Park av, WSS(R)-FP-St(R)-FE(R)-ExS
 42 st, 243 W—Arthur H Sobl.....Rec-Rub
 43 st, 230-2 W—Thos Goldman.....FA-GE-Rec

44 st, 59-65 W—Est Andrew H Smith, c Mrs A H, 584 Main, Geneva, N Y.....A
 47 st, 253 W—Cornelius Ten Eick.....GE-O-Rec
 56 st, 534-42 W—Hinkle Iron Co, Ex(R)-ExS-St(R)-FE(R)-Rub-FA
 114 st, 421 W—Hennessy Realty Co, 220 Bway, Stp(R)
 Broadway, 312—H Steinberger Co...FA-CF-NOs
 Broadway, 1704—Douglas C Burrelle...FA-NOs
 21 st, 33-5 E—Wm Cruikshank's Son, 37 Lib- erty.....FP
 Fulton st, 94—August Kreiser.....Ex(R)
 Wooster st, 40—Rodena Realty Co, care, J J Reynolds, 28 Harrison.....Ex
 Bowery, 299-301—Michael E Doherty...TD-Tel
 14 st, 149-55 E—Patk J O'Keefe, 223 3 av.....A
 4 av, 57—Beckmann Bros.....TD-Tel
 48 st, 212-14-16 W—Apeda Studio.....Rub
 28 st, 10-20 E—28th St Co.....A
 Pier 22, East Rv, ft James slip—L I R Co, 7 av & 32.....Rub
 Beekman st, 27—Lawyers Realty Co, 160 Bway.....WSS
 Beekman st, 47—Clarence Sackett, 31 Nassau, Ex(R)-ExS
 Bowery, 44—Sarah Nottbeck, c N Y Life Ins & Tr Co, 52 Wall...FE(R)-GE-ExS-O-Ex(R)
 Bowery, 308—Herman Heidenreich.....Rub
 Broadway, 337—Est Wm B Moffat est, c Cora Bromwell, 2 W 55.....FD-St(R)-FE(R)
 Broadway, 622-4—Rev Alfred D Pell, 929 5 av, St(R)-ExS-FD
 Broadway, 2171-7—Robt B Blackman.....TD
 Broadway, 2508-18—Yorga Realty Co, 216 W 94.....A
 Broadway, 392—Great Eastern Suspender Co. Rec
 Broadway, 235—Anderson & Price Co.....TD
 Broome st, 344-6—Corner Bowery & Broome, Inc.....A
 Canal st, 266—Mary R J DeBois, 30 Wash, Hartford, Conn.....ExS-Ex(R)-St(R)
 Cannon st, 133—Isidor Bennett.....St(R)
 Chrystie st, 131—M Kadish & Son.....FA
 Chrystie st, 131—Jacob Rothman.....Rec
 Columbia st, 79—Kedofsky & Son.....GE
 Av C, 171—Antonio Scalso.....D&R-GE
 Canal st, 436—Corp of Trinity Church, 187 Fulton.....DC-FE(R)-St(R)-ExS
 Canal st, 396-8—Therese D Browning, 16 Cooper sq.....A
 Canal st, 436—Benj Messina Sons.....O
 Chambers st, 173-5—Paul Weinbaum.....Rec
 Delancey st, 108—Hyman Rubin, 236 S 9, Bklyn.....WSS
 10 st, 86 E—Clara Field.....ExS-FE(R)-O
 10 st, 86 E—Mutual Hat & Cap Co.....FA-O
 11 st, 63 E—Eugene A Philbin, 52 William, WSS-FP(R)
 15 st, 525-31 E—N Y Central Transporta- tion Co.....FA
 22 st, 24 E—S & H Realities, 368 Broome, WSS-Stp(R)-FP(R)
 26 st, 218-20—John Bateman, c Hy M, Har- way av & Bay 37, Bklyn, St(R)-FE(R)-Ex(R)-ExS
 29 st, 301-3 E—Harry Berkowitz, Rec-FP(R)FA-FP
 32 st, 44-8 E—Louis Albert.....O
 52 st, 428-42 E—Est Martin Bachman, 954 Ogden av.....ExS-Ex(R)-FE(R)
 57 st, 23 E—Union Trust Co, 80 Eway, St(R)-FE(R)-Ex(R)-ExS-FP(R)
 57 st, 23 E—Consol Gas Co, 130 E 15.....GE
 57 st, 23 E—Marie Bartlett.....GE-Rec-FA-FP
 80 st, 166 E—Joseph Cohen.....DC
 75 st, 310-20 E—Fredk S Myers, 648 Bway, A-FP(R)-WSS
 81 st, 522-4 E—Louis Weber Bldg Co, 171 Madison av.....WSS-FP(R)
 100 st, 204 E—Ethel P Arnold, 221 N 34, Philadelphia, Pa.....Ex(R)-O-ExS-FE(R)
 101 st, 347 E—Jacob Cohen.....Rec
 102 st, 403 E—Joseph Cappulo.....Rec
 103 st, 407 E—Robt Fertitta.....Rec
 103 st, 407 E—Edw Morente.....Rec
 8 av, 2230—Leopold Jonas.....A-FD
 101 st, 400 E—Michael Masucci.....Rec
 129 st, 148-50 E—Rosegarten Bros.....FP
 Elm st, 28—Consol Gas Co, 130 E 15.....GE
 Elm st, 28—Bernhard Droge.....FP(R)
 5 av, 400—John Hoge.....WSS-ExS
 5 av, 624—Trustees of Columbia College, 63 Wall.....Stp(R)
 5 av, 435—Alexander Masterson, c Farmers L & Tr Co, 22 William.....WSS-FP(R)
 1 av, 2007—Marcus Tralougo.....Rec
 1 av, 2050—Geo Mosca.....Rec
 1 av, 2014—Chas La Motta.....Rec
 Cannon st, 59—A Doubonofsky.....D&R
 Cedar st, 134—Geisenheimer & Co.....CF
 Centre st, 202-4—Polis Mfg Co, CF-FA-Rec-FP(R)-NOs
 58 st, 353 E—Chas Barry.....D&R
 72 st, 510-14 E—Jno A Bank & Co.....Rec
 115 st, 245 E—Nurgio Airoti.....D&R
 Greenwich st, 525—Gerald Prendergast.....FP
 Kenmare st, 69-71—Louis Kaufman.....FA-CF
 Liberty st, 105-9—Rodan Co.....CF
 Pelham st, 7—Pruzansky & Cohen.....A
 Pitt st, 15—B Olshansky.....D&R
 Stanton st, 332—Max Anzie.....RQ
 South st, 237—Wm E Jordan.....CF-El
 10 av, 798—Schlesinger Redburn Corp, CF-FA-Rec
 Washington st, 489—E J Armstrong.....D&R
 West Broadway, 542-4—P Pareti & Co.....Ex
 West End av, 70—Firestone Tire & Rubber Co, CF
 West End av, 186—Internatl Vulcanizing Co, D&R
 13 st, 30 W—Famous Doll Studios...FA-El-Rec
 27 st, 254 W—N Y Disinfectant Co, 1 E 27.D&R
 48 st, 215-7 W—48th St Garage. FA-Rec-El-CF
 52 st, 549 W—York Auto Bodies, FP-FA-NOs-Rec
 52 st, 136 W—Elite Auto Painting Co...Rec-FA
 53 st, 238-40 W—Colonial Motors.....Rec-FA
 107 st, 118-20 W—Chelsea Fireproof Storage Co, 426 W 26.....NOs-FA-Rec
 46 st, 130 W—Merit Film Corp.....D&R-CF
 50 st, 233 W—T F Welding Co.....FA-Rec
 51 st, 222-4 W—Postal Automobile Co...Rec-CF
 52 st, 549-51 W—Rialto Automobile Painting Co.....FP(R)
 52 st, 549-51 W—David Stoloff.....Rec-FP(R)
 53 st, 238-40 W—Service Motor Truck Co, Rec-FA-D&R

56 st, 610-12 W—P Brady & Son, 554 W 58, FE(R)-FA
 57 st, 610 W—Haynes Automobile Co...FP-NOs
 142 st, 231 W—Springer's Garage.....CF-Rec
 167 st, 453-61 W—Chalmers Sales Co, NOs-FA-FP(R)
 Houston, 50 W—Standard Toy Mfg Co...FP(R)
 West End av, 91-3—West End Garage.....CF
 Warren st, 56—D Gottlieb, A-WSS(R)-ExS-FP(R)
 Warren st, 93—Geo M Johnson.....FA-NOs
 Wooster st, 65-7—Birlenfeld Strauss Co...St(R)
 Wooster st, 149-53—Eugene Goldberger...Rec
 Broadway, 540—Est Thos Lewis, c William C Walker, 299 Bway.....WSS(R)-ExS
 Broadway, 739-41—Louis W Prager.....Rec
 Broadway, 739-41—M Finkelstein & Sons...Rec
 Cannon st, 48-50—Sam Steiger.....FP(R)
 Cannon st, 48-50—Friedman Bros.....FP(R)
 Centre st, 120—Henry Miller, 333 W 37. WSS(R)
 Columbia st, 66—Isaac Eherenthal.....FP(R)
 Columbia st, 66—Samuel Goldklang.....FP(R)
 10 st, 83 E—Augustus Van H Stuyvesant, 3 E 57, St(R)-FE(R)-WSS(R)
 26 st, 316-8 E—E A Mooney, 333 E 24, FE(R)-St(R)-Ex(R)
 29 st, 114 E—Thos Snell, 323 Lexington av...A
 29 st, 218 E—Maxwell & Garrity.....FA
 32 st, 142-54 E—Addie A Steeger, c Henry, 304 W 88.....FP(R)-ExS-Ex
 77 st, 27 E—Trous & Schaefer.....FA
 111 st, 78 E—Cong Share Tple of Halem...FA
 113 st, 23 E—Max Basikan.....Rec-FA
 115 st, E (foot)—Pittsburgh Coal Co, 2 Rector, FP-DC
 119 st, 28 E—Mrs Marie Mandel.....FP(R)
 125 st, 200-10 E—Edna A Ranger, 38 E 73, ExS-Ex(R)-O-St(R)
 1 av, 1895—Aetna Mtg Co...FE(R)-FP(R)-ExS
 Forsyth st, 84—Herman Woog, 50 W 77, Ex(R)-Ex-FP(R)-O-FE(R)-St(R)
 4 av, 441—A Marie Schwab, 35 W 96...St(R)
 Front st, 247—Alfred G Vanderbilt est, c H B Anderson, 15 Broad.....WSS(R)
 Gansevoort st, 9-11—Helen R R Robinson...O
 Greene st, 113—Independent Paper Box Co...O
 Greenwich st, 413—Saml Weil, 194 Franklin, ExS-Ex(R)-WSS(R)-FE(R)-St(R)
 Greenwich st, 697-701—Louis Hat Co.FP(R)-Rec
 Hudson st, 129-31—P E Church, FE(R)-FP-ExS-St(R)
 Lenox av, 115-9—Wurzberger & Safer...FA-ExS
 Lenox av, 415—Morris Schaffer.....FA-Rec
 Mercer st, 181-5—Elliott P Gleason.....ExS
 Pike st, 71-3—Samuel Strasbourger.....ExS
 Reade st, 8-12—Samuel Davison.....Rec
 2 av, 1475—Max Berkowitz.....DC

BRONX ORDERS SERVED.

141 st & Concord av—Lincoln Hosp & Home, RefSys(R)
 Westchester sq, 119—Schaffer & Kelly.....Rec
 Morris av, 657—B J Shandelman...FA-D&R
 177 st, 2534 E—Finken Umbrella Prime Co, WSS(R)
 228 st, 916 E—Williamsbridge Hygeia Ice Co, RefSys(R)-CF
 Bergen av, 687—E W Gutberlet.....CF
 146 st, 249 E—Rose Rasulo.....RQ
 Kingsbridge av, 3441—Ames Transfer Co...CF
 Washington av, 1029—Geo Abrweiler, Jr...Rec
 170 st, 2 W—S L Golieb.....D&R
 Adams st & Walker av—Bronx Gas & Elec Light Co, 43 Westchester sq.....GE
 133 st, 487-9—Waste & Co.....FA
 151 st, 243 E—Giuseppe Fusco.....FD-A
 3 av, 2860-4—Owner.....WSS(R)
 150 st, 47-63 E—L H Mace & Co, 15 E 32...A-FD
 Webster av, 1616—Jas C Hogan...FP(R)-FA
 Willow av, 138-62—Dekivas & Harris Piano Mfg Co.....GE-Rec

BROOKLYN ORDERS SERVED.

Atlantic & Waverly avs—N Y Telephone Co, 15 Dey, Manhattan.....CF
 Atlantic av, 2678—E C Lamps.....FA-Rec
 Bushwick av, 1251—C F Interman.....Rec-FP
 4 st, 443-5—Boyles & James.....CF-FA
 5 av, 5424—Isaac M Brand.....Rub
 53 st, 314—Wm A Holt.....FA-NOs
 Gates av, 1732—L Fink & Son.....El(R)
 Gates av, 318—Adolph Blumberg.....El-Rec
 Herkimer st, 267—J M Horton Ice Cream Co, 1416 Fulton.....CF
 Jefferson av, 829—F A Lutz.....El-FA-Rec
 Jefferson av, 804—Henry Loeffler.....Rec
 Lincoln rd, 107—Wm D Mitchell.....FP
 Lawrence av, 154—Police Dept, 240 Centre, Manhattan.....DC-FP
 Morgan av, 180—Morgan Av Wood Wks...Rec
 North Oxford st, 124—W C Hudson.....Rec
 19 st (foot)—South Bklyn Storage Yds...FA
 Osborn st, 237—Sol Chernobitsky, NOs-FA-Rec-CF-WSS(R)
 Pitkin av, 2045—Salvato Lombardo...NoS-FA
 Rogers av, 393—H D Lundberg...NoS-FA-Rub
 Rockaway av, 584-6—Wm Chepakoff & Sam Eauban.....FA-Rec-Ex
 73 st, 1753—John W Beyer.....FA-NOs-Rec
 13 st, 343—L Stoltzky.....NOs-FA-Rec
 56 st (foot)—Morse Dry Dock & Repair Co.CF
 Glenmore av, 134—M Mintz.....D&R-Rec
 Marcy av, 179—Y M C A, RefSys(R)-FP(R)-CF-FD
 Brighton Beach, Brighton Beach Hotel—N Y Consol R R Co, 85 Clinton, RefSys(R)-FP(R)-D&R-FD-RQ
 DeKalb av, 753—H Grossbard.....Rec
 Dumont av, 573—Harry Witroil...Rec-FA-FP
 Eastern Pkway, 1163—Isidor Levin.....CF
 Western Pkway, 1127—Abraham Belanowsky, Rec
 Euclid av, 257—Richard Hinsch.NoS-FA-CF-Rec
 Schaeffer st, 77 ft from Bway—Leslie Hoff- man.....NOs-Rec
 16 st, 220—Samuel M Retzer, FA-Rec-El(R)-OS(R)
 Wyona st, 406—Jacob Quick.....NOs-FA-Rec
 Court st, 76—Est Felix Campbell.....A

QUEENS ORDERS SERVED.

Review av, 100 (L I C)—Howell, Field & God- dard.....CF
 Siney av, 5 (Jamaica)—Walter M Nowak.D&R
 Vernon av, 321-79 (L I C)—Young & Metzner.FP

RICHMOND ORDERS SERVED.

Gordon st, 281 (Stapleton)—Catherine Koch.DC

CLASSIFIED BUYERS' GUIDE

This department is consulted by buyers anxious to secure information, etc., concerning products they wish to purchase. These buyers represent the Owners, Managers of Estates, Building Managers, Architects, Contractors, Sub-contractors, etc., who own, manage or erect New York City Buildings.

New York City is the market place of the world. If you want to reach the buyers in this market you can do so by being listed in this department. We will print your name, address and telephone number in space of two lines under proper classification for \$25.00 per year, each additional line \$10.00, 10% reduction on second heading, 15% reduction on all headings amounting to three or more lines. Probably an investment of \$25.00 will prove very profitable.

Auctioneers.

DAY, JOSEPH P., 31 Nassau St. Tel. Cortlandt 744.
KENNELLY, INC., BRYAN L., 156 Broadway. Tel. Cortlandt 1547.

Awnings and Canopies.

F. J. KLOES, 243 Canal St. Tel. Franklin 2216.

Blue and Black Prints.

AMERICAN BLUE PRINT CO., 30 E. 42d St. Tel. Murray Hill 1265.
NEW YORK BLUE PRINT PAPER CO., 102 Reade St. Tel. Worth 600.

Boilers.

KEWANEE BOILER CO., 47 W. 42d St. Tel. Bryant 6106.

Brick.

EMPIRE BRICK & SUPPLY CO., 103 Park Ave. Tel. Murray Hill 6580.
GREATER NEW YORK BRICK CO., 103 Park Ave. Tel. Murray Hill 761.
SAYRE & FISHER CO., 261 Broadway. Tel. Barclay 6750.

Builders

CORNING CO., EDWARD, 25 Vanderbilt Ave. Tel. Murray Hill 7071.
EASTERN CONSTRUCTION CO., 110 W. 40th St. Tel. Bryant 3636.

Building Directories.

VAN KANNEL REVOLVING DOOR CO., 250 W. 54th St. Tel. Circle 1876.

Building Material (Masons).

BUILDERS' BRICK & SUPPLY CO., INC., 172d St. and West Farms Rd. Tel. Intervale 100.
CANDEE, SMITH & HOWLAND CO., foot East 26th St. Tel. Madison Sq. 7640.
DUFFY CO., J. P., Second Ave., 50th to 51st St., Brooklyn. Tel. Sunset 4000.
KANE CO., J. P., 103 Park Ave. Tel. Murray Hill 1467.
McCARTHY, JOHN A., 149th St. and Harlem River, Bronx. Tel. Melrose 4530.
PECK CO., N. & W. J., 103 Park Ave. Tel. Murray Hill 5787.

Building Reports.

DODGE CO., F. W., 119 W. 40th St. Tel. Bryant 4800.
A daily service (card system) giving accurate information of contemplated buildings and other forms of construction, with details of the material and equipment required.

Cement.

ALSEN'S AMERICAN PORTLAND CEMENT WORKS, 45 Broadway. Tel. Rector 510.
CONSOLIDATED ROSENDALE CEMENT CO., 50 Church St. Tel. Cortlandt 4650.
LAWRENCE CEMENT CO., THE, 1 Broadway. Tel. Rector 2570.
LEHIGH PORTLAND CEMENT CO., 30 E. 42d St. Tel. Murray Hill 8451.
PORTLAND CEMENT ASSOCIATION, 101 Park Ave. Tel. Vanderbilt 3977.

Cement Work.

HARRISON & MEYER, 1182 Broadway. Tel. Madison Sq. 8718.
TAYLOR, RONALD, 520 E. 20th St. Tel. Gramercy 4.

Coal Saving Device.

COMBUSTO DEVICES CORP., 250 W. 54th St. Tel. Circle 1876.

Concrete Floors and Sidewalks.

GALLIN & SON, JOHN, 6 Gold St. Tel. John 2907.

Consulting Engineers.

KNOX, CHARLES E., 101 Park Ave. Tel. Murray Hill 7220.

Contractors' Bonds.

RITCH, WM. T., INC., 34 W. 33d St. Tel. Madison Sq. 3060.
RITCH-HUGHES CO., 101 Park Ave. Tel. Murray Hill 2085.

Contractors (General).

FULLER CO., G. A., 111 Broadway. Tel. Rector 4300.
CHAMPION & LEVIEN, INC., 48 E. 10th St. Tel. Stuyvesant 387.
KNAUFF, JOHN M., 334 Fifth Ave. Tel. Madison Sq. 1754.

Cornice and Skylights.

HAYES, GEORGE, 71 Eighth Ave. Tel. Chelsea 32.

Doors and Sashes.

CHELSEA LUMBER CO., 87 Manhattan St. Tel. Morningside 2544.
CHESLEY CO., INC., A. C., 270 Rider Ave. Tel. Melrose 2452.
SOLAR METAL PRODUCTS CO., Columbus, O.

Dumbwaiters.

SEDGWICK MACHINE CO., INC., 128 Liberty St. Tel. Rector 2463.

Electric Meter Inspection.

ELECTRIC METER CORP., 55 Liberty St. Tel. Cortlandt 6364.

Electric Service.

EDISON ELECTRIC ILLUMINATING CO. OF BROOKLYN, 360 Pearl St., Brooklyn. Tel. Main 8000.
NEW YORK EDISON CO., Irving Pl. and 15th St. Tel. Stuyvesant 5600.
UNITED ELECTRIC LIGHT & POWER CO., 130 E. 15th St., N. Y. Tel. Stuyvesant 4980.

Elevator Fire Doors—Safety Appliances.

SHUR-LOC ELEVATOR SAFETY CO., 127 White St. Tel. Franklin 4613.

Elevators—Hand Power.

SEDGWICK MACHINE CO., INC., 128 Liberty St. Tel. Rector 2463.

Elevators (Passenger and Freight).

OTIS ELEVATOR CO., 26th St. and Eleventh Ave. Tel. Chelsea 7500.
WATSON ELEVATOR CO., 407 W. 36th St. Tel. Greenwich 670.

Fire Escapes.

GRAND CENTRAL IRON WORKS, 212 E. 52d St. Tel. Plaza 3583.

Fireproofing.

MAURER & SON, H., 420 E. 23d St. Tel. Gramercy 5050.

Flagpoles.

STOLZ & GREENBERG, 1122 Forest Ave. Tel. Intervale 2747.

Flooring.

HARRIS FLOORING CO., 560 W. 34th St. Tel. Greeley 3160.

Folding Gates.

BATAILLE & CO., A., 587 Hudson St. Tel. Chelsea 891.
PITT COMPOSITE IRON WORKS, WM. R., 219 W. 26th St. Tel. Chelsea 3100.

Flue Pipe.

DUFFY CO., P. J., 138th St. and Park Ave. Tel. Melrose 381.

Fumigation and Extermination.

BLISS EXTERMINATOR CO., INC., 20 W. 15th St. Tel. Chelsea 9170.
NEW YORK EXTERMINATING CO., 366 Fifth Ave. Tel. Greeley 4400.

Garbage and Refuse Incinerator.

KERNER SYSTEM, 321 Madison Ave. Tel. Murray Hill 2470.

Gas.

CONSOLIDATED GAS CO. OF NEW YORK, 130 E. 15th St. Tel. Stuyvesant 4900.

Gates—Folding.

PITT COMPOSITE IRON WORKS, WM. R., 219 W. 26th St. Tel. Chelsea 3100.

House Mover and Shorer.

VORNDRAN'S SONS, C., 412 E. 147th St. Tel. Melrose 456.

House Wreckers.

NORTHERN WRECKING CO., Harris Ave. and Sherman Pl., L. I. City. Tel. Hunters Point 2966.

Insurance.

CONTINENTAL (FIRE) INSURANCE CO., 80 Maiden Lane. Tel. John 796. James J. Hoey, Executive Special Agent.
RITCH, WM. T., 34 W. 33d St. Tel. Madison Sq. 3060.
RITCH-HUGHES CO., 101 Park Ave. Tel. Murray Hill 2085.

Iron Grille Work.

BATAILLE & CO., A., 587 Hudson St. Tel. Chelsea 891.

Iron Work (Arch. and Struc.).

GRAND CENTRAL IRON WORKS, 212 E. 52d St. Tel. Plaza 3583.
HECLA IRON WORKS, Brooklyn, N. Y. Tel. Greenpoint 490.
HUDSON IRON WORKS, 409 W. 36th St. Tel. Greeley 4283.
PERLMAN IRON WORKS, INC., A., 1735 West Farms Rd. Tel. Intervale 2167.
SCHWENN, WM., 822 Lexington Ave., Brooklyn. Tel. Bushwick 1700.
WELLS ARCHITECTURAL IRON CO., River Ave. and E. 151st St. Tel. Melrose 8290.

Iron Work—Ornamental.

HUDSON IRON WORKS, 409 W. 36th St. Tel. Greeley 4283.
PITT COMPOSITE IRON WORKS, WM. R., 219 W. 26th St. Tel. Chelsea 3100.

Lumber.

FINCH & CO., CHAS. H., Coney Island Ave. and Ave. H, Brooklyn. Tel. Flatbush 2301.
ORR CO., J. C., India St. and East River, Brooklyn. Tel. Greenpoint 948.

Lumber—Second Hand.

DONNER HOUSE WRECKING CO., Ely Ave. and N. Jane St., Long Island City. Tel. Astoria 338.

Lytho-Zinc Reproductions.

NEW YORK BLUE PRINT PAPER CO., 102 Reade St. Tel. Worth 600.

Marble and Tile

McLAURY MARBLE & TILE CORP., Walnut Ave. and 141st St. Tel. Melrose 3076.

Masons and Plasterers.

GALLIN & SON, JOHN, 6 Gold St. Tel. John 2907.

Classified Buyers' Guide — Continued

Metal Ceilings.

BROOKLYN METAL CEILING CO., 283 Greene Ave., Brooklyn. Tel. Prospect 1402.
WHITAKER-GLESSNER CO., 16 Desbrosses St. Tel. Spring 5935-5937.

Metal and Metal Covered Work.

NORMAN-SETON, INC., Winfield, L. I. Tel. Newtown 911.
WESTERGREN, INC., M. F., 213 E. 144th St. Tel. Melrose 3291.

Mortgages.

BUCHANAN, H. W., 49 Wall St. Tel. Hanover 6484.
LAWYERS MORTGAGE CO., 59 Liberty St. Tel. Cortlandt 7905.
McLAUGHLIN & CO., A. W., 128 Broadway. Tel. Cortlandt 6600.
McMAHON, J. T., 188 Montague St, Brooklyn. Tel. Main 834.

Newspapers.

JEWISH MORNING JOURNAL, 77 Bowery. Tel. Orchard 8400.

Painters.

SINGER CO., 63 Park Row. Tel. Beckman 5378.

Parquet Floors

ERBE, WILLIAM J., 254 Lexington Ave. Tel. Murray Hill 1092.

Pine—North Carolina.

NORTH CAROLINA PINE ASSOCIATION, Norfolk, Va.

Plaster Boards.

DUFFY CO., J. P., 138th St. and Park Ave. Tel. Melrose 281.

Pumps with Gasoline Engines to Rent.

GEORGE & CO., INC., E., 194 Front St. Tel. John 3889.

Radiator Shields.

THOMAS & ARMSTRONG CO., Dayton, O.

Real Estate Board (Manhattan).

AMES & CO., 26 W. 31st St. Tel. Madison Sq. 3570.
ASHFORTH, INC., ALBERT B., 10 E. 33d St. Tel. Murray Hill 1100.
BIRDSALL & CO., INC., DANIEL, 317 Broadway. Tel. Worth 800.
BOYLAN, J. J., 402 W. 51st St. Tel. Columbus 1970.
BROWN CO., J. R., 299 Madison Ave. Tel. Murray Hill 1481.
BUCKLEY & HORTON CO., Myrtle and Clinton Aves., Brooklyn. Tel. Bedford 5500.
CAMMANN, VOORHEES & FLOYD, 84 William St. Tel. John 2260.
CARPENTER, L. J., FIRM OF, 25 Liberty St. Tel. John 4360.
CARSTEIN & LINNEKIN, 321 Fourth Ave. Tel. Gramercy 2293.
CHAUNCEY REAL ESTATE CO., 187 Montague St., Brooklyn. Tel. Main 4300.
CROSS & BROWN CO., 18 E. 41st St. Tel. Murray Hill 7100.
CRUIKSHANK CO., 141 Broadway. Tel. Cortlandt 5430.
CRUIKSHANK'S SONS, W., 37 Liberty St. Tel. John 6047.
CUDNER, A. M., R. E. CO., 254 W. 23d St. Tel. Chelsea 1276.
DAVIES, J. C., 149th St. and Third Ave. Tel. Melrose 3462.
DAY, J. P., 31 Nassau St. Tel. Cortlandt 744.
DOYLE & SONS, J. F., 74 Wall St. Tel. John 2368.
DUROSS CO., 155 W. 14th St. Tel. Chelsea 2377.
ELLIMAN & CO., DOUGLAS L., 414 Madison Ave. Tel. Murray Hill 5600.
ELY & CO., H. S., 21 Liberty St. Tel. John 222.
ENGLISH, J. B., 1531 Broadway. Tel. Bryant 4773.
FINEGAN, A., 35 Nassau St. Tel. Cortlandt 1730.
FISCHER, J. A., 690 Sixth Ave. Tel. Vanderbilt 1423.
FOX & CO., F., 14 W. 40th St. Tel. Bryant 8240.
KENNELLY, B. L., INC., 156 Broadway. Tel. Cortlandt 1547.
KOHLE, C. S., 901 Columbus Ave. Tel. Riverside 5504.
LEAYCRAFT & CO., J. E., 30 E. 42d St. Tel. Murray Hill 500.
MANNING & TRUNK, 489 Fifth Ave. Tel. Murray Hill 6834.
MARSTON & CO., 549 Fifth Ave. Tel. Murray Hill 540.
McGUIRE, LAURENCE, 135 Broadway. Tel. Cortlandt 218.
MORGANTHAU & CO., M., 25 Pine St. Tel. John 888.
MORRISSEY, WM. G., 189 Montague St., Brooklyn. Tel. Main 5856.

NOYES CO., C. F., 92 William St. Tel. John 2000.

OGDEN & CLARKSON CORP., 605 Fifth Ave. Tel. Vanderbilt 1124.

O'REILLY, THOS. J., Broadway and 109th St. Tel. Academy 1600.

PEASE & ELLIMAN, 340 Madison Ave. Tel. Murray Hill 6200.

PORTER & CO., 159 W. 125th St. Tel. Morning-side 958.

RAE CO., WM. P., 180 Montague St., Brooklyn. Tel. Main 4390.

READ & CO., GEO. R., 20 Nassau St. Tel. John 3670.

RULAND & WHITING CO., 5 Beekman St. Tel. Cortlandt 1132.

SLAWSON & HOBBS, 162 W. 72d St. Tel. Columbus 7240.

SPEAR & CO., 840 Broadway. Tel. Stuyvesant 627.

THOMPSON, BURTON CO., 10 Wall St. Tel. Rector 4042.

TUCKER, SPEYERS & CO., 435 Fifth Ave. Tel. Murray Hill 2750.

TYNG & CO., STEPHEN H., JR., 41 Union Sq. W. Tel. Stuyvesant 4000.

WELLS' SONS, J. N., 191 Ninth Ave. Tel. Chelsea 5266.

WHITE & SONS, W. A., 46 Cedar St. Tel. John 5700.

WHITING & CO., WM. H., 41 Park Row. Tel. Cortlandt 5900.

WOOD, F. R., W. H. DOLSON CO., Broadway at 80th St. Tel. Schuyler 3800.

Real Estate Brokers (Brooklyn).

BURLING REALTY CO., 209 Bridge St. Tel. Main 600.
CORWITH BROS., 851 Manhattan Ave. Tel. Greenpoint 632.
DAVENPORT REAL ESTATE CO., Fulton and S. Oxford Sts. Tel. Prospect 2977.
KETCHAM BROS., 129 Ralph Ave. Tel. Bushwick 86.
REALTY ASSOCIATES, 162 Remsen St. Tel. Main 3385.

Real Estate (Queens).

QUEENSBORO CORPORATION, THE, Bridge Plaza, Long Island City. Tel. Astoria 801.
RYAN, GEO. J., 46 Jackson Ave. Tel. Hunters Point 3451-2.

Real Estate Operators.

CITY INVESTING CO., 165 Broadway. Tel. Cortlandt 8950.
COHEN, ELIAS A., 206 Broadway. Tel. Cortlandt 5005.
LEWINE, F. & I. I., 135 Broadway. Tel. Cortlandt 980.
LOWENFELD & PRAGER, 37 Liberty St. Tel. John 6130.
LUSTGARTEN CO., THE, 68 William St. Tel. John 6120.
MANDELBAUM, H. & M., 135 Broadway. Tel. Cortlandt 8155.
REALTY CO. OF AMERICA, 2 Wall St. Tel. Rector 275.

Refrigerating (Ice by Wire).

ISKO CORP. OF N. Y., 9 Central Park West. Tel. Columbus 791.

Reports (Building).

DODGE CO., F. W., 119 W. 40th St. Tel. Bryant 4800.

Roofing.

AMERICAN GUARANTEE ROOFING CO., 221 E. 77th St. Tel. Lenox 7966.

Roofing and Quarry Tile.

PERSON, O. D., 101 Park Ave. Tel. Murray Hill 110.

Sand and Gravel.

ROSE CO., JOHN B., 103 Park Ave. Tel. Murray Hill 5782.

Sheet Metal Work.

CENTURY VENTILATING CO., 257 Third Ave. Tel. Gramercy 4560.

Skylights.

AMERICAN GUARANTEE ROOFING CO., 221 E. 77th St. Tel. Lenox 7966.

Surveyors, City.

FORD'S SONS, FRANCIS W., 8-10 James St. Tel. Worth 1021.

Telephones—Interior.

CONNECTICUT TELEPHONE & ELECTRIC CO., Meriden, Conn.

Terra Cotta.

NEW JERSEY TERRA COTTA CO., 149 Broadway. Tel. Cortlandt 3908.

Title Insurance

LAWYERS TITLE & TRUST CO., 160 Broadway. Tel. Cortlandt 6140.
NEW YORK TITLE & MORTGAGE CO., 135 Broadway. Tel. Cortlandt 6880.
TITLE GUARANTEE & TRUST CO., 176 Broadway. Tel. Cortlandt 8800.
WESTERN CONNECTICUT TITLE & MORTGAGE CO., THE, Stamford, Conn; 32 Liberty St., New York.

Waterproofing

WEMLINGER CO., INC., 2 Whitehall St. Tel. Broad 4266.

Window Shades.

ORDINATOR CO., 101 Park Ave. Tel. Vanderbilt 3250.

Windows, Fireproof.

POMEROY CO., INC., S. H., 30 E. 42d St. Tel. Murray Hill 3338.

Wire Work

BATAILLE & CO., A., 587 Hudson St. Tel. Chelsea 891.
STOLP, OSCAR, WIRE WORKS, 21 Fletcher St. Tel. John 1048.

Real Estate Brokers (Manhattan and The Bronx).

ARCHIBALD, WM. H., 316 W. 23d St. Tel. Chelsea 5566.
ARMSTRONG, J., 1984 Third Ave. Tel. Harlem 211.
BRADY, HENRY, 200 W. 23d St. Tel. Chelsea 7960.
BROWN, WALTER E., 3428 Third Ave. Tel. Melrose 43.
DE WALLTEARSS, S., 135 Broadway. Tel. Cortlandt 355.
DIKE, O. D. & H. V., 220 W. 42d St. Tel. Bryant 8556.
DOWD, JAMES A., 874 Sixth Ave. Tel. Circle 32.
FORD'S SONS, FRANCIS W., 8-10 James St. Tel. Worth 1021.
GOODWIN & GOODWIN, Lenox Ave. and 123d St.; 148 W. 57th St.
KURZ & UREN, 370 E. 149th St. Tel. Melrose 2140.
McLAUGHLIN, T. F., 1238 Third Ave. Tel. Lenox 1063.
McNALLY, G. V., 7 E. 42d St. Tel. Murray Hill 8154.
PAYTON, JR., CO., P. A., 67 W. 134th St. Tel. Harlem 917.
SCHINDLER & LIEBLER, 1393 Third Ave. Tel. Lenox 3436.
SIMMONS, E. DE FOREST, 2 E. 58th St. Tel. Plaza 837.
STEIN, HENRY C. B., 102 First St. Tel. Orchard 1930.
ULLMAN, C. L., White Plains Ave., north of 207th St. Tel. Williamsbridge 36.

Real Estate Board (Brooklyn).

BRUMLEY, JAMES L., 189 Montague St. Tel. Main 2372.
BULKLEY & HORTON CO., Myrtle and Clinton Aves. Tel. Bedford 5400.
CHAUNCEY REAL ESTATE CO., 187 Montague St. Tel. Main 4300.
CLARK, INC., NOAH, 837 Manhattan Ave. Tel. Greenpoint 2000.
HENRY, JOHN E., JR., 1251 Bedford Ave. Tel. Bedford 5500.
McMAHON, JOSEPH T., 188 Montague St. Tel. Main 834.
MORRISEY, WM. G., 189 Montague St. Tel. Main 5856.
PORTER, DAVID, 215 Montague St. Tel. Main 828.
PYLE CO., H. C., 201 Montague St. Tel. Main 4390.
RAE CO., WM. P., 192 Montague St. Tel. Main 4390.
SMITH, CLARENCE B., 1424 Fulton St. Tel. Bedford 661.
WELSCH, S., 207 Montague St. Tel. Main 2738.