

## Cantonment Contracts Fair To Government

### Modified Cost-Plus Plan Secured Prompt Beginning and Efficient Carrying Out of Work

By PAUL STARRETT

President George A. Fuller Company

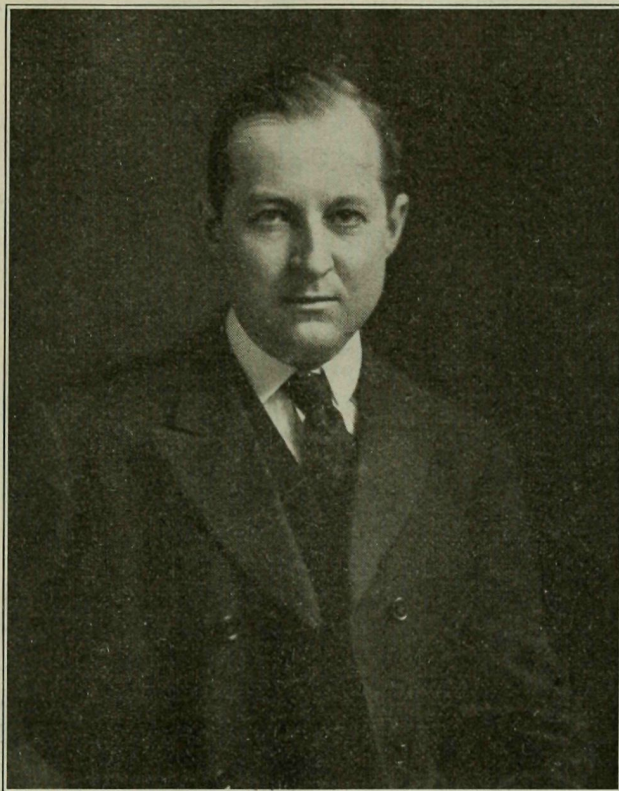
TO ask whether one industry or another has had fair treatment from the Government is to inquire into a subject which is of very minor interest to the public, and is of small importance in comparison with the object being striven for by those in charge of the conduct of the war.

Considering the results which have been attained by the Government, one cannot fail to be impressed by the courage and general good judgment which have been exercised to obtain them. It is undoubtedly true, as in all great undertakings, that the same men would avoid mistakes which have been made if they had the same problems to solve over again. The important fact is that the results have been wonderful and the men who accomplished them were at the same time patriotic and sacrificing.

In an emergency such as confronts the country, it would seem good judgment to mobilize all the ability and experience available in all lines. This would call for the employment in building work, for example, of tried building organizations, allotting the work in scale with the ability, experience, and responsibility of the existing building firms.

This is no time for experiments, when the lives of our soldiers depend on quick results. Therefore, however interesting it might be for an ambitious department to build up an organization to do its own building, the wisdom of so doing is questionable, as experience and training in the art of building are as important for good results as practice and study are to produce good results in any line.

The question of a plan of producing results at the lowest final cost to the Government is first in importance. The two plans of contracting in ordinary civilian business are the "lump sum" plan, where the contractor undertakes to turn over a piece of work complete for a certain fixed sum, and the "cost-plus" plan, which has several forms, but all are based on the principle of an agreed-upon fee for the service of the builder, the owner paying the cost. The lump sum plan can only be successfully used where the owner has complete plans and specifications for his



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work before employing the contractor, and therefore calls for adequate time to prepare such plans and study out all the details in advance. Lump-sum work on a rising market is extremely hazardous, and no prudent contractor would undertake a contract of any magnitude under present conditions unless he were protected by a very large margin and a margin which might have appeared adequate at the time of our entrance into the war would look ridiculous now, in view of the enormous advance in the price of building materials and the advance in the price of labor and deterioration in its efficiency.

Therefore the second plan would seem to be the only practical one under the circumstances. The situation confronting the Government

at the beginning of the war was one where an enormous volume of work was thrown upon it. All of this work had to be done in the shortest time possible. There was no time to get plans ready, as the requirements of the army and navy and the various manufacturing plants which had to be built entirely or added to in order to take care of the needs of the war needed careful study, and it was necessary to start work on different enterprises in such a manner as to get the quickest completion, studying out and completing the plans as the work progressed.

In this emergency the Government worked out a plan of percentage contract, which was adopted on all the cantonment contracts, whereby a sliding scale of commission was paid, the rate of commission decreasing as the size of contract increased. A limit of \$250,000 was placed on the amount of commission a contractor could receive on one contract, and this limit was arrived at when the work amounted to \$5,000,000, which allowed the contractor to 5 per cent of his work. As none of the contractor's overhead expenses could be charged under this form of contract, it can readily be seen that the profit a contractor could make was very reasonable.

After the amount of the contract passed \$5,000,000 the balance of the work had to be done for no additional compensation, which resulted in each contractor performing from \$2,500,000 to \$6,000,000 worth of work for no



compensation whatsoever, as the cost of these cantonments ran from \$7,500,000 to \$11,000,000 or \$12,000,000. The commission on smaller contracts was fixed at considerably less than the customary commissions paid in the ordinary contracting business before the war.

Other forms of contract were used by various branches of the Government, some where larger commissions were paid, but it does not appear that in any case any more was paid than would have been in ordinary business. It is to be noted that the cantonment form of contract was available, and any contractor would have been willing to work under it.

As an illustration of the operation of the cantonment contract, the contractor for the cantonment at Fort Riley, Kansas, was given an order to proceed with the work on the 28th day of June, before the plans were completed, and a camp to take care of forty thousand men, including buildings to house the soldiers, sewerage, plumbing, heating, and power plant, with an electric lighting system, was sufficiently completed to receive the first ten thousand men on September 4, just a trifle over two months. The problem of assembling the materials and collecting the force of mechanics, numbering at one time over nine thousand, in an out-of-the-way place, and carrying out the work economically and in a wonderfully short time, is one which few appreciate.

A prominent Government official has stated that there were any number of contractors who would have been glad to undertake any of the large cantonment contracts for a fee of \$50,000. This is undoubtedly true, but the cost of the completed work to the Government would have been very much greater and the time of completion very much longer. A building firm properly organized for undertaking one of these large contracts would have the work half done, with their properly trained men, in less time than it would have a small contractor, unused to handling big work, to get together an organization, which at best would be experimental.

Moreover, notwithstanding the fact that the Government was supposed to supply all the money to carry on the work, the contractors for the cantonment referred to above had to advance more than three-quarters of a million dollars to keep the work going, while the Government officials were checking accounts and vouchers. An organization equipped to handle such a volume of business efficiently and economically, and which had the financial strength and supply of trained men to draw on to man the work, could only be built up by years of careful study

and intelligent hard work.

Considerable criticism has resulted from the fact that the Government has departed from the ante-bellum custom of awarding contracts only on a lump-sum basis, after the most exacting competition. In peace times this method is possible, although it is doubtful if the results have been as good as they would have been if the best contractors had been chosen instead of the cheapest.

It is impossible to make any reliable estimate of what work is going to cost under present conditions. The immense volume of work being done by the Government is thrown upon the country at a time when all the young and most efficient workmen are taken out of the labor supply. The demand for labor is so great that builders are absolutely at the mercy of the scanty supply of labor. Material prices are uncertain and constantly rising. Conditions of transportation are such that costs have increased and delays occur which have to be offset by extra effort and expense.

An effort is being made by some of the departments in Washington to adhere to the lump-sum form of contract. In the writer's judgment, if this is done generally the results will be very bad for the Government for several reasons. The first-class firms will be unwilling to compete owing to the impossibility of making any reliable estimate. Therefore the tendency will be to let the work to weaker concerns of poorer judgment, who, having very little to lose, are willing to take a chance.

If they should get away with a price sufficient to do the work, it will not be done as efficiently as it would have been done by a more experienced contracting firm; and in any event the cost will be greater than if the work had been done at a reasonable fee by an experienced contractor. If the contractor finds that he has underestimated, he will be compelled to quit when his money runs out, and the Government will have to step in.

As to profiteering, if exorbitant profit-making is meant by this term, it is the writer's belief that there has been none as far as the builders are concerned. Dishonest men will be found here and there in every line of business, but undoubtedly the same volume of business as was handled by the contractors of this country who built the cantonments under the cantonment form of contract has never been done in the history of the world by free men for less profit to themselves.

## Bankers Finance Brooklyn Building Projects.

**M**ONDAY afternoon a meeting was held under the auspices of the Chamber of Commerce in Brooklyn to consider means to provide housing for firms who have been obliged to vacate their quarters in the Bush Terminal because the Government has taken over their buildings. About thirty leading bankers were present. Acting Borough President Joseph A. Guider, representing the city authorities, promised complete co-operation of the city in obtaining sites and material for necessary construction.

The following committee was appointed by J. Sherlock Davis, president of the Brooklyn Chamber of Commerce, to arrange for the financing and construction of buildings: Edwin P. Maynard, president of the Brooklyn Trust Company, chairman; C. C. Mollenhauer, director of the First National Bank of Brooklyn and of the Dime Savings Bank of Brooklyn; Frank Bailey, vice-president of the Title Guarantee and Trust Company; Victor A. Lersner, controller of the Williamsburg Trust Company; Lewis

H. Losee, vice-president of the Lawyers Title Company; C. J. Obermay, president of the Greater New York Savings Bank, and E. C. Delafield, president of the Franklin Trust Company.

Approximately sixty-four firms, employing 12,000 people, were notified to vacate their quarters in the terminal. The amount of floor space necessary is 1,300,000,000 feet. The committee of which Mr. Maynard is chairman has formulated the following plan:

A number of banking institutions will underwrite an issue of securities to the amount of one million dollars. The money to be loaned to builders who will show that they have obtained leases on projected buildings from responsible people for a term of ten years. The loans will be authorized and the bonds and mortgages guaranteed by a guarantee company, so that the securities will prove a safe investment. The issue of securities will range in value as low as \$1,000 each, so that they will attract small investors,



# City Club Proposes Zoning System for Harbor

## Offers Suggestions to New York and New Jersey Commission for Developing Port on Comprehensive Lines

THE Port Committee of the City Club has suggested the following as worthy of the particular study of the New York and New Jersey Port and Harbor Development Commission:

First—The co-ordination of the plan of the port with the general city plan by the development of a system of zoning.

The water's edge should be zoned with the same basic principles as governed the adoption of the zone system for the city's uplands. It is quite as important that similar industries using the same type of factories, serving a similar clientele, and delivering goods to the same warehouses and factories be located together as it is that residences, industrial and business buildings be grouped.

The economical development of the port requires the co-ordination of the uplands with the nearby piers. There can be no permanency to the plan of the port until a complete system of zoning has been developed.

Zoning of the Port of New York should:

1—Prevent useless hauling and handling of freight by developing of union classification and transfer yards outside of the Island of Manhattan.

2—Relate docks to receiving and classification yards so that so far as possible steamers may be loaded directly with a minimum of lightering of cargo.

3—Provide for the development of warehouses in connection with the classification yards and piers for the temporary holding and classification of goods in transit.

4—Provide facilities for store-door delivery wherever possible.

5—Relate the wholesale food markets to transportation systems and with each other.

6—Develop types of piers adopted for various classes of business.

7—Develop grain and other bulk cargo terminals with modern machinery.

8—Preserve parts of the port near dwellings and not needed for commercial uses for park purposes.

Second—The administration of the port under a single authority.

The commission should consider thoroughly the practical feasibility of creating a centralized port authority either interurban, interstate or national so as to—

1—Co-ordinate the handling of freight, without restrictions due to state and municipal boundaries and jurisdiction.

2—Develop the resources of the port to the utmost without local competition.

If a central authority is recommended the most careful study should be given to the financial systems under which it might be operated and the adjustment of present municipal investments.

Third—The development of a railroad system or systems.

To minimize waste in the handling and transshipment of freight. Study should be given to possible—

1—Classification and transfer yards on the New Jersey Meadows, with a complete system of warehouses.

2—Tunnel or tunnels under the Hudson River connecting the New Jersey yards with Manhattan and other points of the city. The need of a tunnel seems to us conclusively shown by the coal shortage in Manhattan last

winter when there was coal in the cars at the New Jersey tidewater.

3—Belt line and crosstown tunnels under Manhattan.

4—Tunnels under the East River connecting Manhattan lines with those of Brooklyn and Queens.

5—Marginal railroad system for Brooklyn and Queens.

6—Connection between Brooklyn and Richmond.

7—Store-door delivery by motor trucks in connection with rail and water service.

Fourth—The Channel Needs of the Port.

A thorough study of the channel needs of the port so as to—

1—Concentrate upon the development of channels in the order of their importance.

2—Relate the scheme of channels to the needs of each part of the port under a zoning system. A practical survey of this entire matter should be made. The channel plan of the port in the past has been almost entirely controlled by the army engineers.

Fifth—Study of a pier, plans and leases.

1—Developing special types of piers for special uses with proper mechanical apparatus.

2—Planning piers as parts of terminals directly connected with warehouses and railroad lines. This would in many cases lead to a reconsideration of the layout and location of marginal and other streets, for example, if warehouses were connected with the docks on West Street it might be necessary to move that highway to the west.

3—Planning piers in such a way to facilitate the sorting and delivery of goods, avoiding so far as possible the present intolerable trucking and sorting delays.

4—Developing the ownership and control of all piers by a central authority so as to make it possible to co-ordinate the uses of all parts of the water-front.

5—Limiting the length of leases. In the Club's opinion these should be short, particularly during the period of the war so as to keep city pier property as mobile as possible. Profiteering through subleasing should be prevented. Leases should be selected not solely on the basis of rent offered. The advantage of its proposed use to the port as a whole should be given serious weight.

6—A policy for the reservation of "open piers" and co-operative use of the largest types of piers should be recommended.

7—The planning of a fish pier such as the one in Boston should be undertaken.

Sixth—Trans-shipment of freight.

A study should be made of the real value to the port and the effect on port congestion of the trans-shipment of goods with the idea of a possible transfer elsewhere of those things that are of least value to the metropolitan district. For example, it might be found advisable to transfer certain freight hauled by the use of barges to outgoing streamers to points further up the Hudson.

Seventh—Lighterage.

To what extent can a complete belt line railroad with connecting tunnels take the place of lighters and car floats? Does the mobility of lighters make their use as part of the water freight yard more economical than that of rail lines on docks?

Eighth—Dry docks.

Consideration should be given to the building of a dry

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# Lexington Avenue Subway to Open Wednesday

## Six Miles Added to Rapid Transit Service—Another Link in "H" System

THE new Lexington Avenue subway will begin running next Wednesday at 2 P. M., between the diagonal station at Forty-second Street north to the Bronx, and thence over the Jerome Avenue branch of the line to 167th Street. The new line will add about six miles to the rapid transit service.

Just when the connection between the new extensions with the old lines at Times Square and at the diagonal station will be made is not yet known, although the commission announces that it will not take more than a few days. For the present, therefore, the spur through Forty-second Street will still serve through trains instead of being used for a shuttle service, which will be the case when the "H" system is in full operation.

The Interborough Rapid Transit Company will operate only local trains on the new line and until through operation is ready. The 125th Street Station on the Lexington Avenue line will be almost as important as the present station at Ninety-sixth Street on the old subway, because it will be the point of transfer to the two branches in the Bronx, the Jerome Avenue Branch, and the Pelham Bay Park Branch. Near this station the track layout provides for the passage of northbound trains on the upper level and the southbound trains on the lower level.

To build this section of the Lexington Avenue line of the dual system has taken seven years and has cost about \$58,000,000, including equipment. For practically the entire distance the line is double decked with the local tracks above and the express tracks below.

One of the big changes will occur on the Jerome Avenue line, which has been running for some time. The service here is now by subway trains to 149th Street, where connection has been made by stairway with Mott Avenue, the old subway and the Kingsbridge Road sta-

tions. North of this point shuttle service is operated to Woodlawn.

This shuttle service will be continued, but instead of subway service between 149th Street and Kingsbridge Road, the Sixth and Ninth Avenue elevated trains will operate to and from Kingsbridge Road. Passengers on the Jerome Avenue branch north of 167th Street desiring to reach points on the Lexington Avenue subway will have to travel by elevated trains and change cars at 167th Street.

When the new line is running it will not be necessary for passengers on the Jerome Avenue line to transfer at 149th Street in order to get downtown, but they will be able to travel without change to the diagonal station. This station is located under the site of the old Grand Union Hotel, in Forty-second Street.

A passenger boarding a train on the old subway south of Times Square and desiring to reach the Lexington Avenue subway will change at the Grand Central station, walk upstairs to the mezzanine level and go through the passageway to the mezzanine of the diagonal station, and so down to his train on the platform level. Passengers will be able to make connection between the two trunk lines by shuttle through Forty-second Street, between Times Square and the Grand Central station.

Stations on the new Lexington Avenue line, north of the Grand Central station, are at Fifty-first, Fifty-ninth, Sixty-eighth Street (Hunter College), Seventy-seventh, Eighty-sixth, Ninety-sixth, 103rd, 110th, 116th, and 125th Streets in Manhattan, and in the Bronx at Mott Avenue and 138th Street. North of Mott Avenue the stations are located at 149th, 161st, 167th, and 170th Streets; Belmont Street, 176th Street, New York University, 183rd Street, Fordham Road, Kingsbridge Road, Bedford Park Boulevard, Mosholu Parkway, and Woodlawn.

## How Soldiers' Moratorium Affects Realty

DEPENDENTS of men in the service are protected in their civil rights by the Federal Civil Rights bills, recently passed by both houses of the National Legislature and approved by the President on March 8. The essential features of the law as applying to real estate are as follows:

### ARTICLE III.

#### RENT, INSTALLMENT CONTRACTS, MORTGAGES.

Sec. 300. (1) That no eviction or distress shall be made during the period of military service in respect of any premises for which the agreed rent does not exceed \$50 per month, occupied chiefly for dwelling purposes by the wife, children, or other dependents of a person in military service, except upon leave of court granted upon application therefor or granted in an action or proceeding affecting the right of possession.

(2) On any such application or in any such action the court may, in its discretion, on its own motion, and shall, on application, unless in the opinion of the court the ability of the tenant to pay the agreed rent is not materially affected by reason of such military service, stay the proceedings for not longer than three months, as provided in this Act, or it may make such other order as may be just.

(3) Any person who shall knowingly take part in any eviction or distress otherwise than as provided in subsection (1) hereof shall be guilty of a misdemeanor, and shall be punishable by imprisonment not to exceed one year or by fine not to exceed \$1,000, or both.

(4) The Secretary of War or the Secretary of the Navy, as the case may be, is hereby empowered, subject to such regulations as he may prescribe, to order an allotment of the pay of a person in military service in reasonable proportion to discharge the rent of premises occupied for dwelling purposes by the wife, children, or other dependents of such person.

Sec. 301. (1) That no person who has received, or whose assignor has received, under a contract for the purchase of real or personal property, or of lease or bailment with a view to purchase of such property, a deposit or in-

stallment of the purchase price from a person or from the assignor of a person who, after the date of payment of such deposit or installment, has entered military service, shall exercise any right or option under such contract to rescind or terminate the contract or resume possession of the property for non-payment of any installment falling due during the period of such military service, except by action in a court of competent jurisdiction.

(1a) Any person who shall knowingly resume possession of property which is the subject of this section otherwise than as provided in subsection (1) hereof shall be guilty of a misdemeanor and shall be punished by imprisonment not to exceed one year or by fine not to exceed \$1,000, or both.

(2) Upon the hearing of such action the court may order the repayment of prior installments or deposits or any part thereof, as a condition of terminating the contract and resuming possession of the property, or may, in its discretion, on its own motion, and shall, on application to it by such person in military service or some person on his behalf, order a stay of proceedings as provided in this Act unless, in the opinion of the court, the ability of the defendant to comply with the terms of the contract is not materially affected by reason of such service; or it may make such other disposition of the case as may be equitable to conserve the interests of all parties.

Sec. 302. (1) That the provisions of this section shall apply only to obligations originating prior to the date of approval of this Act and secured by mortgage, trust deed, or other security in the nature of a mortgage upon real or personal property owned by a person in military service at the commencement of the period of the military service and still so owned by him.

(2) No sale under a power of sale or under a judgment entered upon warrant of attorney to confess judgment contained in any such obligation shall be valid if made during the period of military service or within three months thereafter, unless on order of sale previously granted by the court and return thereto made and approved by the court.



# Wants Seven Cent Fares and Two Cent Transfers

## Brooklyn Rapid Transit Gives Board of Estimate and Apportionment Reasons for Increase

THE Brooklyn Rapid Transit Company has petitioned the Board of Estimate for permission to increase the fare to 7 cents on its surface, elevated, and subway lines.

The company on behalf of the surface lines sets forth that under the franchises granted to the various companies composing the present system they would have a right to charge 5 cents for a ride on each one of the lines that have since been united. This would amount in some instances to 15 or 20 cents for a ride which it now gives for 5 cents.

The petition asks:

1. A unit charge of not exceeding seven cents for one continuous ride upon any line of each petitioner company, except to and from Flushing, North Beach, and Coney Island, where the present fare will prevail.

2. Each passenger paying a cash fare of seven cents to be entitled for an additional two cents to a transfer ticket to any intersecting line, either of the company issuing such ticket or of any of the other undersigned companies. Such transfer to be subject to reasonable rules as to use. No transfers to be required to be issued on a transfer.

"It is evident," the petition says, "and particularly since

the recent rising level of prices of labor and material, that we went too far in the direction of abolishing fares. We have reached a point where justice to our service, to our employees, and to our investors demands greater revenue. We have increased the wages of our conductors and motormen five times within the last five years and should increase them again to keep pace with higher cost of living."

In his petition on behalf of the New York Consolidated Railway Company, Vice-President Meneely says: "There seems to be no reasonable doubt that, upon the completion of the railroads which your petitioner is to operate, the combined system will be earning its full preferentials and yielding revenue to apply on the city's interest and sinking fund.

"From the time that initial operation begins any deficits in meeting these city charges can no longer be added to the cost of construction as at present, but must be raised by taxation.

"Temporarily at least it would not be to the city's interest to shift the burden of this interest cost from the taxpayers to the farepayers by increasing the rate of fare chargeable under the contract. An addition of 2 cents would probably make the revenue sufficient to meet the city's interest immediately after full operation begins."

# Six Cent Fare Granted in Many Upstate Cities

(Special to the Record and Guide.)

ALBANY, July 10.—Buffalo, the second largest traction line city in the State, has consented to an increase in local carfares to six cents and an agreement modifying franchise restrictions is now in process of formulation.

Troy, Watervliet, Cohoes, Green Island and other municipalities in the Capitol District group have indicated their willingness to permit the local traction company to increase the rate of fare to six cents.

Syracuse is considering the six cent fare question and reports reaching Albany indicate that negotiations between the city and the local traction lines for the increase to the six cent rate will be opened in a short time. Similar reports come from Utica.

Developments generally throughout the State as disclosed by petitions to the up-state Public Service Commission indicate that despite the recent Court of Appeals decision to the effect that the five cent fare must prevail where it is fixed by franchise in a municipality, the six cent and higher fares are coming.

The primary cause of the willingness of the big up-state cities to agree to the higher rate is the realization that the enforcement of the rate contracts involved in local franchises is tantamount to confiscation. To hold a traction line to its agreement to transport passengers at the five cent rate while the wages of the car operatives and the cost of materials are rising at an enormous rate means eventually the "scrapping" of the roads. This view has been expressed before the public service commission on several occasions during the argument of applications for increases.

The agreement of the City of Buffalo to an increase in local car fare rates to six cents followed the action of the International Railway Company which operates a number of local and suburban lines in throwing open its books for examination by the representatives of the city. The condition of the company as it had operated under the five cent fare was sufficient proof of the necessity of the higher fare.

The International Company filed a petition with the Public Service Commission this week asking for permission to increase the rate of fare in Lockport, where it operates the car lines.

"The present fare is no longer presumptively fair and

reasonable," says the petition of the company. "Even the six cent fare will only partially compensate the company for losses of income from all sources and unless the additional cent in fare is granted the company will be unable to operate in Lockport, except at great loss and the creation from year to year of an ever-increasing deficit of receipts under expenditures."

In the so-called Capitol District the feverish opposition to the six cent fare project is rapidly giving way to an understanding of the needs of the local car lines. The recent agreement of all the cities in the district, except Albany, where the opposition is maintained more for political purposes, both the Republican and Democratic organs opposing the increase in order to enable them to claim the credit in the event of the negotiations for an increase falling through, is considered significant. It is believed that within a short time the negotiations for an increase in the several municipalities surrounding Albany will be completed and the Public Service Commission asked to pass upon the application finally. At an informal hearing within the last week the only opposition came from Albany and an organization in Rensselaer which lies across the river from the Capital.

In all the municipalities where it is stipulated that the franchise restrictions shall be voided by agreement by the city to the higher rate the Public Service Commission's action will be largely perfunctory. In other cities where franchises restricting the rate do not exist, the proof of the necessity of larger income devolves upon the companies making the application. With wage increases and the jump in material values this burden is not difficult.

The Ithaca Traction Corporation which last fall asked for a seven cent fare increase has filed a supplemental petition with the Public Service Commission asking for an increase to ten cents. There were no restrictions in the franchises of municipalities where this line was operating and the Public Service Commission recently granted a six cent fare increase. Accompanying its supplemental petition is a schedule of prices for materials and labor costs since 1910 and statements showing the operation of the concern at a deficit. The statements and schedules are the most comprehensive ever filed with the up-state Public Service Commission, giving in detail the complete outlays of money made by the company for the past eight years.



# Work of Building Industries Co-ordinated

Association of Builders, Architects, Real Estate Interests and Material Supply Dealers Proves Its Worth

**B**UILDERS, contractors, architects, real estate interests, material supply dealers and manufacturers, banks and financial institutions in New York have manifested so constant and cordial an interest in the work and purposes and organization of Building Industries of New York that the following account of the purposes for which this organization was formed is presented.

The building industry is composed of several hundred different trades, involves the manufacture of a vast variety of different materials, demands the skill of architects, engineers and contractors, seeks the cooperation of bankers and financial institutions, includes real estate interests, shipping and transportation, and in New York City alone in normal times constructs annually over \$200,000,000 worth of permanent property in office buildings, homes and factories.

Each of the separate units of this gigantic industry is organized, such as dealer associations, architects, engineers, lumber, building trades employers, finance, real estate, etc.; each doing an admirable work in its own field but hitherto not coordinated or centralized for united action, mutual cooperation or the interchange of ideas and policies for the general good of the entire industry.

Even before the war, the necessity for some central organization in each city was apparent. The disruption of the building industry resulting from the necessities of war have made the work of a central organization in New York City almost, if not absolutely, imperative.

In the summer and autumn of 1917 this necessity for coordination and closer cooperation of the many different branches of the building industry became so important that several conferences and informal meetings were held, resulting in the formation of a committee of fifty who selected a committee of organization which, on December 14, 1917, issued a call of the Association of Building and Allied Industries of New York for the purpose of carrying out the resolution adopted by the Committee of Fifty for a permanent organization. This call invited New York City organizations and resident representatives of larger organizations to appoint a delegate or delegation to join in a permanent organization.

The best interests of the United States Government as expressed through the Director of the Council of National Defense, the interest of the City of New York and the interest of the building industry of New York, and the millions of dollars it represents can be best served by a well equipped, thoroughly coordinated association repre-

senting all branches of the building industry and all working together in cordial and patriotic cooperation.

Aside from the tremendous value of the work which this association, known as the Building Industries of New York, is accomplishing during the war, its value to the nation, the city and the building industry will be perhaps of equal importance during the reconstruction period when war ceases and peace returns.

The work of Building Industries of New York may be made of untold value at the close of the war in hastening and stabilizing building activities as the period of reconstruction begins. Without a strongly coordinated central organization at the close of the war, the radical changes which it will bring may find the building industry suffering great hardships during the transition period—hardships which may to a considerable extent be avoided or minimized by intelligent foresight and cooperation.

Building Industries of New York, in transmitting constructive suggestions to some of the officials at Washington at their request, concluded its recommendations with a statement that they were made "for the best interest of the Nation in the successful prosecution of this war which should be the first consideration of every patriotic citizen regardless of personal or local interest."

While the war continues, this will continue to be the policy of Building Industries of New York. When war ceases this association with the same ardor and by practical methods will strive with equal earnestness for the rehabilitation of the building industry of New York and of the Nation which represents several billions of fixed capital, includes five thousand architects, two or three hundred building exchanges, one hundred or more national associations and a million and a half workers, and all of these interests day by day are seeing more clearly the value of practical constructive cooperation, intelligent foresight and timely action.

The officers of the association are:

Ronald Taylor, President; Ernest R. Ackerman, Vice-President; Laurence McGuire, Vice-President; Franklin T. Miller, Vice-President; G. Osgood Andrews, Treasurer; Frank H. Quinby, Secretary (architect); W. R. Messenger, Executive Secretary.

Directors: H. H. Murdock, Chairman; Max Baumann, J. E. R. Carpenter, C. J. Curtin, Wright D. Goss, C. A. Jackson, Charles J. Kelly, E. A. MacDougall, George H. Morris, Elliott Smith, Charles S. Wills, Frederick C. Zobel.

## Realty Board Aids Y. M. C. A. Recruiting Drive

**A**N enthusiastic meeting was held at the Real Estate Board of New York on Thursday, July 11, to inaugurate the Board's recruiting campaign for Y. M. C. A. secretaries for foreign service.

The meeting was held under the direction of the Y. M. C. A. Recruiting Committee of the Real Estate Board, John L. Parish, chairman, and the drive for secretaries for foreign service will continue for ten days terminating on the 20th of this month.

The meeting was addressed by Herbert L. Pratt, chairman of the recruiting campaign of the Y. M. C. A., and by Mr. Murvill C. Hutchinson, a Y. M. C. A. worker recently returned from France. Mr. Pratt spoke feelingly of the need for workers in the foreign field and explained the relation of the Y. M. C. A. workers to the army, outlining the business organization of the Y. M. C. A. and other phases of the work. He emphasized the need for capable business men of large calibre to fit into the various business needs of the work and the absolute necessity for other types of workers to tone up the morale of the men at the front.

Mr. Hutchinson spoke of the personal work among the men, explaining the demands made upon workers in canteens and huts and the necessity for close personal

contact with all types of fighting men from home. Both of the speakers emphasized the fact that applicants for places among the secretaries should expect to find the work extremely exacting both physically and mentally, but that all the effort put forth is more than worth while.

As to the method of remunerating those who undertake the work where they cannot finance themselves a reasonable allowance is made for home expenses exclusive of the maintenance of the workers abroad, which is arranged for according to the needs at the post to which he is assigned.

The method of application and the procedure between acceptance and the time of sailing was explained, and numerous questions asked by the audience were answered. The indications were that a number of applications, some from among the audience and others whom those present had interviewed would result from the meeting.

The Real Estate Board's Committee will carry on an active campaign between now and the 20th, and every real estate office will be furnished with literature and posters relating to the work. The Real Estate Board will be the headquarters for its committee's recruiting campaign and all persons interested are requested to call or write for information.



# Plans to Recruit Labor and Make It Effective

## War Labor Policies Board Elaborates Details to Stabilize Distribution of Workers

WITH the gradual development of the labor recruiting plan of the War Labor Policies Board, has come the working out of numerous details, which will contribute toward the more effective stabilization of the general program. The original plan for distribution of workers for industrial war needs was intended to minimize competitive bidding among firms with government contracts and to decrease labor turn over. As long as wages remained uneven, however, certain difficulties would have presented themselves in the actual working out of the idea. Thus it has become an essential matter that proper standards should be fixed and having been determined upon should be maintained by all authority vested in the board. Action in this direction will be taken, however, only after conference with employers and with representatives of labor. Signers of the resolution include Felix Frankfurter, assistant to the Secretary of Labor and chairman of the Policies Board together with representatives of the War, Navy and Agricultural departments, the Shipping and War Industries Boards, and the Food, Fuel and Railroad administrations. The official text is given below:

Whereas the recent uncoordinated activities of Government contractors in the matter of hiring labor for war industry have resulted in competitive bidding by one contractor against another for the available labor at any scale deemed expedient for the occasion which has resulted in producing restlessness and wasteful movement of labor from one industry to another, and whereas it is absolutely essential to the stabilization of industry throughout the United States that all wages for both skilled and unskilled labor engaged in war work after conference with representatives of labor and industrial management, to be standardized; therefore be it resolved, That wages paid by Government departments and contractors engaged in war work should be stabilized by this board, that the Committee on Standardization is hereby instructed to proceed with its work with all possible expedition, and that as soon as such standardized scales are established the full influence and authority of all departments of the Government represented on this board will be exercised to maintain them.

The total success of this plan for the centralization, recruiting and distributing of war labor, which will include skilled as well as unskilled workers, depends in part upon the attitude with which it is regarded by employers, and their ability and willingness to co-operate with it. Although the order does not go into effect until August 1, plans have already been outlined in Baltimore for the apportionment of that labor which will constitute its allotment. As a move toward co-operating with and assisting the Employment Service in its work, the manufacturers of the city have joined together in deciding to deal with it through a single committee. Thus the difficulties of individual representation will be considerably lessened. The fourteen industrial groups which are engaged in war work and are represented in this central committee, include canning and packing, chemicals and fertilizers, clothing, cotton duck, building materials, flour mills and food supplies, metals works, munitions, public utilities, ship building, structural iron and steel, textiles, woodwork and miscellaneous. The committee, which will be known as the Labor Distribution Committee for Baltimore, will follow the same principles which have already been established by the War Industries Board. Industrial needs will be given attention proportionate to the importance of their war production, but the essential character of the committee will permit a certain latitude. Individual emergencies will be taken into consideration and wherever possible assistance will be extended to those firms the nature of whose production would not insure preferential treatment under priority rulings. Such a form of co-operation centralizes government action to an even greater and more efficient degree. At the same time it would seem that the needs of the various industries themselves could be more satisfactorily ascertained and met.

Still other suggestions of a practical nature which show the willingness with which the Federal plans are being

adopted and even made more efficient in their application comes from a report of the action of manufacturers in Waterbury, Connecticut. Recognition of the problems connected with the masterful moving about of labor from one place to another, by which efficiency of production is so greatly reduced, emphasizes the importance of adequate housing. That labor stability and contentment reflect a very direct way the adequacy of housing conditions is not a new idea. The remedial measures planned by the Waterbury manufacturers, however, show an application of these principles, which should net results of a rather satisfactory nature. It is proposed that the committee which has been appointed should make it a duty to interest themselves in the housing conditions of their workers. The city has been canvassed and a file of available rooms kept. Thus manufacturers may be able to discover without loss of time what living accommodations near their works may be procured. Such a scheme will work out beneficially in more than one way. Not only will that labor turnover be reduced which arises from lack of housing facilities in the vicinity of the plants to which the worker has come, but in placing them in the most convenient location to their respective work, much dissatisfaction will be avoided. At the same time difficulties in transportation will be minimized.

Another form of co-operation developing out of the industrial needs of the region concerned is to be found in the project which will first be worked out in twelve western states. Especially imperative at the present time when the spring wheat is about to be harvested is the question of farm labor, and a plan already being tried out in a limited way, provides that the rural telephones of the section shall be called into voluntary service. Through the use of the telephone companies as a medium, farmers will be brought into communication with the nearest representative of the Employment Service, and their needs for help in harvesting will be met from qualified registrants on the list of the service.

Such suggestions are of course mere indications of the way in which co-operation of labor employers with the work of the government boards is being effected. Certain results in the direction of heightened efficiency of labor, together with increased production of war essentials must be reached. Conscription of the necessary labor is not possible. No one would be able to or indeed wish to compel laborers to do designated kinds of work at a fixed rate of wages. All that can be done is to have general government rulings, together with a central Employment Bureau to make possible the changes required. Ultimately it rests with the employer and employees to make these plans 100 per cent. efficient.

### Zoning System for Harbor.

(Continued from page 33)

dock or docks in New York large enough to take vessels of the Leviathan type. If the National Government will not finance such an undertaking it might be backed by bonds of the larger steamship companies.

Ninth—Public education.

The Commissions should prepare the public for its final report by a gradual process of education, as did the New York City Zoning Commission by—

1—Publication of a series of preliminary reports.

2—Conferring with organizations and associations; industrial, business and civic.

3—Constantly widening publicity as the plans of the Commission grow.

The City Club is of the opinion that from the beginning of the Commission's work it should issue bulletins which will inform the public of the lines of investigation which the Commission is undertaking. In this way public opinion will be carried along with the work and preparation will be made for intelligent consideration of the final recommendations of the Commission. It may be too, that from time to time citizens and civic organizations will be in a position to offer suggestions of value.



# REAL ESTATE BUILDERS RECORD AND GUIDE.

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### SECTION II.

Record of Conveyances, Mortgages, Leases, Auctions, Appraisals, Lis Pendens, Mechanics' Liens, New Buildings and Alterations.

## Cost-Plus and Other Contracts.

There has been considerable criticism during the last year of the contracts between the Government and the builders of cantonments and other Federal construction work. Presumably a great part of the invective and in-endo indulged in by these critics was due to ignorance rather than to positive knowledge of any wrongdoing or undue profiting on the part of those directly concerned.

The same kind of unfounded rumors and biased arguments have prevailed with respect to these Government contracts as the country was surfeited with regarding the Browning gun, the aeroplane and shipping programs, the feeding and clothing of the army, and many other activities of the war administration. The source of a good many of the disconcerting statements that were circulated broadcast is too well known to need recalling. It was ineffective because even if the Kaiser had spent many times the \$30,000,000 he is credited with having placed at Bernstorff's disposal to corrupt America he would not have been able to whitewash to a semblance of purity his ineffably fatuous and iniquitous record.

It is just as well, however, to have presented to the readers of the Record and Guide the other side of the Government's dealings with the contractors and this has been clearly and ably done by Mr. Paul Starrett, president of the George A. Fuller Company, which has been one of the largest organizations doing Government work, and which built the largest cantonment, Camp Funston at Fort Riley, Kansas, at a cost of \$7,843,000, including a fixed fee of \$250,000.

Mr. Starrett's candid and clarifying presentation of the cost-plus and other forms of Government contracts leaves nothing to be desired and disarms whoever tries longer

to venture unfavorable comment on the patriotic motives of those public-spirited men who have placed their ably-manned and thoroughly-equipped and organized forces at the disposal of the Government at a minimum cost to the people.

## Mayor Mitchel's Death.

Once again has this great metropolis shown its splendid spirit and its readiness always to accord honor to whom honor is due. As our people paid their last tribute of respect and affection to Lincoln and Grant, impressively and reverently, so now they have subordinated all else to a fitting tribute to that remarkable young man, Major John Purroy Mitchel.

Only a few months have passed since Mr. Mitchel left the Mayor's office to enter the military service of his country, yet during that short time he had further cemented the affection of his close friends and had gained the genuine respect of many others who then discovered in Major Mitchel fine qualities they had not realized were possessed by Mayor Mitchel.

New York City has had to share with the rest of the country the privilege of unusual honor to this young man who, until the United States entered the war, had been almost wholly a New Yorker in thought and action. When he became Major Mitchel the entire nation, predisposed in his favor by his public career, because interested in his work. No longer was his fine spirit and his genuine patriotism best known to his intimates in his home city. People in many states and our fighters abroad were keen over his progress in the branch of the service to which he had volunteered, and splendid achievements for him in France were confidently predicted.

With all these hopes shattered by his untimely death, the entire nation has given fine proof of its genuine grief. Here in his home city, where he had won the respect even of those who did not agree with him as to various public matters, John Purroy Mitchel has been sincerely mourned, and his memory has been accorded every mark of respect which a great community could offer.

Never was a finer tribute paid to a New Yorker, and the impressiveness of it all has been accentuated by the fact, now realized by so many more people than before, that the future must have had in store wonderful usefulness for a man capable of having achieved so much as Major Mitchel had crowded into the few years of life allotted to him.

## Tax Revision Necessary.

The National City Bank sends out a call for a keener interest on the part of every individual in the community in developing his capacity and usefulness, and in promoting a reciprocal interest in the great organized scheme of industry. After declaring the war has revealed unsuspected resources and unprecedented productive capabilities and that the conclusion is irresistible that if the same energy and spirit can be continued after peace is restored and devoted to construction and production, the entire level of living conditions can be raised above that of the past, it is pointed out that the people must respond to the common interest.

"It is apparent," says the bank, "that an intelligent citizenship, quick to appreciate its responsibility, willing to make sacrifices for the common good, and capable of a high degree of organization, makes for the power and security of the nation."

If the nation is to reach and retain that commanding position in world affairs foreshadowed in its activities since the war began it must not be shackled by obsolete and burdensome regulations of state and local governments



that have a tendency to prevent this full fruition of its industries.

There is no greater brake on industry than unjustly heavy taxation of the property on which and the buildings in which the organization and accomplishment of industry is effected.

### Higher Fares Inevitable.

An application for permission to charge a seven-cent fare on its various lines has been made by the Brooklyn Rapid Transit Company, and this brings to the front once again the urgency of a proper adjustment of this question on all the transportation lines in the metropolis.

Most of the discussion on higher fares has revolved around the six-cent rate, but it may soon be demonstrated

that even that rate will not meet the situation. Over in Boston, the dispatches bring out, it may be found necessary to increase the fares on the elevated lines to seven cents. In Buffalo the street car companies recently have been authorized to charge a six-cent fare, while in Troy and other up-state cities public sentiment is declared ready to sustain an increase to that rate.

These signs of the times from other cities cannot be long ignored. Higher fares on the various lines in the metropolis are inevitable, and the sooner the authorities grant them, just that much sooner will one important public problem be disposed of.

Let those who ride pay. That is the only sensible policy to pursue, and it ought to be adopted without further delay.

## Readers' Comment on Current Topics.

July 11, 1918.

Editor of the Record and Guide,

I read with considerable interest the statement of State Tax Commissioner Merrill published in the last edition of your paper. I was especially interested and gratified in reading the following from the article:

"If every property holder was obligated by law to render a sworn statement of the value of his holdings with a reasonable description thereof to an assessor, and the present inefficient scheme discontinued, much greater values would be found than we know of even in reality, and the values of personalty would prove astounding."

This has been the attitude of this Department ever since the present Commissioners were appointed. It will be remembered that during the last session of the Legislature, I caused to be introduced bills providing for a listing system such as Mr. Merrill suggests, with a reduced rate on personalty. If said bills had passed I am confident that the real estate tax would be greatly reduced, and then we would be able to fix a definite tax on realty. I am glad to know that at the next session of the Legislature I will have the support and co-operation of Mr. Merrill.

JACOB A. CANTOR, President,  
Department of Taxes and Assessments.

New York, July 9, 1918.

Editor of the Record and Guide:

The great increase in maintenance costs of managing and operating buildings in addition to the increased costs of insurance and taxes suggests the question: Why should the owner assume the extra costs without any means of redress? All these additional costs are unknown to him when he signs the lease, and why should he be asked to assume an unknown cost. In other words, why should an owner make a five or ten-year contract to give a tenant the whole or part of a building at a fixed price—which price is, of course, based on investment return, plus the carrying charges, taxes, insurance, and maintenance, all of which carrying charges are not fixed, and without any control of his, have been increased, and may be further increased.

The owner could not make such a contract with his tenant to deliver him goods for five years at a fixed price. The tenant would promptly say that, as he could not make a five-year contract with his labor or with his supply house, he would not assume such an obligation. He might add, that he would make such a contract, based on the present prices of labor and materials, and any additional cost would be an additional charge. Why should not the contract between the owner and the tenant for a building, or even a loft in a building, be on the same basis?

In a twelve-story loft building, where the rent is now \$5,000 a loft, and where the taxes are, say \$8,000 a year, and the insurance and operating costs \$16,000 a year, why not make the rent \$3,000 a year, plus a monthly charge of

one-twelfth of the costs. At the end of the year any difference in costs of these charges, either more or less than estimated, could be adjusted. This would produce two results. The owner would be getting a fair deal, and would know what he was getting from his property, and a second and very important result would be that the tenant would be a direct taxpayer, and would be interested in the tax rate, and also in the management and care of the property. Just think what this would mean if every large buyer of space was interested in the tax rate, and vitally and financially interested in the building he occupies! Every additional point in the tax rate would touch him in a vital point, and every waste that he makes in the carrying on of his business would affect him. Tenants are careful of their light and gas bills, because it affects them directly, and the care of their premises and the many wasteful ways of their employees would equally interest them if they knew they had to pay for them. Think this over, and you will see how fair it is to everyone.

It is unfair and unjust for an owner to be asked to make a contract for his property that not one of his tenants would make for theirs.

In the past such a progressive step would not have been possible, but today and for a long time ahead, when space is in demand, owners can insist on such a change. If a dozen of the large renting agencies would insist on such terms in their leases, it could be made universal. Today the owner with space to rent is sought after, and he can demand terms and conditions that he could not have hoped for a year ago. With the high cost of labor, and materials, and the inability to secure loans and even materials, it will be some time before building operations will be begun, and the owner who has a building and space to rent ought now to see to it that he gets a just and fair lease.

There is nothing unjust or complicated about the arrangement propose, and there is no good reason why it should not be carried out. Tenants may claim that they would not know what their rent would be. Well, they hardly know what the cost of their labor and materials are now from month to month, but they have the opportunity to change their prices, and raise their prices as the cost advances, and if they find their rent plus the carrying charges are increased, they have the remedy of increasing the price of their output—whereas and owner, under the present arrangement, is helpless and finds his net results from his investment decreasing without any remedy. And the tenants would be getting just as good service and accommodation in their buildings as they would be willing to pay for.

They might not be so solicitous about heat and other conveniences, if they knew they were paying for the coal, etc. It is well worth thinking it over, and giving it a try; and now is the time to try it.

JOHN J. RADLEY.



## To Electric Light Users

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## LEGAL NOTES AFFECTING REALTY

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

### Forfeiture and Rescission.

WHERE the defendants purchased land on installment contract, entitling the vendor to declare a forfeiture for default in payments, and the vendor's agent gave collateral contract entitling the vendees to rescind and be repaid the amounts paid by them at any time after six months from the sale, and the vendees defaulted in payment and the vendor gave notice of forfeiture, the Washington Supreme Court held, *Bock v. Celleyham*, 171 Pac. 525, that the vendees could not then give notice of rescission for dissatisfaction with the land, since, when an election was once made under either of such claims, the contract was for all purposes at an end.

### Exclusive Agency.

Where the owner of property lists it for sale with a broker for a definite period on specified terms and definite commission for making such sale by the broker is specified, the North Dakota Supreme Court holds, *Starks v. Springate*, 167 U. W. 221, that the owner of the property may, during the period of time specified in the agency contract, sell the property through other agents, but cannot do so and relieve himself from liability to pay the agent who had the property listed for a certain time his commission as specified, where such

agent, with no notice of any sale by another agent, and within the time, produces a person ready, able, and willing to buy the property upon the terms stated in the agency contract.

### Right to Broker's Commission.

The North Carolina Supreme Court holds, *Raleigh Real Estate Co. v. Mosser*, 95 S. E. 498, that a writing given to a broker stating "I agree to trade my house, No. 407 Polk Street, for lot No. 6 in Cameron Park, together with \$1,350, difference coming to me," etc., was a mere option, which could be withdrawn at any time, and was not a valid contract to convey. If the broker had procured a bona fide purchaser who was able and willing to take the property upon the owner's terms as stated in the option, and so notified the defendant at the time the defendant undertook to withdraw the property, the broker was entitled to recover.

### Listing Lands With Brokers.

The Iowa Supreme Court holds, *Kiser v. Crawford*, 166 N. W. 576, that a letter closing the correspondence by which an owner authorized brokers to sell his lands stating that commission would be paid on all lands listed in that letter, but also stating that this was only a partial list of lands the owner had to sell, did not preclude recovery of commission for the sale of lands not listed therein.

### PRIVATE REALTY SALES.

THE total number of sales reported and not recorded in Manhattan this week was 19 as against 22 last week and 16 a year ago.

The number of sales south of 59th street was 5 as compared with 8 last week and 6 a year ago.

The sales north of 59th street aggregate 14 as compared with 14 last week and 10 a year ago.

From the Bronx 11 sales at private contract were reported as against 6 last week and 8 a year ago.

Statistical table, indicating the number of recorded instruments, will be found on page 46 of this issued.

### Building in Three Recent Deals.

It was rumored this week that the Metropolitan apartment house at the southwest corner of Broadway and 88th street has again been sold, this being the third sale within the two weeks. Bing & Bing, the present owners, purchased the property last week from Black, Starr & Frost, who had previously acquired it in a \$2,000,000 trade with the Oceanic Investing Co. for the building at the southwest corner of Fifth avenue and 48th street. The Metropolitan is seven stories high on a plot 100.8x100. It was erected about twenty-five years ago by William J. Merritt.

### Dwelling Figures in Two Sales.

The dwelling at 24 East 64th street figured in both public and private sales this week. First the house was offered in foreclosure proceedings at the stand of Samuel Goldsticker in an action brought by the City Real Estate Co. against Cornelia G. Ford Bruchell to satisfy a judgment of \$47,782 and interest. It was taken by the plaintiff on a bid of \$48,000. The parcel was immediately resold at private sale by the Bond and Mortgage Guarantee Co., the purchaser being announced as Norman L. Zeno. It is a four-story building, on a lot 21 by 100.5, near Madison avenue.

### Parker Sloane Buys Residence.

Parker Sloane, president of the United States Alloys Corporation of New York and Buffalo, manufacturers of aeroplanes, has bought for occupancy

the former home of Warner Van Norden at 8 East 62d street. The house, which has been in the market at \$200,000, was acquired by Mr. Sloane through Pease & Elliman, as brokers, from the Assets Liquidation Co., which took it over a few years ago. It is a five-story American basement dwelling on a lot 25x100. Mr. Sloane plans to make extensive alterations to the house. At present he resides at 347 West 87th street.

### Bronx Apartments in Sale.

The Ulster Court Corporation, Joseph G. Abramson, president, bought from the Taroff Construction Co., Inc., Charles Schlesinger, president, two apartment houses recently completed by the company. The larger one is at 306 East 180th street, southeast corner of Valentine avenue, on plot 68x113. It is a five-story building having twenty-five rooms on a floor. The annual rent is over \$12,500. The other property is at 230 East 173d street, southeast corner of Eastburn avenue. It is a 5½-story and basement house, on plot 47x95, with eighteen rooms on a floor, and having an income of \$9,000 per annum. Both parcels are in the West Bronx, located two blocks east of the Concourse, and were held at \$170,000. The transaction was for all cash. Heller & Sussman were the brokers in the deal.

### Apartment House in Resale.

Louis Chaskin purchased from the Shelby Realty Co., Henry Friedman, president, the five-story apartment house, known as the Massasoit, at 116 to 120 West 129th street, on a plot 75 by 100. Mr. Chaskin promptly resold the property to the Valentine Avenue Realty Co., of which George Heller is president, Philip D. Shapiro represented Mr. Chaskin as attorney in both transactions.

### Manhattan. South of 59th Street.

PEARL ST.—Wm. A. White & Sons have sold 69 Pearl st to O. P. Olsen & Co., dealers in ship supplies.

15TH ST.—Duross Co. sold for Margaret L. Hamilton to Patrick J. Malloy the 3-sty dwelling, 18.9x81.3, at 333 West 15th st.

49TH ST.—A. H. Levy sold for the W. & J. Realty Corp. to A. Udow, plumber, for investment, the 6-sty new-law tenement, with three stores, on plot 37.6x100, at 345 and 347 East 49th st, between 1st and 2d avs. The buyer will occupy the stores as a plumbing shop.



# REAL ESTATE REVIEW OF THE WEEK

Market Experiences Considerable Activity—  
Important Leases Constitute Prime Features

**D**URING the past week there has been considerable activity in all phases of the real estate market and a number of deals of prime importance were consummated. Generally this is the height of the mid-summer dullness, when business slacks off to a large extent, but the week just closed has been a noteworthy period for the number and character of the deals it has produced.

Activity has not been closely confined to any particular locality or to any single type of transaction. The large deals were well scattered throughout the city and involved private dwellings, apartments and business properties. The demand for private residence properties was particularly marked and was a strong feature of the realty market during the past week.

In the past the principal buyers of residence properties have been home-seekers and investors and although the majority of sales are still being made to these interests, a new factor has entered the situation in the form of the operator. Frederick Brown, well known as a real estate operator purchased from John H. Parker the five-story residence at 24 East 62d street. This property stands on the city assessment rolls at \$80,000.

Apartment house properties also fig-

ured prominently among the sales of the week and a number of these passed into new ownerships. The Upper West Side, Harlem and the Bronx all figures in apartment house deals of considerable magnitude, and with the scarcity of available housing space and the approach of the autumn renting season there is every reason to anticipate continued activity along this line.

From Brooklyn quite a number of sales involving one and two-family dwellings have been reported and brokers who have figured in these transactions state that there is quite an active demand for properties of this class that future sales will undoubtedly grow steadily in volume.

The renting market also has experienced a fair amount of activity during the past week and a number of important properties, including two large hotels, have figured in transactions involving long term leases. Brokers interested in renting apartment properties report a number of early leases for accommodations in structures under their control. A large percentage of these deals are for the continuation of occupancy of present tenants, the scarcity of available space having influenced tenants to remain where they are situated and to pay the generally increased rentals asked for the coming year.

**54TH ST.**—Schindler & Liebler and A. J. Norman sold for the Hoguet Estate 2 5-sty flats, 236 and 238 East 54th st, 50x100.5. John McKeon is the buyer and gives in part payment 2 3-sty single flats at 806-808 Jackson av.

**BOWERY.**—Douglas Robinson, Charles S. Brown Co. sold for Ernest E. Lorrillard 178 and 178½ Bowery, size 25.3x100 ft. a 2-sty building, located on the west side of the Bowery 25 ft. north of Kenmare st (extension of Delancey st). The purchaser is I. Blyn & Son, shoe dealers, who own the corner adjoining, and now control a corner of 50.3x100 ft. At the expiration of the present lease on 178 and 178½ Bowery it is the intention of I. Blyn & Son to improve the entire corner with a new building.

### North of 59th Street.

**HAMILTON TER.**—Stephen and Belden Roach have resold 36 and 38 Hamilton ter, two 3-sty high-stoop dwellings, each on a lot 19x100. The property, which is located between 142d and 143d sts, was acquired by the sellers in foreclosure proceedings several years ago. W. J. Huston & Son were the brokers in the transaction. William Schwartz was the buyer.

**105TH ST.**—The Beth Hamidrash Hagodol of Harlem, a religious organization which owns the property at 108 to 112 East 105th st, has added to its holdings by purchasing, through Henry Bach, the 2 3-sty dwellings adjoining, at 114 and 116, on a plot 37.6x100. The building at 108 is now occupied as a home for aged Hebrews, and the plot at 110 to 112 is improved with a synagogue. After alterations have been made the newly acquired houses will be used in connection with the home.

**109TH ST.**—David Lion purchased from Frederick Brown the 5-sty tenement at 332 East 109th st, on a lot 25x100. The house is assessed at \$18,000.

**109TH ST.**—Walter H. Liebmann bought from J. M. Laroche 308 East 109th st, a 4-sty tenement, 28.6x100.11, located 100 ft. east of 2d av.

**113TH ST.**—Van Vilet & Place sold the dwelling at 244 West 113th st for Martin Dienst to Mary Robinson.

**117TH ST.**—Oscar D. & Herbert V. Dike sold a private house at 367 East 117th st for Harry Aaronson to Wm. J. Overocker.

**119TH ST.**—Mrs. Elizabeth Pickering, the tenant, has purchased from the Bond & Mortgage Guarantee Co. the 3-sty dwelling at 125 West 119th st, on a lot 20x100.

**123D ST.**—The Emigrant Industrial Savings Bank sold 431 East 123d st, a 3-sty and basement house, 16.8x100.11, to Joseph Milano. Thomas J. O'Reilly was the broker.

**130TH ST.**—David Lion and Samuel Kilpatrick bought from the New York Life Insurance and Trust Company the 4-sty dwelling 217 West 130th st, on lot 20.6x100. J. Edgar Leaycraft & Co. negotiated the deal.

**AUDUBON AV.**—Honora Kearney sold the northeast corner of 166th st and Audubon av, 100x95 ft, partly improved by a private residence and held in the market at \$70,000 to a client of Joseph P. Day.

### Bronx.

**FAILE ST.**—C. E. Adler, represented by Walter M. Wechsler, as attorney, sold to an investor for cash 1036 Faile st, a 3-sty 2-fam. dwelling, 20x100, one of a row built by the American Real Estate Co. The seller took the property over last Wednesday in a foreclosure action.

**FOX ST.**—Benenson Realty Co. purchased from David Davis, 881 Fox st, a 5-sty flat, 72.5x100, with rentals aggregating about \$10,000 per annum.

**147TH ST.**—Gilbert Elliott has purchased from Elsie Cohen, 460 East 147th st, a 5-sty apartment house, on a lot 25x100, between Brook and Willis avs. The property has been held at \$90,000. David S. Gerstenfeld was the broker.

**178TH ST.**—The 5-sty apartment covering the block front on the south side of 178th st between Marmion av and Southern blvd was bought by Frederick Brown from Hattie Goldschmidt, represented by M. V. Rich. The house yields more than \$15,000 per annum and was held at \$100,000.

**HOLLAND AV.**—Hudwill Corp., Hudson P. Rose, President, purchased the 2-fam. house at 1827 Holland av. The same company also sold the 4-sty flat at 623 East 134th st. Both were cash deals.

**MURDOCK AV.**—The Benenson Realty Co. sold to a client of Thomas J. Adams two lots, 50x100, on Murdock av. The buyer will build a dwelling and garage.

**PELHAM RD.**—Hudson P. Rose Company sold the dwelling 1731 Pelham rd, on lot 25x112, to Francis Nathan.

**WADSWORTH AV.**—According to reports the 6-sty apartment house on plot 78x100, at 130 Wadsworth av, southwest corner of 180th st, has been purchased by the Charles Galewski Co., Inc. The property is fully rented and has been on the market at \$175,000.

**WASHINGTON AV.**—Cahn & Pittman have purchased the three-4-sty brick and stone flats at 1367, 1371 and 1373 Washington av, each on a plot 27x136. Schwab & Co., negotiated the sale.

**WEBB AV.**—Frederick Brown sold to a client of Brooks & Momand 2436 Webb av, near Fordham rd, a 5-sty apartment house, containing accommodations for 21 families, on plot 48x100. It is fully tenanted, yielding an annual rental of over \$8,000. In part payment Mr. Brown took 348 Madison st, a 16-fam. tenement, with two stores, 23x95, free and clear, between Scammel and Jackson sts. Title to the latter property is now held by Clarence Morgan Coddington. The Webb av. house is the southerly one of two similar buildings acquired by Mr. Brown last month from John C. and P. J. Dwyer.

### Brooklyn.

**AMERSFORT PL.**—Tutino & Cerny have sold for Margaret Peterson to a client for investment the 2-fam. brick dwelling 127 Amersfort pl.

**DECATUR ST.**—Friday & Lehman report the sale of the two-sty and base. brownstone 2-fam. dwelling at 606 Decatur st for Johanna Gewehr to Thomas E. Burchell for occupancy.

**EAST 25TH ST.**—M. M. Ringler and J. D. O'Connell sold for the Pauline Schmickl estate 315 East 25th st, 20x100, a dwelling, to James Lyall, who will occupy.

**LINCOLN PL.**—Levy Bros. have purchased two buildings at 671 and 675 Lincoln pl, covering a plot 52x127, abutting the northwest corner of Bedford av and Lincoln pl.

**PIERREPONT ST.**—Z. D. Berry sold for the Frederick Construction Co. the 8-sty apartment, 61 to 69 Pierrepont st, between Hicks and Henry st.

**1ST ST.**—E. T. Newman sold the 3-sty and basement brownstone dwelling 365 1st st for Harriet W. Libby to F. R. Hoyt of Stamford, Conn. Also the 2½-sty and basement brownstone dwelling 337 1st st to Henrietta Semple of Brooklyn.

**10TH ST.**—Meister Builders, Inc., have purchased from Britt & Archer, 10 1-family frame houses 116 to 126A 10th st, between 2d and 3d avs.

**41ST ST.**—I. Salzberg sold for T. Rubin to S. Spector the 2-fam. house at 1251 41st st on a plot 40x100.

**53D ST.**—I. Salzberg sold for M. Meyer to N. Rubin the 2-fam. cottage at 1546 53d st on a plot 67.6x80.

**62D ST.**—Alco Building Co., associated with Realty Trust, sold the brick and half-timbered stucco dwelling, with garage, at 2144 62d st, near 22d av, Mapleton Park, to K. Halperin.

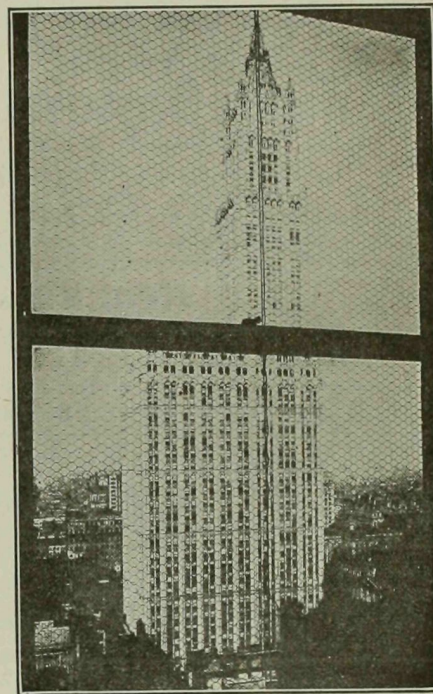
**62D ST.**—Realty Trust sold for the Bridgeport-Wilkes-Barre Co. the 1-fam. brick and stucco semi-detached dwelling at 1853 62d st to a client for investment.

**66TH ST.**—Alco Building Co., a subsidiary corporation of Realty Trust, sold the 1-fam. brick dwelling at 2072 66th st to A. Cohen, of Manhattan, for occupancy.

**67TH ST.**—Walter S. Ross and C. C. Gretzinger sold for Henry Mally, Jr., the house on the south side of 67th st, 323 ft. west of 2d av, to a client for occupancy.

**68TH ST.**—Walter S. Ross and C. C. Gretzinger sold for James Ruddiman, Theodore Frost and Boyd Realty Co. the plot 90x35 in the north side of 68th st, 130 ft. west of 5th av.

**70TH ST.**—Meister Builders, Inc., have purchased from the Kings County Trust Co. five 2-fam. brick houses on a plot 20x100 each, at 1826 to 1834 70th st, between 18th and 19th avs.



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75TH ST.—James Watters sold for Grace Jordan the 1-fam. limestone and brick dwelling 445 75th st.

77TH ST.—James Watters sold to Rosina Schmidt the 1-fam. brick dwelling 632 77th st.

79TH ST.—James Watters sold for the Johnson Construction Co. to a client for occupancy and investment the 2-fam. semi-detached brick dwelling, with garage, in the north side of 79th st, 172 ft. west of 6th av.

74TH ST.—John E. Sullivan sold 621 74th st, a 1-fam. brick house, and 1835 69th st, a 2-fam. brick house.

79TH ST.—James Watters sold for the Wilma Construction Co. to a client for occupancy the new 1-fam. detached stucco dwelling 465 79th st.

BEDFORD AV.—Meister Builders, Inc. have sold to an investor for all cash the northwest cor of Bedford av and Prospect pl, 1416 to 1422 Bedford av. This corner is occupied by the Hudson Motor Car Co., Marmon Motor Car Co. and U. S. Tire Co. It was in the market for \$100,000 and held by this company since March, 1917.

CONEY ISLAND AV.—Levy Bros. sold the 1-sty garage recently completed by them at the northwest corner of Coney Island av and Montgomery st, covering the corner plot, 100x100, for which they have taken in part payment 957 and 959 3d av, two 4-sty tenements with stores.

NEW JERSEY AV.—Alco Building Co., associated with Realty Trust, sold the 1-fam. brick dwelling at 712 New Jersey av, East New York, to Bernard Lieberman.

10TH AV.—Frank A. Seaver & Co. sold the 2-fam. brick house 6918 10th av, near Bay Ridge av, to B. Musalo, for occupancy.

#### Queens.

BELLE HARBOR, L. I.—H. Richter & Co., sold to Susan J. Haigney her property on North Montauk av, Belle Harbor, to M. F. Cahill, of Manhattan.

COLLEGE PT., L. I.—The Farmers' Loan & Trust Co. sold to the College Boat Corp. the property on the northeast corner of 3d st and 1st av, College Point.

FLUSHING L. I.—Frederick Emerson Wright purchased from Robert E. Hendrickson the Peck homestead at Parsons and Mitchell avs, Flushing, on plot 137x150.

JAMAICA, L. I.—Sim & Greig sold to F. C. Rohwerder the dwelling on the southwest side of Kingston rd, 185 ft. northwest of Henley rd, Jamaica.

LONG ISLAND CITY.—The six lots measuring 75x180 ft., on the north side of Borden av, 350 ft. east of Hayward st, L. I. City, have been sold by the Schley Realty Co., H. A. Corney, President, to the Greenpoint Fire Brick Co. The site will be used for the erection of a building for the use of the purchaser. M. & L. Hess and Judson A. Harrington negotiated the transaction.

LONG ISLAND CITY.—C. Katz sold to J. F. Hicks the property 50x110 on the west side of Van Alst av, 50 ft. north of Camelia st, Long Island City.

LONG ISLAND CITY, L. I.—Adolph J. Gretschel sold for Joseph H. Ralph the 2-fam. brick dwelling at 457 Boulevard, Long Island City.

#### Richmond.

WEST BRIGHTON, S. I.—Samuel Ginsberg sold for Joseph Frank to Michael Darasch the 3-sty dwelling, on plot 50x100, at 81 Greenleaf av, West Brighton, S. I.

#### Nassau.

GREAT NECK, L. I.—Baker Crowell, Inc., in conjunction with M. Hughes, of Douglass, L. I., sold Mrs. Olive Robertson Ansley's residence in Kensington, Great Neck, Long Island, to Thomas F. Green of Manhattan, who will occupy.

#### Westchester.

YONKERS, N. Y.—The Robert E. Farley Organization sold for the Union & New Haven Trust Co., as trustee, the house at 55 Grandview av, Nepperhan Heights, Yonkers, N. Y., to T. M. Mantilla of New York City.

#### Out of Town.

GARRISON, N. Y.—E. T. Ware sold to a client of Nichols & Hobbie "Singing Frog Farm," the portion of his extensive holding at Garrison-on-Hudson, N. Y., formerly known as the "Toucey" place. This property was built by the late John M. Toucey, vice president of the Hudson River Railroad, and after it came into the possession of Mr. Ware was extensively improved. It comprises 102 acres of land on the east side of the River rd. There is a granite house, greenhouses, garage, gardener's and farmer's cottages, and a set of farm buildings. A mountain stream, known as Philippe Brook, flows through the property. The purchaser will occupy it as his all-year home. It was held at \$150,000.

JERSEY CITY, N. J.—Louis Dorison sold to Henry Perienfein a 4-sty apartment, 66x119, at the northwest cor of the Old Bergen rd and Danforth av, Jersey City, for about \$85,000.

JERSEY CITY, N. J.—James W. Greene sold a large frame dwelling, on a plot 100x221, at 37 Duncan av, Jersey City to the Misses Mary S., Josephine D. and Caroline R. Gopsill. The price paid is reported at \$38,000.

NEWARK, N. J.—Louis Schlesinger, Inc., sold two 1-fam. houses at 116 and 116a 4th av, near Summer av, for Joshua D. and Sarah A. Higbie to Harold Gorringer, who resold to Anna B. Bray. The houses are frame, containing 8 rooms and bath, heat and all improvements.

NEWARK, N. J.—Feist & Feist sold to Abraham Rudnewitz the plot 240x105 at the northeast corner of Seymour av and Jeffrey pl, in the Clinton Hill section of Newark. The new owner will erect seven 2-fam. houses. The same brokers sold for Mrs. Louise Dunn 97 and 99 Spruce st, southeast corner of Quitman st, a dwelling, 50x100, to Dr. Abraham Rothschild for occupancy; also for Edward O'Neill 37 Shanley av, 37.6x105, to M. D. House, who will erect a dwelling.

SETAUKET, L. I.—Kurz & Uren resold for Charles Richardson the two 3-sty frame buildings and store on Main st, Setauket, L. I., acquired a month ago.

SOUTH ORANGE, N. J.—Louis Schlesinger, Inc., sold for Raymond E. Brooks to Fredk. Axt, the residence at 367 Hartford rd, South Orange. The property consists of a 11-room frame residence with garage and barn, on a plot 100x220. The new owner will occupy as soon as extensive alterations now under way are completed.

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# SEMI-ANNUAL REPORT OF THE Lawyers Mortgage Company

RICHARD M. HURD, President

JULY 1, 1918

The total sales of Guaranteed Mortgages for the first half of 1918, including extensions, amount to \$18,637,782. The total Guaranteed Mortgages outstanding amount to \$144,682,808.

Of chief importance to lenders in New York is the improvement in the fundamentals of the real estate situation. The absence of new building for several years accompanied by steady increase of population and the large amount of new war business which has come to New York have combined to raise rents. Higher rents, even with higher expenses, mean stronger and eventually higher values. The first result, now quite noticeable, is the psychological effect on real estate owners which causes them to hold on to their properties and lessens the number of foreclosures. New York is the largest city in the world and its population must have homes and business buildings. Loans carefully made on this improved real estate form the safest mortgage security in the world.

The Gross Earnings and Net Profits of the Company for the first half of recent years are as follows:

<b>EARNINGS</b>			
	1st Half 1918	1st Half 1917	1st Half 1916
Premiums for Guarantees .....	\$335,635	\$343,428	\$339,019
Interest on Mortgages .....	142,308	152,800	107,749
Fees, etc.....	49,347	70,883	92,698
<b>Gross Earnings.....</b>	<b>\$527,290</b>	<b>\$567,111</b>	<b>\$539,466</b>
<b>EXPENSES</b>			
Operating Expenses, incl. Taxes.....	\$176,734	\$172,026	\$151,597
	350,556	395,085	387,869
Loss on Real Estate.....	99,179	143,740	19,622
<b>Net Earnings .....</b>	<b>\$251,377</b>	<b>\$251,345</b>	<b>\$368,247</b>
<b>ASSETS</b>		<b>LIABILITIES</b>	
N. Y. City Mtges.....	\$6,619,568	Capital .....	\$6,000,000
Accd. Int. Receivable.....	317,631	Surplus .....	2,750,000
Co.'s Bklyn. Bldg. cost.....	175,000	Undivided Profits .....	292,997
Real Estate .....	1,017,560	Mtges. sold, not del.....	264,215
Cash .....	1,319,879	Res. for Preams., etc.....	142,426
	<b>\$9,449,638</b>		<b>\$9,449,638</b>

The Assets and Liabilities of the Company have been verified and the Company's accounts certified as of June 30th, 1918, by the Audit Company of New York.

The outstanding Guaranteed Mortgages of the Company are divided among the customers of the Company as follows:

45 Savings Banks .....	\$15,389,950
242 Charitable Institutions .....	12,542,397
15 Insurance Companies .....	6,998,415
30 Trust Companies .....	8,032,564
1529 Trustees .....	36,165,250
4566 Individuals .....	65,554,232
<b>6427</b>	<b>\$144,682,808</b>

The Company now has under foreclosure 35 mortgages amounting to \$768,600, some of which will probably be settled prior to sale. The foreclosed real estate owned by the Company on Jan. 1, 1918, amounted to \$1,116,792, and since then real estate amounting to \$564,346 has been added, making a total of \$1,681,138. From this, during the past six months, the Company has made sales amounting to \$663,578, so that the amount now stands at \$1,017,560. In addition, the Elemco Realty Company and Lawyers Mortgage Company hold title to real estate on which are outstanding \$183,909 of mortgages held by assignees. And for convenience in perfecting title the Elemco Realty Company holds title temporarily to real estate on which are \$150,600 of mortgages held by the Lawyers Mortgage Company. The foreclosed real estate and mortgages under foreclosure are only one-half the amount at which they stood on January 1, 1916. The amount of interest delinquent for more than one month is \$11,606.

Since December 12, 1894, when the Company began business, 17,840 mortgage loans have been made, aggregating, including extensions, \$528,000,000, without loss of a dollar to any of our investors.

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## RECENT LEASES.

**Plot Leased for New Building.**

The Western Union Telegraph Company has secured a ground lease with privileges of renewal aggregating a period of fifty years of the plot 38 to 40 Broad street, running through to 34 to 36 New street, containing approximately 7250 square feet. W. W. Bosworth has been retained as architect and Marc Eidlitz & Sons, Inc., as builders, to erect thereon a six-story building, to be utilized by the company as its principal cable operating terminal and commercial office. The company has found its present cable quarters at 8 to 16 Broad street and 62 Broadway entirely inadequate for handling the large increase in the volume of cable business since 1914 and particularly since the United States entered the War. It is proposed to transfer the cable employees and move the cable terminals from the present offices to the new building as soon as the latter is ready for occupancy. The facilities for handling the cable business will be greatly improved in the new quarters and the location of the commercial office will be accessible and convenient for the public. The property belongs to the owners of the Johnston Building, and this is composed of Mrs. Robert W. De Forest and Mrs. Francis J. Marley. The brokers were the Douglas Robinson, Charles S. Brown Co.

**Globe Wernicke Co., Leases Warehouse.**

The Globe Wernicke Company has leased from the Astor Estate for a long term of years at an aggregate rental of \$200,000, for exclusive warehouse purposes, the building at 134 to 140 Grand street, northeast corner of Crosby street, on a plot 100x125, and containing 90,000 square feet of space. This building is equipped with special elevators, conveyors and all other modern facilities for insuring quick delivery of furniture in the Metropolitan district. The lessee selected this location on account of its close proximity to its main showrooms at 451-453 Broadway, which property it purchased and reconstructed for exclusive office and showroom purposes. This is the largest building exclusively used by one firm in New York for this line of business. Other retail branches operated in New York by the Globe Wernicke Company include 6 East 39th street; the Standard Oil Arcade, 50 Broadway, and 30 Church street. The Charles F. Noyes Company has acted as the broker for the Globe Wernicke Company in all of its transactions.

**Theatre Sites Leased.**

Selwyn & Co. announced that they had concluded negotiations with Sperry & Hutchinson for the leasing of the site at 215 to 223 West 42d street, running through to 228 to 234 West 43d street, with a frontage of 105 feet on 42d street, and 75 feet on 43d street. Two theatres will be erected on the site, which has already been excavated. It is understood that the rental will be \$75,000 a year plus taxes, for a twenty-one-year term, with renewal privileges. Sperry & Hutchinson were represented in the deal by Stoddard & Mark as attorneys, while Ernest & Cane acted for Selwyn & Co. A six-story theatre and office building is now being erected on adjoining property to the west.

**Knott Brothers Add to Hotel Chain.**

Sheriff David H. Knott and his brothers, J. E. and W. J. Knott, who already conduct ten hotels in this city, a number of which are in Washington square section, have negotiations underway for adding another to their chain. They will lease the Hotel Albert, at the southeast corner of University place and 11th street, one of the largest hostels in that section. It is known as 67 to 75 University place and 42 to 50 East 11th street. On the corner is a seven-story structure, and adjoining on the street is one of five stories. The

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latest addition was a twelve-story building on University place. The entire property contains 386 rooms, and is under the management of F. E. Anderson. The Messrs. Knott manage the Holley, Judson and Earle on Washington square; St. Andrew at Broadway and 72d street; Hotel le Marquis, 12 East 31st street; Berkely, 20 Fifth avenue; Van Rensselaer on East 11th street; Madison Square, 37 Madison avenue; Hotel Irving at 26 Gramercy Park, and the Whittier Inn at Sea Gate. This week they had incorporated at Albany the 42 East Eleventh Street Corporation with a capital of \$25,000 to take over the Hotel Albert.

**Important Hotel Lease.**

The Hotel Hamilton Corporation, owner of the hotel in course of construction at 141 to 153 West 73d street, near Broadway, has made a 21-year lease of the property to a corporation being formed, of which I. Fluegelman is to be president. The structure is being erected under the new zoning law and is a model in every detail. It contains three hundred and eleven rooms and two hundred baths, with every modern equipment, and is to be operated as an apartment hotel. The Hotel Hamilton Corporation was represented in the deal by H. B. Davis, its attorney, and Henry Fluegelman acted for the lessee. The aggregate rental will be over \$2,000,000, the rental being at the rate of \$95,000 a year. George B. Corsa negotiated the lease. The property carries a first mortgage from S. W. Strauss & Co., secured under their amortization plan.

**Lease of Plant for Army Depot.**

The War Department has acquired for use as an army depot the ten-story plant of the Merchants Refrigerating Co., occupying the entire block bounded by Tenth avenue and Marginal street, 16th and 17th streets, and covering a plot 197.3x184x285.7x356.8 feet. A railroad spur will connect the structure with the tracks of the New York Central Railroad and will considerably facilitate the transfer of military supplies.

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The remarkable strength of real estate in the lower East Side district is emphasized by the fact that the Charles F. Noyes Co., who recently sold 113-115 Broad street and 27 Front street to Carl Platou, and who have exclusive management of all the properties controlled by Mr. Platou, has renewed the lease at 27 Front street for five years at an increase of one hundred per cent. in the rental, and the rents of all stores in the Broad street building have been doubled. Mr. Platou contemplates extensive alterations to the property and will occupy a portion of the building for his own purposes.

**Milliners Lease on Fifth Avenue.**

Space in 570 Fifth avenue now occupied by Pickslay & Co. has been rented to Maison Aubry, wholesale and retail milliners, for a period of ten years from September 1, at an advance rental. The lease was negotiated by Nathan H. Gregory for Mrs. Elizabeth I. Howe, represented by Walter T. Stern, of Coleman, Stern & Gothold. The lease involves the store and basement. The new tenant is now located on 34th street and carries its wholesale business under the name of Germaine, Inc.

**Addition to Silk Colony.**

Horiskoski & Co., dealers in Japanese silks, have leased from the Hapson Estate a three-story building to be erected at 71 Madison avenue. Starrett & Van Vleck are the architects. The property has been taken for a long term of years and the lessee expects to take possession of the new building in October. William A. White & Sons were the brokers in the deal.

(Leases continued on page 54)

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**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 1917. Following each weekly table is a résumé from January 1 to date.)

**MANHATTAN.**

**Conveyances.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	103	155	103	155
Assessed Value	\$8,305,800	\$15,727,500	\$8,305,800	\$15,727,500
No. with consideration	11	17	11	17
Consideration	\$326,050	\$439,717	\$326,050	\$439,717
Assessed Value	\$617,500	\$537,600	\$617,500	\$537,600

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	3,358	4,446
Assessed Value	\$195,142,680	\$314,405,325
No. with consideration	534	565
Consideration	\$25,246,563	\$24,470,551
Assessed Value	\$28,698,900	\$33,030,450

**Mortgages.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	33	77	33	77
Amount	\$725,650	\$1,103,172	\$725,650	\$1,103,172
To Banks & Ins. Cos.	3	7	3	7
Amount	\$24,500	\$176,000	\$24,500	\$176,000
No. at 6%	13	33	13	33
Amount	\$227,450	\$369,829	\$227,450	\$369,829
No. at 5½%	2	6	2	6
Amount	\$25,500	\$39,000	\$25,500	\$39,000
No. at 5%	9	13	9	13
Amount	\$146,000	\$319,833	\$146,000	\$319,833
No. at 4½%	1	3	1	3
Amount	\$49,000	\$49,000	\$49,000	\$49,000
No. at 4%	1	.....	1	.....
Amount	\$1,500	.....	\$1,500	.....
Unusual Rates	.....	.....	.....	.....
Amount	.....	.....	.....	.....
Interest not given	8	22	8	22
Amount	\$325,200	\$325,510	\$325,200	\$325,510

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	1,333	1,999
Amount	\$35,505,941	\$72,954,923
To Banks & Ins. Cos.	236	424
Amount	\$18,160,543	\$38,683,050

**Mortgage Extensions.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	28	25	28	25
Amount	\$1,281,417	\$1,271,000	\$1,281,417	\$1,271,000
To Banks & Ins. Cos.	10	11	10	11
Amount	\$467,250	\$864,500	\$467,250	\$864,500

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	700	1,183
Amount	\$50,878,949	\$81,197,150
To Banks & Ins. Cos.	261	602
Amount	\$27,838,107	\$62,122,200

**Building Permits.**

	1918		1917	
	July 6 to 12	July 7 to 13	July 6 to 12	July 7 to 13
New Buildings	4	7	4	7
Cost	\$112,800	\$414,000	\$112,800	\$414,000
Alterations	167,925	\$168,950	167,925	\$168,950

Jan. 1 to July 12 Jan. 1 to July 13

New Buildings	109	214
Cost	\$6,793,450	\$22,311,000
Alterations	\$5,449,467	\$7,462,513

**BRONX.**

**Conveyances.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	105	200	105	200
No. with consideration	11	100	11	100
Consideration	\$38,750	\$185,885	\$38,750	\$185,885

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	2,484	3,115
No. with consideration	323	460
Consideration	\$3,085,034	\$4,077,233

**Mortgages.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	49	140	49	140
Amount	\$437,265	\$338,040	\$437,265	\$338,040
To Banks & Ins. Cos.	1	5	1	5
Amount	\$8,000	\$41,425	\$8,000	\$41,425
No. at 6%	23	21	23	21
Amount	\$56,400	\$68,875	\$56,400	\$68,875
No. at 5½%	5	8	5	8
Amount	\$16,990	\$65,925	\$16,990	\$65,925
No. at 5%	12	30	12	30
Amount	\$85,500	\$46,108	\$85,500	\$46,108
No. at 4½%	1	4	1	4
Amount	\$175	\$2,575	\$175	\$2,575
Unusual rates	.....	52	.....	52
Amount	.....	\$30,807	.....	\$30,807
Interest not given	8	25	8	25
Amount	\$278,200	\$123,750	\$278,200	\$123,750

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	1,037	1,400
Amount	\$6,329,750	\$9,831,723
To Banks & Ins. Cos.	46	113
Amount	\$809,292	\$1,647,675

**Mortgage Extensions.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
Total No.	9	24	9	24
Amount	\$82,300	\$601,900	\$82,300	\$601,900
To Banks & Ins. Cos.	1	12	1	12
Amount	\$30,500	\$398,400	\$30,500	\$398,400

Jan. 1 to July 11 Jan. 1 to July 12

Total No.	210	398
Amount	\$4,238,162	\$7,783,849
To Banks & Ins. Cos.	49	111
Amount	\$1,269,750	\$2,852,400

**Building Permits.**

	1918		1917	
	July 4 to 11	July 6 to 13	July 4 to 11	July 6 to 13
New Buildings	2	7	2	7
Cost	\$22,500	\$141,500	\$22,500	\$141,500
Alterations	\$27,090	\$12,750	\$27,090	\$12,750

Jan. 1 to July 11 Jan. 1 to July 13

New Building	361	366
Cost	\$5,832,525	\$5,951,525
Alterations	\$754,200	\$754,200

**BROOKLYN.**

**Conveyances.**

	1918		1917	
	July 3 to 10	July 5 to 11	July 3 to 10	July 5 to 11
Total No.	668	514	668	514
No. with consideration	47	37	47	37
Consideration	\$307,015	\$277,037	\$307,015	\$277,037

Jan. 1 to July 10 Jan. 1 to July 11

Total No.	11,922	12,194
No. with consideration	869	1,055
Consideration	\$6,877,571	\$12,259,509

**Mortgages.**

	1918		1917	
	July 3 to 10	July 5 to 11	July 3 to 10	July 5 to 11
Total No.	410	332	410	332
Amount	\$1,202,102	\$994,323	\$1,202,102	\$994,323
To Banks & Ins. Cos.	33	56	33	56
Amount	\$138,050	\$253,200	\$138,050	\$253,200
No. at 6%	269	196	269	196
Amount	\$579,704	\$468,543	\$579,704	\$468,543
No. at 5½%	71	76	71	76
Amount	\$352,680	\$331,900	\$352,680	\$331,900
No. at 5%	41	32	41	32
Amount	\$161,343	\$99,330	\$161,343	\$99,330
Unusual rates	3	.....	3	.....
Amount	8,300	.....	8,300	.....
Interest not given	26	28	26	28
Amount	\$100,075	\$94,550	\$100,075	\$94,550

Jan. 1 to July 10 Jan. 1 to July 11

Total No.	6,824	7,954
Amount	\$23,420,873	\$33,866,269
To Banks & Ins. Cos.	739	1,530
Amount	\$3,704,240	\$12,251,816

**Building Permits.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
New Buildings	63	60	63	60
Cost	\$461,950	\$1,156,225	\$461,950	\$1,156,225
Alterations	\$136,315	\$206,850	\$136,315	\$206,850

Jan. 1 to July 11 Jan. 1 to July 12

New Buildings	1,724	1,699
Cost	\$11,860,801	\$16,684,075
Alterations	\$2,304,458	\$2,846,654

**QUEENS.**

**Building Permits.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
New Buildings	53	49	53	49
Cost	\$133,310	\$302,850	\$133,310	\$302,850
Alterations	\$23,463	\$30,237	\$23,463	\$30,237

Jan. 1 to July 11 Jan. 1 to July 12

New Buildings	1,331	2,090
Cost	\$4,301,944	\$7,547,451
Alterations	\$808,338	\$707,645

**RICHMOND.**

**Building Permits.**

	1918		1917	
	July 5 to 11	July 6 to 12	July 5 to 11	July 6 to 12
New Buildings	10	16	10	16
Cost	\$13,305	\$79,610	\$13,305	\$79,610
Alterations	\$8,068	\$2,735	\$8,068	\$2,735

Jan. 1 to July 11 Jan. 1 to July 12

New Buildings	315	89
Cost	\$727,138	\$1,000,555
Alterations	\$257,896	\$190,356



# Sixty Acres of Floor Space in One Federal Job

## Great Quantities of Lumber, Asbestos and Other Building Materials Used in Construction of Shell-Making Plant

LATE in December, 1917, a 1,500-acre tract in New Jersey, consisting of about equal parts of scrub timber and clay bank, was selected as the site for the largest of the Government's four artillery shell-loading plants, which are the largest in the world. Today there stands on that site a forest of buildings instead of trees; railroad tracks and hard-surfaced roads wind through the clay banks; empty shells are being filled, varnished and marked—ready for the big guns overseas.

Six months after construction contracts were signed this plant, requiring 2,000 tons of material daily and capable of turning out 52,000 loaded shells a day when in full operation, is nearly complete, except for the installation of about 25 per cent. of the mechanical equipment. Construction is well under way on additional storage buildings.

The problem was not one of construction alone, although 2,494,700 square feet of floor space, or nearly sixty acres, are called for by the plans. A small city with its heating and lighting plants, water and sewerage systems, had to be built to house a part of the employees. There are four restaurants, capable of accommodating 5,000 men at a meal; a hospital, police department, fire department and fire-fighting apparatus had to be provided and extensive equipment was necessary to protect the health of the thousands who will have to work with poisonous explosives. A school for instruction in the loading of artillery ammunition with high explosives was an incident in the requirements.

In May the plans were changed to include greatly increased storage facilities for both loaded and unloaded shells, and the ground then added to the original site gives the plant a total area of approximately 2,500 acres. More than 100 buildings, with a total floor space of 1,300,000 square feet, are going up to provide storage for shells and parts, not only for this plant, but also for the materials and output of several other smaller establishments located nearby.

The shell-loading plant is being built for the Government by a private company, about \$11,000,000 being the maximum which may be expended for construction. The first step in construction work, which started early in January, was to provide housing facilities for about 2,500 of the more than 5,000 men who have been steadily employed in building work. As rapidly as construction is completed, these houses become the homes for the operative labor which is brought in.

Row after row of dormitories sprang up through the heavy snow; dozens of dwellings soon were added. All of these buildings, as well as the offices, hospital, restaurants, club houses, barracks, police and fire houses, laundry and fumigating rooms, are of frame construction. California bungalows, set back from the streets and surrounded by war-garden yards, are the homes of the married members of the administrative staff. It takes twenty dormitories with a total floor space of more than 114,000 square feet to house that portion of the unskilled labor which cannot find accommodations elsewhere in the neighborhood. Nine large dormitories provide quarters for the skilled laborers of the plant; there are four inspectors' quarters; three guard barracks; two buildings for housing the restaurant employees, and quarters for foremen and drivers. Almost 250,000 square feet of floor space is included in the housing buildings alone.

In anticipation of the prolonged winter the heating plants went up with the houses. There are two central heating plants, each with a capacity of 2,500 boiler-horse-power, and each capable of independent operation. Huge overhead mains, covered with wool-felt, line the streets, and, in some places supported by scaffolding, bridge distances of hundreds of yards between houses and operating buildings.

Great crews of laborers worked steadily through rain and snow, and in frozen ground laid pipes to carry water in every building from the 2,000,000-gallon reservoir. Seven wells bring fresh water from 300 feet below

ground, their total capacity being estimated at 1,800,000 gallons daily. In case of fire an automatic supplementary salt-water system will operate to keep the big reservoir full. Fire-fighting arrangements permit the play of twelve streams on any building at one time, with a nozzle pressure of 35 pounds and a capacity of 3,000 gallons a minute.

As a fire protective measure, the main buildings in each unit are located one hundred feet apart, and shells in process of filling are carried from one building to another by means of belt conveyors. More than 30,000 feet of belt conveyors have been installed. A shell leaving the storage rooms to be loaded goes first to a cleaning room, where any dirt is removed. From the cleaning table a belt carries it to shellac machines, and after receiving a coat of shellac it dries for an hour.

There are under construction thirty-three high explosive storage magazines, equipped with bulkheads 12 to 15 feet in height and from 3 to 15 feet in thickness; nineteen warehouses, 50x500 feet, are to provide storage room for loaded shells. There are under construction twenty-seven additional 50x500 feet warehouses to accommodate empty shells, boxes and parts. All of the motors for operating machinery in the shell-loading units are housed in separate buildings to minimize fire danger.

Thirty-five miles of railroad trackage have been laid, requiring at one place a half-mile trestle to bridge a gorge. An interplant railroad system will eventually cover 38 miles.

A fully-equipped hospital with a 16-bed capacity will take care of minor injuries and poisoning cases. The medical staff includes a chief surgeon, two assistants, four internes and nurses. In addition, there is a first-aid room at each shell-loading unit.

A force of from 170 to 200 men is necessary for guarding and police work. Mobile fire apparatus supplements the stationary equipment, and the plant maintains a two-shift corps of fire fighters.

Two well-equipped club houses are at the disposal of the employees. Baseball grounds and tennis courts have been laid out, and a moving picture theatre is under construction. The plant maintains a large laundry, and a fumigating plant to take care of the clothes worn by the operatives in the shell-loading rooms.

In all 350 electric motors are required, power being generated by a plant having a capacity of 3,500 kilowatts. Over 28,000,000 board feet of lumber were used in construction work. For the buildings in the operating units 5,500,000 square feet of asbestos metal covering and 750,000 square feet of asbestos lined lumber were required; 1,000,000 square feet of wall board have been used.

### Concrete Literature.

The Portland Cement Association, 111 West Washington street, Chicago, Ill., and 101 Park avenue, New York City, is conducting an aggressive campaign to promote the interests of concrete construction and the use of Portland cement and is distributing a large number of attractive pamphlets taking up different classes of work adapted to the use of concrete, describing the structures, and illustrating their details and methods of construction that have been found satisfactory. Some of them contain suggestions of value to contractors who are not specialists in the particular lines discussed. These and others can be obtained by application to the Chicago office.

A partial enumeration of these pamphlets includes the following: Bulk Cement, Its Common Sense and Economy; Protecting Concrete Work Done in Warm Weather; Fundamentals of Reinforced Concrete Designs, Standard Specifications and Tests for Portland Cement; Facts Everyone Should Know About Concrete Roads; Concreting in Cold Weather; The Concrete Road; That Alley of Yours; Cement Stave Silos; Concrete Facts About Concrete Roads; The Wayne County Concrete Road System; Concrete Pressure Pipe and Concrete for Housing.



# CURRENT BUILDING OPERATIONS

ACCORDING to current reports from authentic sources in various parts of the country it would seem as though building activity of a private nature was slowly gaining in volume notwithstanding the serious deterrents to the full measure of this type of business. The reports indicate that building conditions have improved materially during recent weeks within the Metropolitan district and considerable new progress is noted in localities in close proximity to this territory.

The recent announcement of the War Industries Board to the effect that whenever possible the construction of private building operations would be permitted to proceed without hindrance has served to dispel considerable of the gloom that has hung over the building industry for some time. This naturally does not mean that all construction will be encouraged but that priorities will be granted for such work as will not interfere with the national program of construction or requisition materials and supplies needed for the erection of some structure or other project that will contribute to the winning of the war. In view of the changed situation there are many now who predict a satisfactory volume of building business in the future.

During the past week a number of entirely new projects were announced, some as merely proposed but others presented to the trades for estimates on construction and there is reason to believe that a fair percentage of this work will be allowed to proceed without undue delay. Included in the activity of the week were a number of important structural contracts placed, that if started at once, will have a tendency to increase the new optimism of the building industry.

Architects, contractors and prospective builders have about arrived at the conclusion that building costs will not recede for a long time and that on the contrary there is every reason to expect a steady increase in the prices of certain commodities. Therefore, a number of interests who have contemplated new structures, have decided to start as soon as possible and to take advantage of the present prices while they last.

Federal building operations remain as the predominating feature of the present situation and according to recent reports from the Capital there is a large

amount of Government work still to be undertaken and for which plans are being prepared. The industrial housing program is rapidly maturing and preliminary allotments from the \$60,000,000 appropriation have been made for a number of industrial housing projects within the Metropolitan district and the territory contiguous.

The building material markets are almost uniformly quiet, with demand slightly improved and prospects of increased business ahead. Prices are firm in all lines and the tendency is almost wholly toward higher levels throughout all branches of trade.

**Common Brick.**—But slight comment is possible upon existing conditions in the wholesale common brick market. Extreme quietude prevails in all phases of the situation and although both manufacturers and dealers anticipate a more active market during the autumn months none are willing at the present time to hazard a guess as to the prospects for the next eight or ten weeks. The demand for Hudson River common brick is extremely light. Barge arrivals from up-river points are correspondingly slow and it is the latter fact that has tended to maintain the wholesale price

at the present high level. Notwithstanding the slow demand there is no large reserve unsold in the wholesale market and with the limited rate of production this season there is no immediate prospect that the wholesale price of Hudson River commons will be materially reduced. The Raritan situation is unchanged. Producers are working at only a low rate of production and what brick is being made is being sent to New Jersey points. None of the brick from this section is at present available for New York delivery.

**SUMMARY**—Transactions in the North River brick market for the week ending Friday, July 12, 1918. Condition of market: Demand fair; prices unchanged. Quotations: Hudson Rivers, \$11.50 to \$12 a thousand to dealers in cargo lots alongside dock. Number of cargoes arrived, 15; sales, 14. Distribution: Manhattan, 5; Brooklyn, 6; New Jersey points, 1; Outside points, 2.

**Structural Steel.**—Aside from Government requirements there is little activity in this line owing to the scarcity of private building operations that call for fabricated steel in large tonnages and the difficulties that contractors are experiencing when only moderate supplies are needed. There are quite a number of large projects already planned and which would undoubtedly proceed im-

## BUILDING COMMODITY 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.:

For retail prices, New York, add cartage plus 10 per cent.

North River common.....\$11.50@ \$12.00

Raritan common.....No quotation

Second hand common, per load of 1,500 .....\$6.00@ —

**Cement** (wholesale, 1,000 bbls. lots and over, alongside dock, N. Y.):

Domestic Portland, Spot..... 2.60@ —

Rebate on bags, returned, 10c. bag.

Rosendale Natural to dealers, wood or duck bags.....\$1.15@ —

Rebate on bags, returned, 10c. bag.

**Gravel** (500 cu. yd. lots f. o. b. alongside dock N. Y., wholesale):

1½ in. (nominal) .....\$2.00@ —

¾ in. ....No quotation

Paving gravel.....No quotation

P. S. C. gravel.....No quotation

Paving stone .....No quotation

**Crushed Stone** (500 cu. yd. lots, f. o. b. alongside dock N. Y., wholesale):

Trap rock, 1½ in. (Nominal)...\$2.00@ —

Trap rock, ¾ in. (Nominal)... 1.95@ —

Crushed limestone, 1½ in.... 1.70@ —

Crushed limestone, ¾ in.... 1.80@ —

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..... —

6x12x12 in., per 1,000..... —

8x12x12 in., per 1,000..... —

10x12x12 in., per 1,000..... —

12x12x12 in., per 1,000..... —

**Interior**—

3x12x12 in., per 1,000..... —

4x12x12 in., per 1,000..... —

6x12x12 in., per 1,000..... —

8x12x12 in., per 1,000..... —

**Lime** (standard 300-lb. bbls.):

Eastern common, wholesale price .....\$2.50@ —

Eastern finishing, wholesale price .....\$2.70@ —

Hydrated common (per ton)...15.20@ —

Hydrated finishing (per ton)...17.20@ —

**Linseed Oil**—

City brands, oiled, 5 bbl. lots..\$1.64@ —


Less than 5 bbls.....1.65@ —

**Turpentine:**

Spot in yard, N. Y., per gal....\$0.75@ —

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# MATERIALS AND SUPPLIES

mediately if the possibility of obtaining structural steel could be assured. There are sufficient other materials for almost any character of building project and the labor market is in a position to supply the required mechanics and laborers. There are signs that under recent ruling of the Priorities Committee of the War Industries Board more material will be made available for ordinary needs and this seems as though the building industry might possibly obtain a slight measure of relief.

**Wire Products.**—The War Department recently placed orders for 300,000 kegs of wire nails for shipment to France, deliveries to run through the next eight months. Mills are generally sold up on wire nails for many months ahead and the stocks in the hands of the jobbers are depleted with no immediate prospect of replenishing. At the present time producers refuse to accept orders for either wire or wire nails except for Federal use unless the applicant is able to show a priority certificate. Government prices, effective until September 30, are as follows: Wire nails, \$3.50 base, per keg, and bright basic wire, \$3.35 a hundred pounds.

**Window Glass.**—Business is very dull in this line and neither manufacturers or jobbers anticipate an early improvement in the situation. Demands from building sources are practically out of the market owing to the scarcity of structural activity throughout the country. Production has practically ceased and it is not expected that the factories will resume operations before late next autumn or early in the winter. The plate and window glass interests are looking forward to the annual convention of the industry that will be held in Atlantic City July 23 to 25 at which important plans for the coming year will be presented. At the present writing the schedule of manufacturers' discounts remains unchanged.

**Cast Iron Pipe.**—Labor scarcity is the prime difficulty of the manufacturers of cast iron pipe and producers are behind in deliveries owing to the trouble involved in getting and holding labor. Business is not particularly active and manufacturers state that they would be unable to handle the usual municipal business if it were presented to them. Current quotations are as follows: 6 in., 8 in., and heavier, \$61.75, New York; 4 in., \$64.75, and 3 in., \$71.75.

**White Lead.**—As a result of the recent advance in price and the possibility of further increases in the near future buyers are anticipating their demands and have ordered with considerable freedom of late. This has brought considerable activity to the market and maintained prices firmly at the present level. Current New York prices are as follows: Basic carbonate in oil, less than 500 pounds, \$13.50 per hundred pounds. American dry, in casks, 9½c. to 10½c. per pound. Red lead is in fair demand but there is less call than for white and jobbers are generally well supplied.

**Linseed Oil.**—The trend of the market for this commodity has been upward for some time past owing to the scarcity of oil. Jobbers' stocks are at a low ebb and the crushers will not be able to deliver new supplies before next autumn. Meanwhile the demand is fairly active in all consuming lines with the exception of the building trade and even from this source business has recently picked up somewhat.

**Face Brick.**—Market conditions are quiet and although actual sales are relatively few there are quite a number of important structural operations pending that will consume face brick in large quantities and which dealers are looking forward to. Prices are fairly stabilized and there is no prospect of a recession from the high levels for a long time.

**Hardware and Tools.**—Manufacturers of these commodities recently announced important advances in their price schedules made necessary because of the steadily increasing production costs. Wages are still climbing and raw materials are high and scarce. This applies particularly to metals.

**Plaster.**—Prices are firm with the current wholesale quotations for Mason's finishing in 250-pound barrels at \$2.85; in 100-pound jute bags at \$23.00 a ton, with \$0.30 rebate for bags; dry mortar is being quoted at \$14.05 a ton with a \$0.30 rebate for returned bags. The demand is not heavy and the market reflects the general quietude in building activity.

**Cut Nails.**—There is extreme difficulty in obtaining new supplies of cut nails both on account of the scarcity of raw materials, including iron and fuel and troubles due to the unsatisfactory labor situation.

## IN LOCAL WHOLESALE MARKETS

**Lumber** (wholesale prices, N. Y.):  
 Yellow pine (merchantable 1905, f. o. b. N. Y.):  
 8 to 12 ins., 16 to 28 ft. . . . \$41.50 @ \$55.00  
 14 to 16 ft. . . . . 63.00 @ 75.00  
 Hemlock, Pa., f. o. b. N. Y.  
 Base price, per M. . . . . 34.50 @ —  
 Hemlock, W. Va., base price  
 per M. . . . . 34.50 @ —  
 (To mixed cargo price add freight \$1.50.)  
 Spruce, Eastern, random cargoes, narrow (delivered) . . 38.00 @ 42.00  
 Wide cargoes . . . . . 52.00 @ 56.00  
 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 @ \$5.25  
 Cypress lumber (by car, f. o. b. N. Y.):  
 First and seconds, 1-in. . . . \$70.00 @ —  
 Cypress shingles, 6x18, No. 1  
 Hearts . . . . . 10.00 @ —  
 Cypress shingles, 6x18, No. 1  
 Prime . . . . . 8.50 @ —  
 Quartered oak . . . . . \$5.00 @ 107.50  
 Plain oak . . . . . 75.50 @ —  
**Flooring:**  
 White oak, quartered, select. \$60.00 @ \$64.00  
 Red oak, quartered, select. . . 60.00 @ 64.00  
 Maple No. 1 . . . . . 51.25 @ —  
 Yellow pine, No. 1, common  
 flat . . . . . 39.50 @ —  
 N. C. Pine, flooring, Norfolk. . 42.00 @ —

**Plaster**—(Basic prices to dealers at yard, Manhattan):  
 Mason's finishing in 100 lbs. bags, per ton . . . . . \$23.00 @ —  
 Dry Mortar, in bags, returnable at 30c. each, per ton. . . . 14.05 @ —  
 Block, 2 in. (solid), per sq. ft. . . . \$0.08  
 Block, 2-in. (hollow), per sq. ft. . . . . .09  
 Boards, ¼ in. x 8 ft. . . . . .12½  
 Boards, ¾ in. x 8 ft. . . . . .15½  
**Sand**—  
 Screened and washed Cow Bay. 500 cu. yds. lots, wholesale. . \$1.25 @ —  
**Structural Steel** (Plain material at tide-water, cents per lb.):  
 Beams & channels up to 14 in. . 3.245 @ —  
 Beams & channels over 14 in. . 3.245 @ —  
 Angles, 3x2 up to 6x8. . . . . 3.245 @ —  
 Zees and tees. . . . . 3.245 @ —  
 Steel bars, half extras. . . . . 3.245 @ —  
**Window Glass.** Official discounts from manufacturers' lists:  
 Single strength, A quality, first three brackets . . . . . 80%  
 B grade, single strength, first three brackets. . . . . 82%  
 Grades A and B, larger than the first three brackets, single thick. . . . . 79%  
 Double strength, A quality . . . . . 80%  
 Double strength, B quality . . . . . 82%

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# Building Projects of the Past Week

Analysis of the Tables of Structural Statistics as Compiled Regularly by the F. W. Dodge Company

NEW building projects in New York State and northern New Jersey for the week July 1 to 6, inclusive, involves an aggregate expenditure of \$45,693,800, of which Government operations amount to \$43,615,000, according to statistics compiled by the F. W. Dodge Co. The analysis includes the classification of the proposed construction and the number and cost of each group. No duplicate reports are embodied in the tables which follow.

**New Building Projects, July 1-6.**

Projects	Number of Projects	Total Cost.
Apartments	2	\$23,000
Banks	1	30,000
Barns	1	4,000
Churches	3	61,500
Clubs	1	30,000
Dwellings	23	282,000
Factories	7	590,000
Garages	12	217,000
Gov't mobilization	21	43,615,000
Hospitals	2	225,000
Hotels	2	78,000
Lofts	1	10,000
Railroad buildings	1	75,000
Schools	5	43,000
Stables	1	20,000
Stores	4	64,500
Street	1	200,000
Street improvement	1	50,000
Warehouses	1	75,000
Total	90	\$45,693,800

During the week estimates were taken on the following operations representing a total expenditure of \$6,930,500, of which \$4,715,000 was direct Federal construction:

**Projects Figuring.**

Projects	Number of Projects	Total Cost.
Apartments	9	\$121,500
Banks	2	105,000
Bridges	2	33,000
Churches	1	10,000
Clubs	4	46,000
Dwellings	8	49,000
Docks	1	20,000
Factories	8	420,000
Fire houses	2	40,000
Garages	5	133,000
Gov't mobilization	12	4,715,000
Hotels	1	75,000
Hospitals	2	105,000
Institutions	1	10,000
Lofts	1	3,000
Post offices	1	25,000
Restaurants	1	9,500
Railroad buildings	1	20,000
Schools	16	509,000
Sewers	2	15,000
Street improvements	15	388,000
Stores	4	63,000
Storage buildings	1	5,000
Theatres	1	10,000
Total	101	\$6,930,500

**Contracts Awarded.**

Projects	Number of Projects	Total Cost.
Apartments	5	\$65,500
Barge canal	1	10,000
Bridges	5	67,000
Churches	3	47,000
Clubs	1	4,000
Dwellings	32	410,000
Factories	4	75,000
Garages	4	55,000
Gov't mobilization	11	1,034,000
Hospitals	11	128,000
Hotels	1	10,000
Lofts	2	27,000
Mausoleums	1	10,000
Office buildings	4	19,500
Park buildings	2	32,000
Schools	7	71,500
Sewers	2	111,500
Street improvements	9	1,228,000
Storage buildings	2	22,000
Stores	1	3,000
Theatres	1	6,000
Warehouses	4	150,000
Water supply	2	67,000
Total	115	\$3,653,000

Contracts actually awarded for the week amount to \$3,653,000, of which Government work was the most important, involving a total of \$1,034,000. Other groups of importance included dwellings, sewers and street improvements.

**Fay Kellogg, Architect, Dies.**

The architectural profession has lost one of its most interesting and talented members by the death of Fay Kellogg, architect, suffragist and farmer, who died at her home, 295 McDonough street, Brooklyn, Wednesday, July 9. Miss Kellogg was born in Milton, Pa., forty-seven years ago, the daughter of Mr. and Mrs. Albert H. Kellogg. She came to Brooklyn with her parents as a young girl and received her early education in the public schools, after which she studied architecture at Pratt Institute. This was followed by lengthy studies abroad, at the Ecole des Beaux Arts, in Paris, and other leading centers of art and culture.

As an architect Miss Kellogg had been closely associated with a number of the leaders in the profession and was conceded by all to be prominent among the foremost women architects of the country. Fay Kellogg worked with Carreé & Hastings and John R. Thomas on the Hall of Records, designed the building for the American News Co. and other important structures.

**Bids Received for Brooklyn School.**

Bids were opened during the week by the Department of Education of the City of New York for the construction of a large school building for Public School No. 29, to be located at Baltic and Henry streets, Brooklyn. The lowest bidder was the James MacArthur Co. of Brooklyn, with a bid of \$494,724. Owing to the conditions now maintaining the cost of building is considerably greater than in ordinary times. It has been claimed that under the system of construction approved by C. B. J. Snyder, superintendent of school buildings, that there will be no difficulty in obtaining necessary materials for the construction of this building. Although construction costs are high at this time it is generally conceded that there is no prospect of a reduction in structural costs within the next few years, rather that there may be an increase in construction costs during the balance of the war and also during the period of reconstruction immediately following.

**Contract for Fleischman Const. Co.**

A general contract has been awarded to the Fleischman Const. Co., 531 Fifth avenue, for the erection of the three-story theatre building, with stores, and offices and apartments above, at the northwest corner of Broadway and 81st street. This structure will occupy a plot 150x200 feet, and will be constructed of brick, with facades of face brick and terra cotta. The owner is the 181st Street Construction Co., Benjamin S. Morse, president, 729 Seventh avenue. The plans and specifications were prepared by De Rosa & Periera, architects, 110 West 40th street. This operation will represent an expenditure of approximately \$500,000.

**Large Refrigerating Plant Projected.**

Armour & Co., 120 Broadway, contemplate the erection of an eight-story refrigerating plant, to be built of reinforced concrete with brick curtain walls, and to occupy the entire block bounded by Tenth avenue, Marginal street, 15th and 16th streets on property recently purchased. The plans will be prepared under the direction of R. C. Clark, engineer for the Armour Co., Chicago, Ill. This project will cost in the neighborhood of \$1,000,000.



### PERSONAL AND TRADE NOTES.

**Benjamin Dreisler**, architect, 153 Remsen street, Brooklyn, desires catalogues and samples of asbestos and asphalt shingles.

**Richard S. Childs** of Brooklyn was recently appointed Associate Housing Director for the War Department. Mr. Childs is an authority on Industrial housing and is the author of a number of books on the subject.

**George A. Fuller Co.** has secured the contract for the construction of an office building at Bethlehem, Pa., for the Bethlehem Shipbuilding Co., from plans prepared by the firm's engineers. Cost approximately \$300,000.

**William J. Yennie & Co., Inc.**, announce that owing to the severe accident sustained early last April by William J. Yennie and which has confined him indoors in the hospital for the past fourteen weeks, the firm will undertake no additional contracts for the time being. The acceptance of new business will be suspended until such time as Mr. Yennie has recovered sufficiently to give building projects his personal supervision. According to recent reports from Mr. Yennie's physician he will not be able to resume activity for at least eight weeks. The office of the firm will be kept open, however, and it is expected that conditions will permit the resumption of active business early next September.

### GOVERNMENT WORK.

Advance information relative to operations for Federal Authorities.

**LONG ISLAND CITY.**—Plans have been completed for a manufacturing plant to be erected in Long Island City on location to be announced later for the U. S. Government, Col. R. C. Marshall, Jr., Washington, D. C., in charge. Advisory architect, Col. F. B. Wheaton; advisory engineer, Col. M. B. Gunby. Cost, \$9,000. Name of general contractor will be announced soon.

**MINEOLA, L. I.**—Additional frame buildings to cost approximately \$400,000 are contemplated for erection at Camp Mills, Mineola, L. I., for the U. S. Government, Col. R. C. Marshall, Jr., Washington, D. C., in charge. Advisory architect, Col. F. B. Wheaton; advisory engineer, Col. M. B. Gunby.

**GOVERNORS ISLAND.**—The U. S. Government, Col. R. C. Marshall, Jr., Washington, D. C., in charge, contemplates enlarging the heating plant and the construction of additional buildings at Governors Island, N. Y., from plans prepared by Col. F. B. Wheaton, advisory architect, and Col. M. B. Gunby, advisory engineer, Washington, D. C. Cost, approximately \$278,500.

**FOX HILLS, S. I.**—U. S. Government, Col. R. C. Marshall, Jr., Washington, D. C., contemplates an addition to the hospital at Fox Hills, S. I., plans for which will be prepared under the direction of Col. F. B. Wheaton, advisory architect, and Col. M. B. Gunby, advisory engineer. Details will be available later.

**HOBOKEN, N. J.**—The U. S. Government contemplates the construction of a railroad yard to cost approximately \$1,000,000 at Hoboken, N. J., the plans for which will be prepared under the direction of Col. F. B. Wheaton, advisory architect, and Col. M. B. Gunby, advisory engineer, Washington, D. C.

**MONTAUK, L. I.**—Plans have been prepared privately for 1 and 2-sty frame mess halls, oil storage and recreation buildings at Montauk, L. I., for the U. S. Govt., Navy Dept., C. W. Parks, chief of the Bureau of Yards and Docks, Washington, D. C. Cost, \$33,500.

### CONTEMPLATED CONSTRUCTION.

#### Manhattan.

#### APARTMENTS, FLATS & TENEMENTS.

**POST AV.**—Plans have been prepared privately for four 5-sty brick and stone apartments, 75 x 88 ft each, on the south side of Post av, 175 ft east of Academy st, for owner to be announced later. Fred F. French Co, 299 Madison av, general contractor. Cost, \$50,000 each.

**72D ST.**—A. N. Allen, 2 West 45th st, has completed plans for alterations to the 4-sty brick dwelling, into bachelor apartments, at 117 West 72d st, for Mrs. C. C. Bates, owner, 131 West 66th st. Frank M. Soule, 53 West 72d st, lessee. Cost, \$8,000.

**MADISON AV.**—S. H. Baker, 977 East 14th st, Brooklyn, has prepared plans for alterations to the 13-sty apartment house at 121 Madison av, for the Bank for Savings, Walter Trimble, 280 Fourth av, owner. Cost, \$4,000.

#### BANKS.

**BROADWAY.**—Plans are being prepared by Geo. W. Spitzer, care the Public National Bank, for alterations to the store at 1121 Broadway, for use as banking quarters by the Public National Bank, lessee, Broadway and 26th st. The owner is Elizabeth A. Bond et al. & Stroock, 141 Broadway. Cost, about \$30,000.

**AMSTERDAM AV.**—O. Reissmann, 147 Fourth av, has plans in progress for alterations to the brick and stone bank at the southeast cor of Amsterdam av and 155th st, for E. Mahoney, 437 West 153d st, owner, who will soon take bids on separate contracts. Cost, about \$5,000.

#### CHURCHES.

**CATHERINE ST.**—The Five Points Mission, Dr. Belcher, in charge, 129 Worth st, contemplates alterations to the 3 and 5-sty loft buildings at 39-41 Catherine st, into new quarters for the mission. Details and name of architect will be announced later.

#### DWELLINGS.

**61ST ST.**—Louis Weeks, 101 Park av, has completed plans for alterations to the 3-sty brick and stone dwelling, at 217 East 61st st, for Myron S. Falk, 251 Fourth av, owner. Cost, \$6,000.

#### FACTORIES AND WAREHOUSES.

**13TH ST.**—Plans are being prepared privately for a warehouse and office building to be located at the southeast corner of 13th st and Fourth av, for Hammacher & Schlemmer Co, Hardware, 133 Fourth av, owner. Details will be available later. Alexander List & Sons, Grand Central Terminal Building, will be the contractors.

**21ST ST.**—James E. Mitchell, 332 West 24th st, has completed plans for a brick and steel or reinforced concrete factory building, 5 sty, 50 x 90 ft, at 517 West 21st st, for Anton Lony & Co, 571 West 21st st, owners. Cost, about \$50,000.

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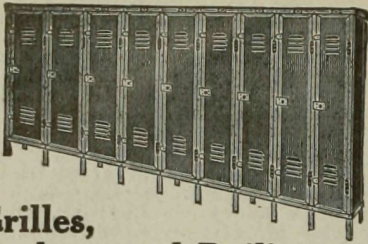
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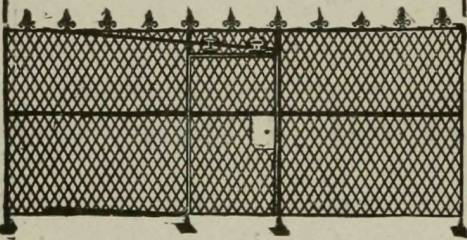
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### HOTELS.

**FIFTH AV.**—George Provot, 104 West 42d st, has prepared plans for alterations to the 5-sty brick hotel, consisting of interior partitions, 1-sty extension, stairs, and new plumbing, at 11 Fifth av, for the Trustees of Sailors' Snug Harbor, 61 Broadway, owner. Cost, \$40,000. Architect will soon call for estimates on general contract.

### STABLES AND GARAGES.

**32D ST.**—Plans have been prepared privately for a 5-sty brick garage, 50 x 50 ft, at 112-116 East 32d st, for Amelia A. Mayhorn, owner, 17 East 37th st. Cost, \$100,000.

**PARK AV.**—J. T. Simpson, 622 Essex Building, Newark, N. J., has finished plans for a 2-sty brick or concrete garage, 92 x 99 ft, on the east side of Park av, 130 to 131st sts, for the J. M. Horton Ice Cream Co, 205 East 24th st, owner. Fountain & Choate, 110 East 23d st, have the general contract. Cost, \$40,000.

**FIRST AV.**—J. C. Cocker, 2017 Fifth av, has completed plans for a 1-sty brick garage, 100 x 275 ft. x irreg., at 2092 First av, for the estate of John Cullen, Margaret C. Dowling, executor, 724 St. Nicholas av, owner. Cost, \$7,000.

### STORES, OFFICES AND LOFTS.

**LEXINGTON AV.**—M. Jos. Harrison, 61 Park Row, is preparing plans for a 1-sty reinforced concrete addition to the department store building at the northeast cor of Lexington av and 59th st for Bloomingdale Bros., owners, on premises. Cost, \$50,000.

### Bronx.

#### APARTMENTS, FLATS & TENEMENTS.

**192D ST.**—Irving Margon, 355 East 149th st, has completed plans for a 5-sty brick and stone apartment, 125 x 99 ft., at the northwest cor of 192d st and Aqueduct av west for the Wm. H. Moore Holding Co., W. H. Moore, pres., University av and 192d st, owner and builder. Cost, \$140,000.

**192d ST.**—Irving Margon, 355 East 149th st, has prepared plans for a 5-sty brick and stone apartment, 64 x 99 ft. in the north side of 192d st, 78 ft east of University av, for the Wm. H. Moore Holding Co., W. H. Moore, pres., 190th st and University av, owner and builder. Cost, \$72,000.

### STABLES AND GARAGES.

**INTERVALE AV.**—J. J. Dunningan, 391 East 149th st, has completed plans for a 2-sty brick garage, 70x100 ft, to be located on the west side of Intervale av, 152 ft south of 163d st, for Wm. Connell, 1001 Intervale av, owner. Cost, \$30,000.

**PROSPECT AV.**—L. A. Sheinart, 194 Bowery, has completed plans for a 1-sty brick office and garage, 163x104 ft, on the east side of Prospect av, 231 ft south of Home st, for the Rothbart Garage Co., Inc., 1935 Madison av, owner. Cost, \$22,000.

### Brooklyn.

#### APARTMENTS, FLATS & TENEMENTS.

**HENRY ST.**—W. T. McCarthy, 16 Court st, is preparing plans for alterations to the 4-sty brick residence into bachelor apartments, at 276 Henry st, for the Realty Const. Corp, Pincus Glickman, pres, 1422 Pitkin av, owner and builder. Cost, \$15,000.

### BANKS.

**FIFTH AV.**—Shampan & Shampan, 772 Broadway, have plans in progress for extension and alterations to the 3-sty banking building, 40x100 ft, at 498 Fifth av, for the Greater New York Savings Bank, C. J. Obermeyer, pres, owner, on premises. Cost, \$10,000. Owner will take bids on construction.

### DWELLINGS.

**EAST 4TH ST.**—J. C. Wandell, 8525 4th av, has completed plans for seven 2-sty brick dwellings, 20x54 ft, in the east side of East 4th st, 100 ft north of Albe-marle rd, for Louis Obermeyer, 319 East 3d st, owner and builder. Total cost, \$20,000.

**HUNTINGTON AV.**—E. M. Adelson, 1776 Pitkin av, has completed plans for a 2-sty brick dwelling, 30x55 ft, with garage, on the west side of Huntington av, 150 ft north of Newport av, for Lewis Lapidus, 855 Hopkinson av, owner and builder. Cost, \$6,000.

**7TH AV.**—J. C. Wandell Co, 8525 Fourth av, has completed plans for two 2-sty two-family dwellings, to be built of brick, 19x58 ft, on the west side of 7th av, 53 ft south of 83d st, for the Worthmore Const. Co, Inc, 672 84th st, owner and builder. Total cost, \$10,000.

**ELDERT LANE.**—C. H. Pfaff, 673 Eldert la, has completed plans for a 2-sty brick two-family dwelling, 20x48 ft, in the east side of Eldert la, 260 ft south of Sutter av, for Michael Vendezna, 2387 Pitkin av, owner and builder. Cost, \$3,500.

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WEST 10TH ST.—Kallich & Lubroth, 1819 85th st, have completed plans for a 2-sty frame residence, with store, 16x40 ft, in West 10th st, 86 ft south of Kings Highway, for Katherine J. Fisher, 204 Av S, owner. Cost, \$4,000.

48TH ST.—F. W. Eisenla, 650 68th st, has prepared plans for a 2-sty frame dwelling, 24x48 ft, with store, in the west side of 48th st, 320 ft from 16th av, for the Rabiaz Building Corp., 326 46th st, owner and builder. Cost, \$5,000.

75TH ST.—John C. Wandell Co., 8525 4th av, has completed plans for five 2-sty brick dwellings, 20x37 ft, in the south side of 75th st, 100 ft west of Colonial rd, for the Montrose Building Co., 24 Bay Ridge pl, owner and builder. Total cost, \$25,000.

51ST ST.—F. W. Eisenla, 650 68th st, has finished plans for a 2-sty frame dwelling, 18x45 ft, in the south side of 51st st, 160 ft east of 16th av, for Harris Wilner, 4706 13th av, owner and builder. Cost, \$5,000.

72D ST.—A. G. Carlson and H. G. Wiseman, 226 Henry st, have prepared plans for two 2-sty brick dwellings, 20x62 ft, in the south side of 72d st, 300 ft east of Narrows av, for Julius Omdal, 268 Prospect pl, owner and builder. Cost, \$6,000 each.

46TH ST.—F. W. Eisenla, 650 68th st, has completed plans for a 2-sty frame dwelling, 24x48 ft, in the south side of 48th st, 300 ft west of 16th av, for Esther Kornblum, 1323 46th st, owner and builder. Cost, \$8,000.

HERZEL ST.—S. Millman & Son, 1780 Pitkin av, have prepared plans for a 2-sty brick two-family dwelling, 20x55 ft, in the west side of Herzel st, 100 ft south of Sutter av, for the Lezborn Building Co., Inc., 2088 Douglass st, owner and builder. Cost, \$5,000.

47TH ST.—F. W. Eisenla, 650 68th st, has completed plans for two 2-sty frame dwellings, 24x48 ft, in the north side of 47th st, 180 ft east of 16th av, for the Rabrag Building Corp., 1323 46th st, owner and builder. Cost, \$8,000 each.

**Factories and Warehouses.**

LIVINGSTON ST.—Jas. Millman, 26 Court st, is preparing revised plans for a 4-sty reinforced concrete storage building, 125x170 ft, in the south side of Livingston st, 100 ft. east of Smith st, for Recknitz Bros, 44 Court st, owners and builders. Cost, \$200,000.

DITMAS AV.—W. Whitehill, 32 Union sq, Manhattan, is preparing preliminary sketches for a 2-sty brick, fireproof, utility building, 42x83 ft, at Ditmas av and 83d st, for the National Aniline & Chemical Co, Wm. Beckers, pres, owner, at site.

**Schools and Colleges.**

FIFTH AV.—W. T. McCarthy, 16 Court st, is preparing plans for alterations to the 3-sty brick store and loft building into school at 5105 Fifth av, for the Pulviser Business Institute, 5302 Fifth av, owner. Cost, \$8,000. Owner will take bids on general contract.

ST. JOHNS PL.—Helmle & Corbett, 190 Montague st, have finished plans for a 3-sty brick parochial school, 40x135 ft, in the north side of St. Johns pl, 119 ft west of Brooklyn av, for St. Gregory's R. C. Church, Rev. Father M. Fitzgerald, pastor, 1006 Sterling pl, owner. Cost, \$80,000.

DE KALB AV.—Shampan & Shampan, 772 Broadway, have plans in progress for alterations to the 3-sty brick school building, 60x100 ft, at 775 De Kalb av, for the Eastern District Business School, owner, on premises. Seating capacity will be increased. Cost, about \$20,000.

**Stables and Garages.**

JOHNSON AV.—Morris Perlstein, 49 Fulton av, Middle Village, has prepared plans for a 2-sty brick stable, 25x100 ft, containing 40 stalls with dwelling quarters above, on the south side of Johnson av, 85 ft east of Bogart st, for Fred Hamberger, 381 Vernon av, owner and builder. Cost, \$8,000.

ST. MARKS AV.—E. M. Adelson, 1776 Pitkin av, has finished plans for a 1-sty brick garage, 150x175 ft, on the south side of St Marks av, 300 ft west of Franklin av, for the Cranford Co, 52 Ninth av, owner and builder. Cost, \$50,000.

UNION ST.—John Burke, 319 Baltic st, has prepared plans for a 1-sty brick garage and market, 25x100 ft, in the north side of Union st, 153 ft west of Columbia st, for Cionzo & Sevganelia, on premises, owners. Cost, \$4,000.

OAKLAND ST.—Chris Bauer, Jr., 788 Manhattan av, has completed plans for a 1-sty brick garage, 100x100 ft, at the southeast cor of Oakland and Java sts, for S. Rubin and Wm. Eiengarten, 184 Greenpoint av, owners. Cost, \$20,000. Harry Pinson, 15 Bogart st, general contractor.

CHURCH AV.—Dunnigan & Crumley, 391 East 149th st, have prepared plans for

alterations and extensions to the stable on the south side of Church av, 71 ft east of Bedford av, into garage, for Henry Bischoff, 2412 Church av, owner. Cost, \$6,000.

**Stores, Offices and Lofts.**

MONTAGUE ST.—G. B. Beaumont, 283 5th av, Manhattan, has prepared plans for a 10-sty extension to the office building at 188 Montague st, 225 ft west of Court st, for the Lawyers Title & Trust Co., L. V. Bought, pres., 160 Broadway, Manhattan, owner. Cost, \$70,000.

**Westchester. Dwellings.**

OSSINING, N. Y.—Alfred Busselle, 132 Madison av, Manhattan, has been selected to prepare the plans for alterations to the 2½-sty residence, including frame addition, at Ossining, N. Y., for Harry C. Michaels, 404 Fourth av, Manhattan, owner. Details will be available later.

**New Jersey.**

**Apartments, Flats & Tenements.**

JERSEY CITY, N. J.—Nathan Welitoff, 76 Montgomery st, Jersey City, has completed plans for a 4-sty and base. apartment, 57x75 ft, for 14 families, on the north side of Kensington av, 100 ft west of Hudson blvd, for Matter Brothers, 154 West 30th st, Bayonne, N. J., owners and builders. Cost, \$50,000.

**Dwellings.**

NUTLEY, N. J.—Fred L. Pierson, 160 Bloomfield av, Bloomfield, N. J., has completed plans for a 2½-sty frame dwelling, 22x28 ft, at the cor of Harrison st and Glass av, for Kazmiers Staniewiez, owner, at site. Cost, \$3,000. Owner takes bids on separate contracts.

MONTCLAIR, N. J.—H. M. Fischer, 483 Bloomfield av, Montclair, N. J., has plans in progress for a 2½-sty frame two-family dwelling, 24x42 ft, on Central av, near Chestnut st, for owner to be announced later. Cost, \$8,000.

**CONTRACTS AWARDED.**

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

**Apartments, Flats & Tenements.**

MANHATTAN — David Morrison, 119 West 33d st, has the general contract for alterations to two 4-sty residences at 5-7 East 54th st, into stores and apartments, for Wm. Rockefeller, owner. Frank Goodwillie and Wesley S. Bessell, 56 West 45th st, associated architects. Cost, \$20,000.

MANHATTAN—Story & Flickinger, 5 Great Jones st, have the general contract for extensions and alterations to the 5-sty brick dwelling at 428 Lafayette st, into studio apartments, for Fred. T. Hopkins, Jr., Katonah, N. Y., owner, from plans prepared by Lewis C. Patton, architect. Cost, \$35,000.

MANHATTAN.—Harby, Abrons & Melius, 30 East 42d st, have the general contract for alterations to the 5-sty brick residence, on plot 20x100 ft, at 302 West 78th st, into apartments, for the 302 West 78th Street Corp., Isaac Harby, pres., 15 East 40th st, owner, from plans by Andrew J. Thomas, 137 East 45th st. Work consists of removing high stoop, new windows, interior partitions, plumbing, etc. Cost, about \$16,000.

**Dwellings.**

MANHATTAN — Murdock Smith, 207 West 20th st, has the general contract for alterations to the 4-sty brick residence at 302 West 72d st, for A. W. Knauth, owner on premises, from plans by Rich & Mathesius, architects, 320 Fifth av. Cost, \$14,000.

GREAT NECK, L. I.—The Whitney Co, 101 Park av, Manhattan, has the general contract for the cottage and farm building group at Great Neck for L. H. Shearman, 7 Hanover sq, Manhattan, owner, from plans by Jas W O'Connor, architect, 3 West 29th st. Buildings will be built of frame and stucco, of various dimensions.

GREENBURGH, N. Y.—Watson & Bremner, 58 Douglas st, Yonkers, N. Y., have the general contract for the construction of a 2½-sty frame residence, 25x42 ft with extension, in the Edgemont Estate, Greenburgh, N. Y., for C. F. Bond, Scarsdale, N. Y., owner, from plans prepared by Ernest Greene, 5 Beekman st, Manhattan. Cost, about \$20,000.

**Schools and Colleges.**

BRONX—T. J. Murphy Co., 405 Lexington av, has the general contract for alterations, including new elevator shaft, to the Bronx Opera House, in the south side of 149th st, 228 ft east of Bergen av, for Fred Schnauffer, 440 East 149th st, owner. Montgomery & Riggs, architects, 105 West 40th st. Cost, \$6,000.

**Stables and Garages.**

MANHATTAN.—The Rapid Construction Co., Times Building, has the general contract for alterations to the 4-sty brick garage, 49x100 ft, at 234-236 West 108th st, for Julia Bierman, president, Manchester Garage Co., on premises. Cost, \$8,000. Plans were prepared by C. B. Meyers, 1 Union sq, architect.

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**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; \*RF—Refrigerating System Repair; \*RD—Fireproof Receipts; GE—Gas Equipment and Appliances; DC—Heating or Power Plants (Dangerous Condition Of); O—Obstructions; Rub—Rubbish; EX—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; \*FHS—Approved Filtering and Distilling Systems; \*OS—Oil Separator; RQ—Reduce Quantities; \*SIS—Storage System; T.H.O.—Tenement House Order.

\*NOTE—The symbols A, FE, FP, Spr, St, Stp, Tel, WSS, FHS, OS, SIS, 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.

Week Ending July 13.

**MANHATTAN ORDERS SERVED.**

- Bleecker st, 95—American Cord Co.....Rec
- Bleecker st, 95—Lang Mfg Co.....GE-Rec
- Bowery, 193—American Feather Paring Co, FA-DC-Rec
- Bowery, 193—Victor Steinberg.....FA-DC-Rec
- Bowery, 193—Bernard Gliedman, FA-DC-D&R-Rec
- Broadway, 599-601—Grotton Realty Corp..Stp(R)
- East st, 41-43—Mosson Bros.....FA
- 114 st, 221 E—Timothy McCarthy.....DC
- 117 st, 205 E—Jacobavitz & Weiss.....Rec
- 117 st, 205 E—Jacob Weiss.....Rec
- 130 st, 123 E—Alexander Sachs.....DC

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- 131 st, 74-8 E—Eastern Parkway Co, Frank B Walker, 220 W 43.....WSS
- 1 av, 741-61—Chas Shongood et al, 113 Leonard.....Ex(R)
- Fulton st, 58-60—Schonber Printing Co, DC-EL-Rec
- Hudson st, 40—Moos & Co.....Rec-GE
- Hudson st, 74—Wm Leggat Est, c Jeannie Z, 13 1/2 St Felix pl, Bklyn...DC-WSS(R)-Ex(R)
- Lexington av, 375-77—Robt Goelet Est, 9 W 17.....O
- Murray st, 50—Ernest Greiner, FE(R)-St(R)ExS
- Park av, 815—Trauts Realty Corp, Saml Borchardt, 220 W 98.....Stp(R)
- Pier 27, East River—New England Steamship Co.....A
- Pier 29, East River—Central Vermont R Co, SP(R)
- Riverside dr, 144—Benj School for Girls...FA
- 7 av, 355-9—Est Jno Biehn, c Jno J, 355-9 7 av.....Ex
- 6 av, 414—Jos DeMattharts.....O
- O Water st, 442—Max Rosenswig.....GE
- West st, 152—Chas Pichman.....FA
- 17 st, 114-18 W—Northam Warren Corp..Rec
- 20 st, 19 W—Wilhelmina B C Blatchford et al, 70 Grace Church, Rye, N Y.....FE(R)
- 23 st, 106-16 W—Weinstein & Klipstein...EL
- 25 st, 152-6 W—Tiger & Sporn.....EL-Rec
- 27 st, 102-102 1/2 W—Edw King Est, c Edw J, Jr (e), 7 E 42.....FE(R)-ExS
- 29 st, 99-101 W—M Nanlett & Co.....Rec
- 29 st, 99-101 W—Tranner & Mager.....DC
- 29 st, 99-101 W—David W Kleppel.....DC
- 32 st, 30 W—Modorick Bros.....Rec
- 44 st, 102 W—Power & Gunzel.....ExS
- 45 st, 53 W—Julius Guttmann.....Rec
- 45 st, 53 W—Keep Shirt Co.....Rec

**BRONX ORDERS SERVED.**

- 146 st, 535 E—Cong Talmud Torah Beth, ExS-FA
- Melville st, 1631—Leo Farola.....DC

**TRADE AND TECHNICAL SOCIETY EVENTS.**

NATIONAL ASSOCIATION OF PLATE & WINDOW GLASS MANUFACTURERS will hold its annual convention at the Hotel Dennis, Atlantic City, N. J., July 23 to 25.

NATIONAL SAFETY COUNCIL will hold its annual meeting at the Hotel Statler, St. Louis, Mo., October 14 to 18. Safety exhibits will as usual be a feature of this meeting.

**CALENDAR**

**CALL OF CALENDAR.**

The Clerk's Calendar will be called in Room 919, on Tuesday, at 3 o'clock sharp, and cases will then be taken from the General Calendar, and set down for hearing during the following week. Any requests for adjournment must be made when Clerk's Calendar is called.

The Clerk's Calendar consists of cases which are complete, but which have not yet been set down for hearing on a definite date. It is not to be confused with the Calendar, which consists of cases that have been definitely set for fixed days.

The listing of an appeal or petition in this Calendar is full and sufficient notice to all persons interested that such case will be heard on the date set and no adjournment will be allowed on the ground of ignorance of the date or of lack of due notice.

All hearings are held in Room 919, Municipal Building, Manhattan.

**HOURS OF MEETINGS.**

During July and August, in accordance with action taken by the Board of Standards and Appeals on June 6, the weekly meetings will be as follows:

- Board of Standards and Appeals, Tuesdays, at 10 a. m.
- Board of Appeals, Tuesdays, at 1.30 p. m.
- Call of Calendar, Tuesdays, at 3 p. m.

**BOARD OF STANDARDS AND APPEALS.**

- Tuesday, July 16, 1918, at 10 a. m. Petitions for Variations.
- 2056-17-S—417 Lafayette st, Manhattan.
- 712-18-S—638-652 West 52d st, Manhattan.
- 1169-18-S & 556-18-S—29-37 Furman st, Bklyn.
- 1239-18-S—21 Bond st, Manhattan.
- 1241-18-S—752-754 2d av, Manhattan.
- 1232-18-S—133 West 14th st, Manhattan.
- 1235-18-S—41-45 Lafayette st, Manhattan.
- Public Hearing at 10.15 a. m.
- 1262-18-S—Proposed Rules relating to Smoking in Protected Portion of Factories and in Special Classes of Occupancies.
- Public Hearing at 10.45 a. m.
- 1279-18-S—Proposed Revision of Rules for the Construction, Maintenance and Operation of Elevators.

**BOARD OF APPEALS.**

- Tuesday, July 16, 1918, at 1.30 p. m. Under Building Zone Resolution.
- 1219-18-BZ—1489 Park av, Manhattan.
- 1224-18-BZ—1286-92 Bedford av, Brooklyn.
- 1227-18-BZ—N. E. corner 108th st & Van Nest av, Bronx.
- 1237-18-BZ—6509-11 18th av, e s, 60 ft. south of 65th st, Brooklyn.
- 1243-18-BZ—South side 158th st, 58 ft. 5 in. east of N. Y. C. Railroad tracks, Manhattan.
- 1238-18-BZ—883 Tinton av, Bronx.
- 829-18-BZ—158a 16th st, west of 5th av, Brooklyn.
- 1315-18-BZ—South side Gilman av, 300 ft. east of Howe Lawn, Jamaica, Queens.
- Appeals from Administrative Orders.
- 1031-18-A—Central and Cornaga avs, Far Rockaway.
- 579-18-A—50-52 Pine st, Manhattan.

**LEASES.**  
(Continued from page 45)

**Manhattan.**

BRETT & GOODE CO. has leased the store at 10 East 16th st to Saul A. Singer and the store at 391 8th av to M. Nisnewitz.

DUROSS CO. leased the store 152 West 14th st to Robert Bartoli; the store 307 7th av to Weinberg Bros.; the store 301 West 40th st to Mr. McKinley; the building 317 East 40th st to the Philadelphia Shippers Local Delivery Co., Inc., for 5 years, and the building 409 West 39th st to Oscar Beljoe and Louis Savithey.

DOUGLAS L. ELLIMAN & CO. leased the last two remaining apartments, comprising 29 rooms and 8 baths, at 777 Madison av, corner of 66th st, to Mrs. Anson Phelps Stokes.

DOUGLAS L. ELLIMAN & CO. leased a large apartment at 555 Park av, cor 62d st, for Mrs. T. W. Bakewell to Mrs. Richard Mortimer of Tuxedo Park, N. Y.; also an apartment at 410 Park av for the Ogen Goelet Estate, Moore & Wyckoff, agents, to Mrs. John A. Hill; also an apartment at 122 East 76th st for John I. Downey to Edward L. Weston, and have renewed the lease of the duplex apartment at 969 Park av to the Misses Tuckerman.

J. B. ENGLISH leased for Adolph Auerbach to McCarthy & Fisher, music publishers, the entire building at 224 West 46th st, for a term of years.

C. L. FERLINGHETTI rented 251 West 38th st, a dwelling, to C. M. Pine.

J. ARTHUR FISCHER leased for Meta Helmecken the westerly store at 200 West 40th st to Philip Levitt for a plumber shop, for a term of years.

J. ARTHUR FISCHER leased apartments in 210 West 109th st to E. W. Sanger and J. W. Karcher.

GOODWIN & GOODWIN have rented the following apartments: In "Albert Court," 309 West 93d st, to Randolph Beardsley; in the "Auredo," 8875 Broadway, to Dr. Clarence Mayer and Miss Rose Bloom; in the Balmoral, 600 West 163d st, to Dr. Edward B. Gretch, Thos. E. Kane and Miss Henrietta Schoenfeld; in the "Briarcliff," 566 West 162d st, to Miss Kathryn A. Palmer and Mrs. E. Kellar; in "Dacona Hall," 620 West 122d st, to Wm. H. Alton; in "Lydia Court," 545 West 162d st, to Henry Sittenberg; in the "Newington," 330 West 95th st, to Ching Tsai Loo, Geo. W. Bonte and D. Van Schaick.

M. & L. HESS, INC., have leased the 4th floor at 138-40 West 14th st to the Service Mailing Co.; also, in conjunction with E. M. Goodman, the 2d floor at 49-53 East 21st st to the C. & M. Dress Co.

HOUGHTON CO. leased the 5-sty American basement dwelling 525 West 113th st for Celia I. Block to Harriet B. Payntar.

HOUGHTON CO. leased for the Moss Estate, Inc., represented by Hubert E. Rogers, the 4-sty and base, dwelling at 279 West End av to William T. Henry.

GORMAN H. LENNEY rented an apartment in 34 West 51st st to J. Bantel.

GORMAN H. LENNEY leased for Marston & Co. the dwelling 208 Central Park South to Julius J. Stanfield, and subleased for Miss B. Ballard 118 West 7th st to Charles Letienne.

PAYSON, McL. MERRILL CO., INC., leased an apartment at 18 East 57th st to Paul Roland Dickson; 63 Washington sq south to Nat F. Roberts, and at 257 West 86th st. to Paolo Martucci.

PAYSON McL. MERRILL CO., INC., have leased an apartment in 112 West 47th st to Christian Djourup; a studio in 140 West 57th st to Miss Linda Agnes Donald, and the 3-sty dwelling at 2044 Madison av for Alfred Herter to John Brown.

CHARLES F. NOYES CO. leased additional space in the Hilliard Building, 55 John st, to the Commercial Union Assurance Co.; a large suite of offices in 170 Broadway to the Pearson Export Corp. and offices in the Fahys Building, 52 and 54 Maiden la, to Roland A. Gsell.

CHARLES F. NOYES CO. leased the store and basement at 533 Broadway for the Ray Estate Corp. to Simon Engler & Sons for a long term of years at an increased rental; also offices in 102 and 104 Fulton st to the Illinois Central Railroad Co., and for E. S. Willard & Co. offices in 35 South William st to Carl Platou Realty Corp.

CHAS. F. NOYES CO. has leased for George W. Loft, the top floor and cupola of 14 and 16 Church st, corner of Cortlandt, to Morris Russell & Co., Inc.; a large portion of the 10th floor of 25 Pine st to Hartman, Levy & Hartman, and for the Campello Corp. four entire lofts at 205 Pearl st to Harry Pyle.

THOMAS J. O'REILLY rented apartments in 503 West 121st st to Samuel J. Leslie, Rowena Spencer and Cora M. Hill; in 526 West 113th st to Rudolph Oblatt, S. C. Sugarman and Moses Hirsch; 510 West 113th st to W. Lay, S. H. Ditchett and Joseph Doyle; 562 West 164th st to Rebecca Wolf, Nathan Jaffa and Herman Meyer and in 99 Claremont av to L. H. La Motte, A. C. Gildersleeve and George C. Lay.

THOMAS J. O'REILLY has leased an apartment in 19 West 130th st to George H. Magrane, and the dwelling at 406 East 124th st to Rocco Delarmy.

PEASE & ELLIMAN have leased for a term of years to the Century Leasing Co., for Ira Bliss Stewart and the United States Trust Co., as trustees of the estate of Abram Baudouine, the 2 4-sty buildings, 26-28 East 61st st, a plot 48 feet on 61st and 67 feet on Madison av at the southwest cor of 61st st and Madison av. The buildings will be altered to stores and apartments.

PEASE & ELLIMAN have leased for Mrs. Jacob Wendell, who now resides in England, to Miss Georgiana Roberts the 4-sty 17-ft American basement dwelling at 106 East 35th st.

PEASE & ELLIMAN have leased for H. K. Browning, King & Co., to Edward Keegan the 4-sty and base, 20-ft. dwelling at 768 Madison av, adjoining the southwest cor. of 66th st.