

REAL ESTATE RECORD AND BUILDERS GUIDE

JUNE 15, 1912.

CITY'S PROPOSED \$8,600,000 TERMINAL MARKET

A New Departure in the Collection and Distribution of Food Supplies—
Will Displace 300 Buildings, Whose Tenants Must Be Housed Nearby.

ON the 26th of this month the Commissioners of the Sinking Fund will have before them for a final hearing the plan of relocating West Washington and Gansevoort Markets.

West Washington Market occupies the bulkhead space between Gansevoort and Little West Twelfth streets and is used for the handling of meat and poultry. Gansevoort Market is directly opposite, on the open space between West, Washington, Gansevoort and Little West Twelfth streets. This is used by dealers in fruits and vegetables, and is known as the Farmers' Market. Both sites are owned by the city.

Considering the immense economic importance of the proposed public improvement and the large questions of municipal policy involved, it is rather curious that the plan has aroused so little public interest. The indorsement which the plan has received from a number of civic bodies and business men's associations will, however, undoubtedly have weight with the Sinking Fund Commission and later with the Board of Estimate.

Briefly, the scheme involves the purchase by the city of the five blocks between Little West 12th street, Bethune, Greenwich and Washington streets; that between West 12th, Bethune, Washington and Greenwich streets; a strip 70 feet wide on the west side of Washington street, from Gansevoort to West 12th street, and the erection on this entire site of a six-story structure to be used for wholesale market purposes. Elaborate provision is to be made for receiving, handling and storage of freight, mostly perishable foodstuffs. The total assessed value of this land is \$3,421,000. The cost, including land and structure, is placed at \$8,610,832.

Origin of the Plan.

Curiously enough, this important project did not originate with the business interests which are now chiefly identified with its presentation to the city authorities. Large as the scheme is, it is closely associated with another quite as important public utility scheme—a new West Side dock—and both of them dovetail into a still larger project—the proposed marginal freight railway which Dock Commissioner Calvin Tomkins has been advocating for several years.

About two years ago the White Star Line announced that it was about to construct two ocean greyhounds of 900 feet in length. The officers of the Dock Department here in New York were confronted with the problem of how to accommodate these ships. The longest available docks were about 825 feet. After some delay permission was ob-

tained from the Secretary of War to extend two piers on the West Side to the required distance. Further encroachment on the North River channel, however, is against the policy of the War Department, and the permission granted was only temporary, June 30, 1913, being fixed as the date of its expiration.

This necessitated the formulation by Commissioner Tomkins of some permanent plan for bringing our dock facilities up to the requirements of the largest ocean liners. The Gansevoort street dock had the double advantage of being owned by the city and of being the only dock not tied up by long leases. Its use for dock purposes would not entail expensive and tedious condemnation proceedings. It lent itself to the plan of extension by dredging inland toward the marginal street.

Application was made to the Commissioners of the Sinking Fund for permission to utilize this property to its fullest capacity for steamship purposes by removing West Washington Market from the bulkhead space so as to permit the necessary extension. This seemed particularly feasible, as Washington Market obtains no advantage from the dock, practically all of its freight coming to it by the New York Central cars and trucks.

The "new plan" submitted to the Commissioners of the Sinking Fund provided for a basin 350 feet wide, to accommodate two ships 900 feet long. The necessary legislation was sought.

At this point the opposition of the market men to the abandonment of the West Washington Market resulted in the presentation of a second bill to the Legislature giving the Sinking Fund Commission authority to permit the use of the market site for dock purposes provided a plan was devised for relocating the market. This bill had the indorsement of the city administration. It passed the Legislature and was signed by Governor Dix and Mayor Gaynor. The marketmen at once changed their attitude from opposition to intense enthusiasm. Mayor Gaynor subsequently appointed a City Market Committee to go into the matter and devise a plan for locating the new market. The committee included Borough President Miller of the Bronx, E. H. Outerbridge, of the Chamber of Commerce, and Lawrence L. Driggs, attorney and chairman of the City Club's Special Committee on Market Policy.

This committee invited the co-operation of the various marketmen's associations connected with West Washington and Gansevoort Markets, and with other local business men's associations of the

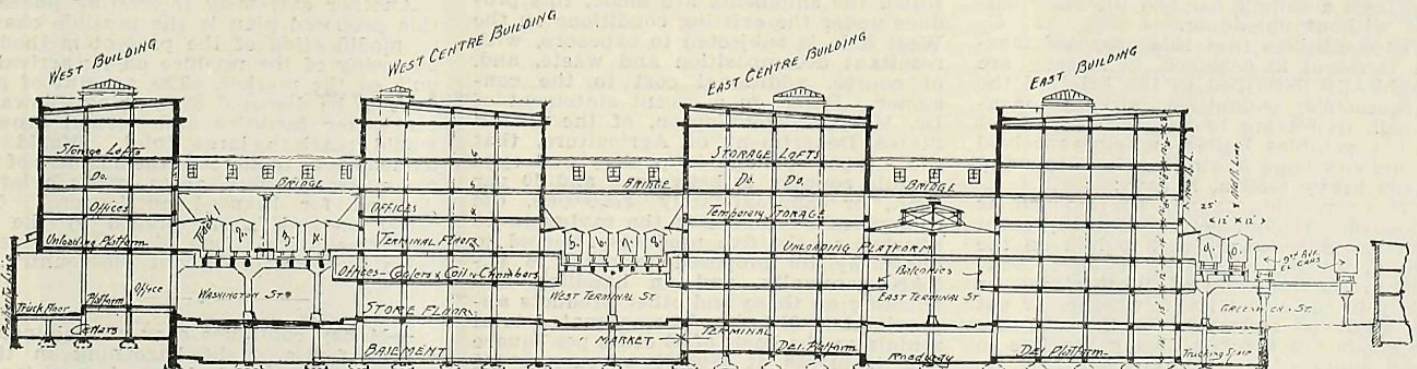
Chelsea and Greenwich village sections. These combined organizations prepared in detail an elaborate scheme for relocating both markets.

Their report was presented to the Mayor's City Market Committee on May 20. It is signed by P. Maxwell Sayford, secretary to the joint committee representing the following organizations; Gansevoort Market Business Men's Association, Chelsea Association of Merchants and Manufacturers, West Washington Market Association, Greenwich Village Public Service Committee. Accompanying their report are drawings and detail plans by J. G. Glover, architect. The report was presented by the Mayor's committee to the Board of Estimate on May 28.

It is not the purpose of this article to exhaust the details of the plan for the new municipal market, but rather, without omitting essential points, to present in its broader aspects a scheme which is of great importance: first, because it promises to solve the grave question of needed local docking facilities, and secondly, because it presents to the City of New York an opportunity to take first rank even among those cities which long ago adopted the policy of scientific treatment of the collection and distribution of foodstuffs. The proposed West Side market would embody, in the character of construction and in the facilities for handling wholesale produce, the best methods employed by the successful wholesale markets of European cities, including Paris, Berlin, Budapest, Vienna, Lyons, London and Glasgow. For local reasons, and in view of other large municipal projects which the Dock Department is trying to work out, the market would ultimately be a more efficient factor than any of its European prototypes in the distribution of foodstuffs and in reducing the percentage of excess cost between the producer and consumer—in other words, the high cost of living.

The Scheme Outlined.

It is designed, assuming the city procures the land already specified, to erect four six-story and basement buildings running longitudinally from the south side of Little West 12th street to the north side of Bethune street, each 80 feet wide and 920 feet long, one on the west side of Washington street, from a point about 66 feet south of Gansevoort street on the present open square, 60 feet wide and 760 feet long, and one building running east and west on the block bounded by West 12th street, Washington, West and Bethune streets, fronting 140 feet, with a depth of 366 feet. The first four



PLANS FOR THE NEW TERMINAL MARKET
ON THE LOWER WEST SIDE.

Prepared by J. G. Glover, architect.

Submitted to City Authorities by the Gansevoort Market Business Men's Asso., West Washington Market Asso., Chelsea Asso. of Merchants and Manufacturers, Greenwich Village Public Service Committee.

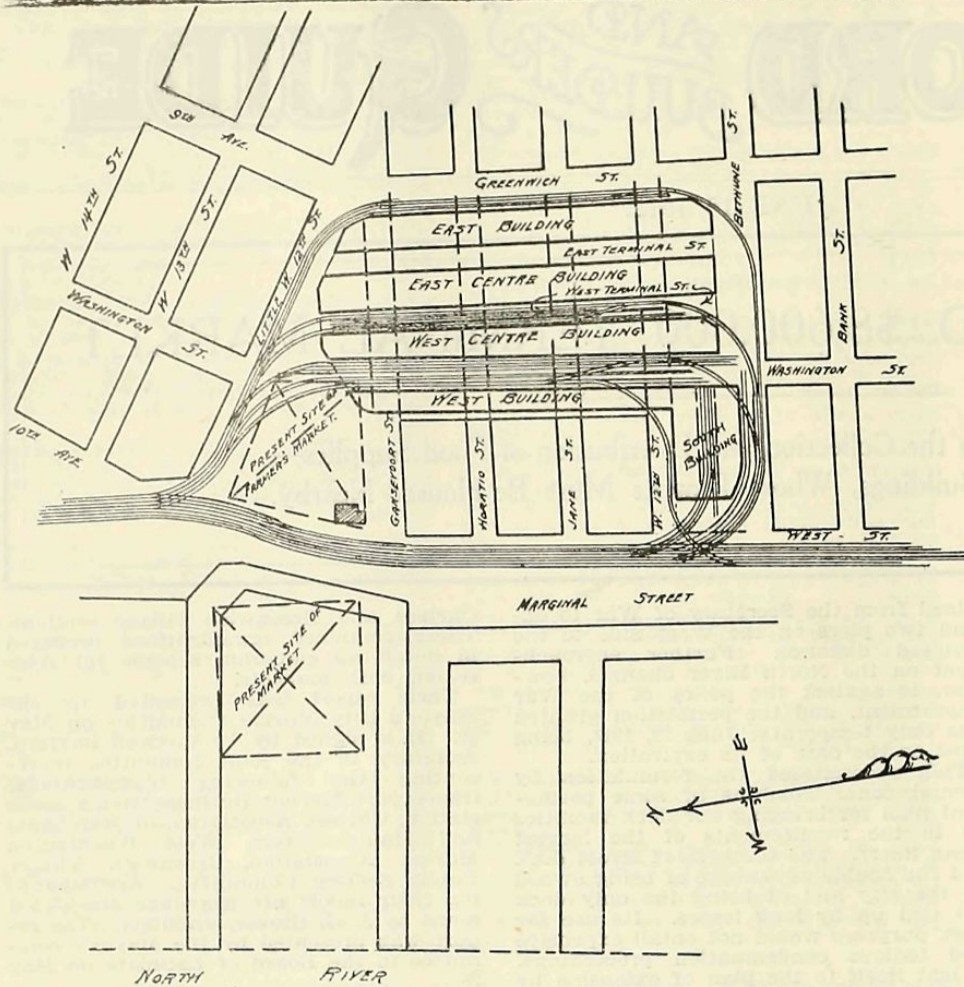


DIAGRAM OF BUILDINGS AND RAILWAY TRACKS IN TERMINAL MARKET. J. G. Glover, Architect.

are to be known, respectively, as the East Building, East Centre Building, West Centre Building and West Building and the fifth or "L" as the South Building. The latter will house the live poultry trade.

Under the longitudinal structures will be a basement, a portion of which is to be used for the Farmer's Market now conducted in the open space of Gansevoort street, and a portion for loading and unloading inbound and outbound cars. Suitable stands for the dealers and driveways for the accommodation of trucks are provided. The basement provides 425,000 square feet of floor space.

The grade or first floor will consist of stalls for rent in 20x40 foot units. The second floor will contain offices, refrigerators and lofts for dealers using the grade floor. Approximately 440,000 square feet of rentable market and store space is provided in these two floors, and basement stores of about 50,000 square feet.

The third or terminal floor provides the loading and unloading floor of the market, with large platforms. Elevator connection with the lower floors and with the street is provided for.

Elevated tracks are provided for as follows: Four tracks traversing the terminal on Washington street, four on a proposed market street and two on Greenwich street. These tracks are so arranged as to bring the floors of incoming cars on a level with the floor of the third or terminal floor of the main structure. This feature takes into account Commissioner Tomkins' marginal railway scheme.

Offices and storage lofts are provided on the fourth floor, the fifth and sixth floors being planned for dry and cold storage.

Provision is made for sidings to hold cars ready to be inspected, goods to be sold from a sample car and the other cars sold without unloading.

The conditions that this proposed market terminal is designed to remedy are graphically described in the brief of the marketmen's committee already mentioned. Referring to the 575 carloads of fruit, vegetables, butter and eggs received in this city from five railroads in one day in the heavy season, it says:

"These receipts cannot be removed as unloaded. Each receiver at the present time has a space allotted to him on the pier, or on the bulkhead, or under bonnets in the roadway of West street, or finally in the street itself, whether or not the night be stormy. On these spaces the goods are stacked during the five to eight hours of unloading from 7 p. m. to 3 a. m. A great area is required for this purpose. At a stated hour when the unloading is finished and the receipts assembled on the receivers' spaces, at 3

a. m., the buyers appear, a gong is rung and the sale commences. These buyers have been hovering around for several hours. A large part of the produce is subject to weather of all kinds and dust and dirt from eight to ten hours. The bulk of the goods is removed by 8 or 9 o'clock in the morning."

Of the open space known as the Farmers' Market on Gansevoort street the brief says: "Here produce is exposed for many hours to the elements and to the dust and dirt that are blown over them by the winds and storms. A considerable part of this produce is damaged by the heat of the summer and the extreme cold of the winter."

"Each night in the heavy vegetable season from 500 to 700 teams congregate in the vicinity of the vegetable and fruit piers on West street. They begin to come from 11 to 12 o'clock at night and stand until the sale opens at 3 a. m. Mounted police are required to keep them in place and allow them to form a loading line when they have received loading passes. Great congestion exists. The pier is regularly so blocked as to endanger life and limb. The bulkheads are crowded with teams struggling to get in and out. One hundred is a liberal estimate of the number of teams that can load at one time, and the whole district at that time is a mass of congestion."

The committee in its brief places the following as the estimate of New York's annual receipts of certain foodstuffs:

Eggs	1,460,000,000
Fruits (pounds)	638,750,000
Poultry and game (head)...	109,500,000
Butter (pounds)	73,000,000

Contrary to the scientific method of placing such foodstuffs in refrigerator salesrooms and warehouses after their receipt from the refrigerator cars in which the shipments are made, this produce under the existing conditions on the West Side is subjected to exposure, with resultant decomposition and waste, and, of course, additional cost to the consumer. Based on a recent statement of Dr. Mary E. Pennington, of the United States Department of Agriculture, that the annual spoilage in poultry and eggs in this country is between 8 and 10 per cent., or approximately \$75,000,000, the committee's estimate of the saving to be effected on the five products referred to above by its proposed terminal is \$2,050,000 annually, and on handling and trucking on these and other products approximately \$900,000. The estimated total rentals on the basis of 40 cents per square foot it places at \$840,000 a year, or 8 1/2 per cent. on the total investment, including cost of land and market, but exclusive of the railroad structure, of \$8,610,832. The item of land cost included in the

above total is based on the assessed values, as follows:

Block boundaries.	Assessed value.
Little West 12th, Washington, Greenwich and Gansevoort sts..	\$522,500
Gansevoort, Washington, Greenwich and Horatio streets.....	526,500
Horatio, Washington, Greenwich and Jane streets.....	527,000
Jane, Washington, Greenwich and West 12th streets.....	537,500
West 12th, Washington, Greenwich and Bethune streets.....	430,500
West 12th, West, Washington and Bethune streets.....	575,000
West side Washington street, Greenwich to West 12th, 70-foot strip	301,500
Total	\$3,421,000

While the need of the marketmen is for an adequate market to replace one required by the Dock Department, it is not difficult to see that the business interests represented, having undertaken the matter of presenting a working plan to the city authorities, have designed their proposed structure primarily with the idea of adapting it to the marginal railroad plan suggested by Dock Commissioner Tomkins. The north elevation of the proposed structure shows contemplated tracks, serving the terminal floor as already described, for practically every railroad entering the city.

This marginal elevated freight railroad has the indorsement of the best business interests of the city. The Chamber of Commerce, after several months' deliberation, on June 6 adopted, with but one dissenting vote, the report of its Committee on Harbor Improvements. The report advocated the building of the suggested marginal elevated freight railway along the waterfront.

The marketmen's committee urges that if the market plan in its entirety cannot be undertaken now, a specified part be at once constructed to replace the space needed by the Dock Department.

Real Estate Aspect.

Emphasis has so far been laid only on the importance of this plan as a measure of public utility. Its bearing on the local real estate situation is, however, quite important. Here it is proposed to withdraw from present general use some \$3,500,000 of land and divert it to a special purpose. An examination of the neighborhood, or even a casual glance at the map, will show that the carrying out of the plan would displace, say, 300 buildings. Approximately 20 per cent. of these are warehouses and business structures, mainly on Washington and West streets. The great majority are cheap tenements, many of those on the avenues having stores beneath. Some of these tenements are comparatively modern, but the bulk of them are antiquated buildings of two and three stories.

They house a class of tenantry which in the main finds occupation in the immediate vicinity. This means that the housing accommodations to be displaced by the proposed market will be sought in the neighborhood. In other words, the plan to relocate the market opens a field of speculative purchasing and building in the territory approximate to the proposed market.

The population so unhoused will be driven further east. It will undoubtedly seek new quarters thereabouts in preference to moving to other tenement neighborhoods. Incidentally, the existing rookeries will be replaced by housing built under the modern sanitary requirements laid down by the Tenement House law.

Except in one or two cases, real estate reports from this neighborhood have not reflected the usual professional appreciation of a public scheme of the magnitude of the proposed market.

Another extremely interesting phase of this proposed plan is the possible change or modification of the present method of disposing of the produce on its arrival in bulk at the market. The amount of produce to be disposed of, making allowance for better facilities and normal growth, would reach a large total. Would the tendency be to increase the business of the commission houses, or to create a larger demand for licensed auctioneers? The latter method is encouraged by the cooperative associations of fruit and vegetable growers throughout the country.

—Money continues easy and abundant, except for a slight hardening in time rates. No material change is anticipated until preparations for the harvest are in order. The banking situation as a whole is exceptionally sound.

NORMAL BUILDING ACTIVITY REGAINED

Biggest Year Since 1906, Save One—Heavy Construction the Feature—A Long Period of High Activity Expected—To Be Prolonged By Subway and Harbor Improvements.

AFTER an interval of five years of more or less depression in business, the building industry on Manhattan Island has regained its wonted activity. As a large number of operations are but just started, the army of men under employment and the quantities of materials required will be multiplied after a few weeks. Never before was there so much heavy construction going on at once, and never was the average estimated cost of the buildings so large as at the present time.

The greater bulk of the average building is a natural effect of changed economic fundamentals, and particularly of the higher value of land, as the profitable utilization of land in central sections requires a larger investment for buildings. Six years ago, in 1906, which was the biggest building year in the city's history previous to 1909, the average cost of the buildings under construction on Manhattan Island was about \$70,000. Those under construction at this present time will cost on the average \$141,000 or twice as much.

Average Cost Doubled Since 1906.

With the average cost as high as it is, it is evident that there is a lack of the "small work" which builders and material dealers count on to round out their activities. Up to June of the year 1906 plans had been filed for 920 buildings estimated to cost \$60,000,000, to compare with the plans for but 377 buildings estimated to cost \$53,000,000, which is the record for the current year to June 1. The Manhattan Building Bureau reported 536 new buildings in course of erection at that date, and 1,100 alterations.

When the amount of work for which plans have been filed this year in Manhattan is compared with the record of 1905, which was another big year in building history, it will be found that in respect to the total estimated cost of the buildings the present year has surpassed the record of 1905 to the extent of about \$6,000,000. The Bronx also has this year exceeded the record made in 1906. Brooklyn is \$2,500,000 behind its 1906 record, but Queens is of course having an unprecedented era of construction.

Taking the city as a whole, the present year's record for plans filed for new buildings to June 1 was about equal to the record of the corresponding period of 1906, the most satisfactory building year the City of New York has ever known. The building projects of the first part of

the year 1909 exceeded those of 1906; but the actual work in hand was less.

Only about one-fifth of the amount of construction going on in Manhattan is for residential purposes. The erection of non-fireproof tenements has almost ceased and residential work is represented nowadays mostly by fireproof

Side, and especially along Lexington avenue, in Manhattan Borough, in the West Bronx along Jerome avenue, in the distant East Bronx, and in the Bay Ridge, Fort Hamilton and Bensonhurst sections of Brooklyn.

A date of course needs to be affixed to prophecies in order to make them valuable, but to all intents and purposes the fulfilment of this particular prophecy has already begun. At what hour it will come true for any particular section where the first signs of it have not yet appeared depends on local conditions. The last great building movement in the Bronx did not start until the subway was nearly completed, and the same was true in the case of the last great movement on Washington Heights, and also of the development of Morningside Heights. The subway was completed in 1904, and the height of the building boom was not reached until the summer of 1906. The year before the completion of the subway, 1903, was a period of almost complete stagnation in the building trades. Judging from precedent, the best years to come will be those following the completion of those subway lines the construction of which has now commenced. This will carry us to the years 1915, 1916 and 1917. By that time the city will also be harvesting the first fruits of the Panama Canal and the new State Barge Canal, and harbor improvements will then be under way.

All the signs of the times therefore indicate a long era of prosperity for the building trades. Present operations in Manhattan, being mostly for business purposes, are numerous in the financial section, along Fourth avenue, in the theatre district, along middle Broadway, on Fifth avenue, Madison avenue and in the Grand Central section; but as a matter of fact the bulk of the work is distributed among all live business sections.

Nature of the Work.

As to classes of buildings, there is more than a normal amount of construction for playhouses of the regular description, and an extraordinary number of operations for small picture theatres in scattered locations. The property back of the Hotel Astor, on which the



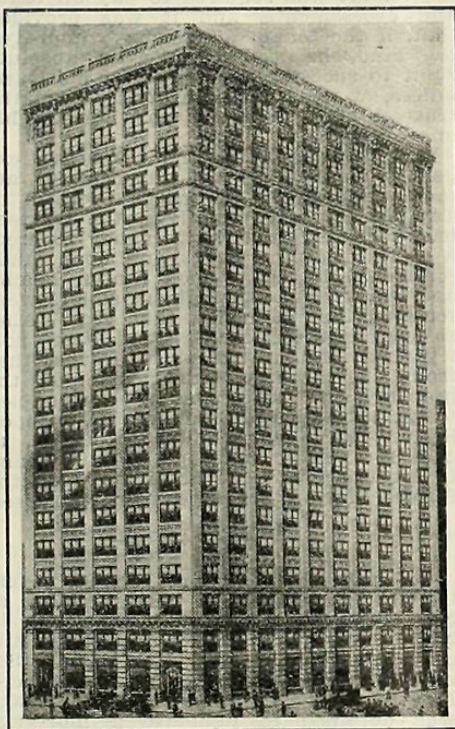
U. S. RUBBER CO.'S BUILDING, BROADWAY.

apartment houses of twelve stories or more, in that part of the city south of Manhattan Valley, and by six-story apartment houses of semi-fireproof construction on Washington Heights. In the latter section, so feverishly active for a long period of years, even in times of general business depression, there is but little doing now, when the rest of the borough is so active. This unaccustomed inactivity on the Heights largely explains why only sixty-five per cent. of the bricklayers are under employment in town, and it also explains in part the lack of "small" work.

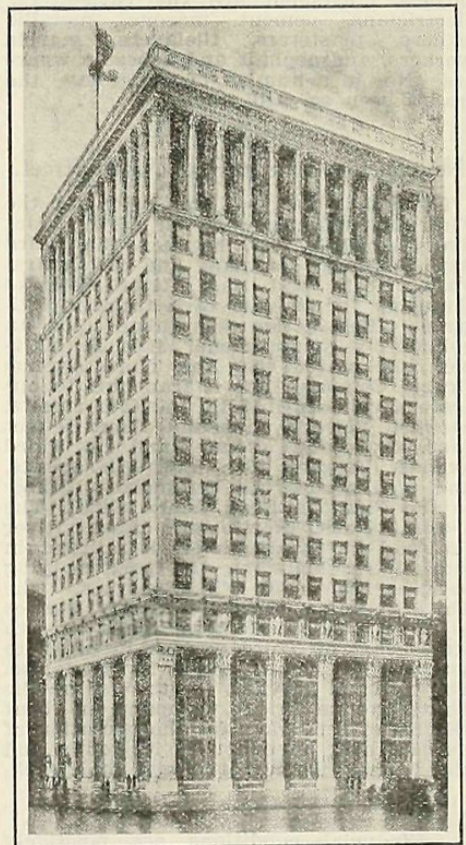
Heavy construction is the distinguishing feature of the present movement in Manhattan and will necessarily continue to be so in the future. The era of the small building has passed, and Manhattan work will be synonymous for big work, except in the line of repairs and alterations. For the smaller work, builders must hereafter seek the outer boroughs more and more. Already one-half of the land surface that is being covered annually in the central borough is being used for fireproof construction.

Busy Times Ahead.

With the construction of the proposed dual system of new rapid transit lines assured, as it will be when the courts decide the constitutional question involved, New York City will see a building boom which not only for the total amount of expenditure but for variety and wide distribution also, will far surpass every movement of the kind in the past. It is apparent that the greatest amount of improving work will be done along the new subway extensions—along the new Seventh avenue, the middle section of the West Side, the upper East



HESS BUILDING, FOURTH AVENUE.



PASSAVANT BUILDING, FOURTH AVENUE.

New Theatre founders once planned to build, has been acquired under lease by third parties, who are erecting buildings in the style of the Maxine Elliott Theatre. Together they will cost exceeding \$300,000 for the bare building. They are designated as "theatre and studio" buildings, and will be in part five stories high. As the new Shubert Music Hall, now building, and the Little Theatre are directly opposite, there will be four new theatres in a group. To relieve the vehicle congestion that might otherwise result, a new street thirty-five feet wide has been planned, to extend through the block from 44th to 45th street. New theatres are also under construction in 42d, 46th, 47th and 48th streets, all in the Times Square or theatre section.

Other forms of construction which are numerically pronounced are skyscraper office buildings, municipal buildings and high-class commercial buildings. Owing to a remarkable variety of work, loft buildings of the factory type are not numerically as conspicuous in the list as in most previous years. On the West Side, south of 28th street, where the new manufacturing colony has centered, there is little building activity this year; but on the opposite of the town, in the new "commission district" there has been a marked resumption of activity, and of a type equaling the best that has yet been done there. The Hess Building and the Passavant Building, illustrated here, are examples of current work on Fourth avenue. Commercial construction continues active also in the lateral streets north of 34th street, and there is an intimation of coming activity along Seventh avenue.

The municipality is building a record number of fire-houses, a monster office building to supplement City Hall, a new high school and various other buildings, besides subways. As soon as plans are ready work will start on Brooklyn's new municipal building. The Grand Central Station work continues to employ a large body of mechanics. Office building is having a conspicuous revival. It is announced this week that work on the Adams Express Building, which Robert E. Dowling's new company is to build, will soon be started at the northwest corner of Broadway and Exchange place. The Woolworth Building, the Bankers' Trust, the Guaranty Trust and the Seamen's Home are all objects of interest south of Chambers street. The white marble skyscraper of the U. S. Rubber Company, just about finished, punctuates the northern end of the skyscraper section of Broadway, and the new McAlpin Hotel, towers above everything around Greeley Square.

The executive secretary of the central council of the unions in the building trades, Roswell D. Tompkins, reports a very satisfactory condition of employment for skilled workmen. Some trades cannot supply a sufficient number of men for the jobs that are to be manned. The busiest craftsmen are the carpenters, electricians, cement masons, metallic lathers, plasterers, tilers, marble workers, and asphalt and asbestos workers. Not in a number of years have the trades been so well employed.

New Surface Line in Fifty-Ninth Street.

The Public Service Commission for the First District has approved the contract made April 1, 1912, between the Third Avenue Bridge Company and the Central Park, North and East River Railroad Company for the use of a track in 59th street. This action was taken upon an opinion by Commissioner Milo R. Maltbie, who stated that the Third Avenue Bridge Company has a franchise to operate a railroad in 59th and 60th streets, between Third avenue and about 50 feet east of Second avenue, and on Third avenue, between 59th and 60th streets, and also across the Queensboro Bridge to the Plaza in Long Island City. The Central Park, North and East River Railroad has a double-track railroad in 59th street, including the portion lying between Third and First avenues. The Third Avenue Bridge Company desires to use a portion of these tracks on 59th street east of Third avenue in order to complete its route under its franchise. The contract provides for the use by the Third Avenue Bridge Company of about 800 feet of this track for the operation of its cars over a portion of its route, and also to make connections with said track.

—Financial conditions are positively changing for the better. A more confident undertone prevails, both in the East and the West.

NEW POLICY FOR SAILORS' SNUG HARBOR

Its Manhattan Property Must Be Made Responsive to Modern Business Needs, and the Income Is Not Sufficient for Proper Improvements.

WHAT is considered a rather serious state of affairs in the finances of the Sailors' Snug Harbor has been disclosed to the public. It is probable that some change in the long financial policy of the trustees will be made. Of late years the character of the neighborhood in which most of the investment property of the institution is situated has changed. The lands have become desirable for business rather than for residential purposes.

A majority of the buildings have been altered from private dwellings to an inferior class of store and loft buildings. Buildings of this sort are not and cannot be used for a desirable class of buildings, except in a minority of cases. The tenants cannot afford to erect large business buildings adequate to the demands of the present day, because such buildings are considered by them as too costly for erection on leased lands, and besides such operations cannot be easily financed.

As the result of these conditions many of the existing buildings on the Sailors' Snug Harbor tract have been allowed by the tenants to depreciate, and except on Broadway and University place business firms of the better class have avoided the property. The retail business in its movement uptown jumped over the Snug Harbor property, which bisects the business districts, because the property is not responsive to modern business needs. Later the wholesale business, forced uptown by the growth of the city, also passed over this section, for a similar reason.

Considerable as are the income resources of the institution, they do not suffice to meet the expenses of extinguishing the outstanding ground leases and the proper improvement of any considerable portion of this large tract of land. The capital resources of the Harbor are not available for that purpose without a sale of some of its land. At the present time the trustees are seeking authority to dispose of some of its lands. That the lands may be sold with the consent of the Legislature it is agreed; but for various reasons the Snug Harbor Board is reluctant to ask for this legislation. It is believed that an act passed by the Legislature in 1901 will be construed by the courts as empowering the trustees to make the change, and accordingly a suit has been instituted with a view to obtaining a decision to this effect.

A. Barton Hepburn, president of the board of trustees, does not favor any sudden departure from a policy that has proved successful for more than a century, and he says that if authority to sell the real estate should be conferred upon the trustees, either as a result of the law suit or by legislation, he would advise that such authority be exercised cautiously and only after careful consideration.

The board of trustees is not subject to any supervision, but it makes a report annually to the Legislature and the Board of Aldermen. The last report does not set forth the condition of the real estate. The value of the real estate is estimated to be in excess of \$20,000,000. The income for the year 1911 was \$552,170 from ground rents, \$33,796 from interest and \$3,573 from other sources; total, \$589,540. The expenses of the institution for maintenance of inmates, buildings and grounds and the New York office was \$402,857; expenses of buildings in Borough of Manhattan, including taxes, \$89,754.

Foundation of the Charity.

The president of the Chamber of Commerce is, by virtue of his office, also a trustee of the Sailors' Snug Harbor, a duty imposed upon him under the will of Captain Richard Randall, who died in 1801. Mr. Hepburn is now filling this dual position. In a report which he has just made to the Chamber he gives some unfamiliar information concerning the Snug Harbor, including a statement of the present crisis in its financial affairs.

By the terms of Captain Randall's will, he gave his entire residuary estate to the

Chancellor of this State, the Mayor and Recorder of this city, the president of the Chamber of Commerce, the president and vice-president of the Marine Society, the rector of Trinity Church, and the minister of the First Presbyterian Church, with the direction, that from the rents, issues and profits thereof they should erect an asylum or marine hospital, to be called, "The Sailors' Snug Harbor," for the purpose of maintaining and supporting aged, decrepit and worn-out sailors. There is a tradition that the will was drawn by Alexander Hamilton. In 1806 a charter was granted to the trustees by the Legislature of New York, who were thus given perpetual succession and the right to act in a collective corporate name. The office of Chancellor was abolished in 1847, and that of Recorder in 1907, thus reducing the number of trustees from eight to six.

Captain Randall's residuary estate consisted of his farm of about twenty-two acres in the (then) Seventh Ward, lying east of what is now Fifth avenue, and north of the present line of Waverly place, which was then worth (as it is believed) between twelve and fifteen thousand dollars; four lots in the First Ward of the city, then worth (as it is believed) about twenty thousand dollars, and personal property to the extent of about ten thousand dollars.

Such estate was insufficient to justify the immediate establishment of the institution contemplated by Captain Randall. Accordingly, having first divided the Seventh Ward into standard lots of 25x100, the trustees devised the policy of leasing such lots upon ground leases, for terms of twenty-one years. Leases are limited to twenty-one years, for the reason, as Mr. Hepburn explains, that there is in this State a statute enacted in 1846 which taxes the "rents reserved" on leases for more than twenty-one years. That is to say, if a lease is made for more than twenty-one years, the rent for one year is capitalized and taxed as personal property belonging to the lessor.

The Snug Harbor Leases.

The leases provided that, upon the expiration of each successive term, the trustees should have the option either to pay the value of the improvements made by the tenant, or to extend the lease for a new term of twenty-one years at an annual rental of a stipulated percentage upon the value of the land without the improvements. Under all of such leases the tenant was required to pay all taxes and assessments, and it was provided that, if the tenant should have improved the land, he should have an absolute right to successive renewals of his lease, unless, at the expiration of any term, the trustees should elect to pay him for his improvements.

In 1833, notwithstanding the heavy expenses entailed by an unsuccessful attack made upon the will by certain of Captain Randall's relatives, the trustees had accumulated enough money to erect a marine hospital or asylum upon lands purchased by them upon Staten Island, and thirty aged and indigent sailors were received therein during that year. And, so successful has the "ground lease" policy thus inaugurated, since proved, that from the accumulated income of the property, the trustees have been enabled to create the magnificent institution upon Staten Island so familiar to us all, to care for many thousands of sailors and to erect a few large buildings upon the former "farm," for investment purposes.

—A new mortgage for \$3,000,000, covering the big skyscraper office building at No. 42 Broadway, extending through to New street, has been obtained by the owners, the New York Real Estate Security Company, from the New York Life Insurance Company. The mortgage was obtained to liquidate a mortgage for a similar sum now on the property and held by the Equitable Life Assurance Society.

STATEN ISLAND BEST FOR OCEAN STEAMERS

As a Transfer Point Great Kills Would Be Superior to Any Place on Newark Bay—Plans for Harbor Development Compared.

BY J. BLEECKER MILLER.*

FOUR great plans for improving New York Bay have recently been presented to the public:

First. The plan of T. Kennard Thomson, C. E., reported in a late Record and Guide, to extend Broadway to Governor's Island and beyond, almost to Staten Island, with great artificial harbors on the southerly side of Staten Island, for ocean steamship traffic.

Second. Brooklyn waterfront's new terminal system, including a marginal street, railroad and assembly yard, as planned by Commissioner Tomkins.

Third. A comprehensive plan and policy for the organization and administration of the Interstate Port of New York and New Jersey, as presented by Commissioner Tomkins before the New Jersey Harbor Commission, at the Assembly Chamber, State House, Trenton, New Jersey, on February 19th, 1912, and reported in the City Record.

Fourth. Report of Committee of Staten Island Chamber of Commerce, made by Lewis Nixon, chairman, in December, 1909, showing a barge canal terminal, on the southeast side of Staten Island, in about the same position as the harbor planned by Mr. Thomson and also indicated as a desirable location for a harbor in Commissioner Tomkins' report last above mentioned.

General Nelson A. Henry, Surveyor of the Port of New York, has announced that a general pier, to be built and maintained by the United States Government, is about to be constructed where all ocean-going steamers can land their passengers and their baggage for custom house inspection. A site either on Governor's Island or on Staten Island is reported to be under consideration. Commissioner Tomkins has also declared that recently over twenty new lines of steamships had applied for docks in New York Harbor and had been refused for lack of space.

Enabling Legislation.

The long-continued agitation started by the "League to End Death Avenue" has brought the New York Central to admit that some change is necessary in its method of reaching the harbor. The eloquent and earnest addresses of Commissioner Tomkins have aroused widespread interest in the question. He has procured the passage of laws which enable the authorities to take the land of individuals for use as a harbor, by the exercise of the right of eminent domain. Finally, the growth in length of ships has rendered the present piers on the Hudson River insufficient, and the prohibition by the United States Government against their permanent extension renders an improvement in that location impossible. Moreover, the statement contained in the report of the Advisory Dock and Meadows Reclamation Commission of New Jersey, (p. 11) is unanswerable:

"The principal reason why the facilities of New York are and always will be inadequate for handling cargo shipments is because a small percentage of any cargo shipment is carried by any one railroad, and up to the present time, the various railroads have been unable to induce ship-owners to discharge vessels carrying mixed cargoes, first at one dock and then at another, practically all of this class of work being handled by lighterage, which would be avoided in the Newark project.

"Referring to interharbor traffic, particularly such as is now handled by lighterage and transfer barges, the location of shipping facilities on the Newark Meadows, giving immediate railroad connections to the north, west and south, would certainly prove of immense advantage in reducing this class of harbor work to a minimum, and thereby reduce the cost of transportation in general.

"To obtain the most favorable results to make the development proposed on the Newark Meadows attractive, to meet the

*Mr. Miller has been a student of New York harbor for the last thirty years—ever since he brought the suit of Greene vs. N. Y. Central & Hudson River Railroad Company; he recently was associated with Mr. Clarence J. Shearn in the suit of Willson vs. N. Y. Central & Hudson River Railroad Company, to assert rights of residents on Riverside Drive.

conditions which are confronted in providing facilities for water transportation, two important factors must be considered: First, there must be ample wharfage room and deep, wide channels leading thereto, which will not be liable to obstruction by bridges, ice floes or other impediments. Second, there must be adequate railroad connection directly to the docks, and this must include, if possible, some intercommunication with all of the trunk lines."

It is true that nowhere on Manhattan Island can this problem of gaining proper harbor facilities be satisfactorily and finally solved, and yet it is of the utmost importance that this problem should be solved once for all as a general proposition, so that the answers to the various minor problems in the different boroughs, can be made with a reference to the ultimate solution of the question, as related to the whole Harbor of New York.

Three Projects Eliminated.

In considering the four projects above mentioned, from this standpoint, I would eliminate first Mr. Thomson's plan, so far as it concerns an extension of Manhattan Island to the southward (assuming for the moment that it would be practicable). To mention only a few objections: It would increase the distance of water transportation between the East and North rivers. It would make changes in the currents of the bay which cannot be calculated. It would cross such deep parts of the bay as to make the expense prohibitive. Moreover, it would not solve the problem, as stated in the foregoing quotation from the Report of the Advisory Dock and Meadows Reclamation Commission. The ocean steamers would not land at docks connected with a joint freight yard for the common use of the railroads, coming to this port from the West. The same objection applies to the second scheme above mentioned, which would locate the main terminal in Brooklyn. Doubtless an extension of the dock facilities in that neighborhood is of great importance, as shown by the wonderful growth of the Bush Terminal; but the final solution is not there, because it is not in touch with the Western railroads.

We come then to the third proposition, as developed by Commissioner Tomkins in his address before the New Jersey Assembly, in February last. Doubtless the plan as there outlined complies with this requirement. Newark Bay could be dredged and a common freight-yard, for all of the railroads coming in from the West could be organized near by on the meadows, and a tunnel through the mountain and under the Hudson River could be constructed by which New York City could be reached from the common freight yard on the Meadows.

But where would this plan leave New York? As a suburb of Newark, it would doubtless continue to exist. The merchant princes of Broad and Market streets would doubtless pay the hands in their factories sufficient to allow them to escape from the heat of the Newark skyscraping tenements, in summer, to the cooler breezes of New York's open fields, and many of the middle class might also continue to reside in the crumbling palaces of Manhattan; but the center of business would, of course, be where the Western railroads reached the docks of the ocean liners.

It is submitted that this picture would before long not be exaggerated. Is it not natural to assume that ocean steamships would go to the port where the larger amount of freight arrives, and where the freight for export could be loaded directly from the cars on the tracks into the vessel, and cargoes destined for the West be transferred directly into the car from the ship and the car started on its westward journey, without crossing the Hudson? Of course, for many years freight destined for New York City factories would be brought through the tunnel to Manhattan, but why should this process continue indefinitely, when the busy factories of Newark are nearer at hand, with unlimited meadowland for expansion and ample inland water communication?

Why should the wealthy continue to

live so far from the business center, with the passage of a great river included in their daily trip to busy New Jersey, when the Watchung mountains and the beautiful valleys of the Passaic and Ramapo beyond offer sites for the residences of the rich and lovers of natural scenery which we on the seaboard of New York cannot rival.

Why have the engineers of the Dock Department gone east of the Hackensack River to lay out an assembly yard for the New Jersey railroads when the meadows of Staten Island offer equal, if not greater, facilities within the City and State of New York? It cannot be because Commissioner Tomkins did not know that there are marshes in this Borough of Greater New York, for the map attached to his Trenton address shows them and also shows how near to those meadows come the Pennsylvania, the Baltimore & Ohio, the Lehigh Valley, the Central Railroad of New Jersey and the Reading Railroad.

At least ought not the Dock Commissioner to have shown the impracticability of locating this union freight yard and great scientific dock system in any way of Greater New York, or even of the State of New York, before he should travel over to another city and State and show how that can become the commercial metropolis? The commissioner cannot even plead an oversight on his part, because the fourth plan, mentioned at the beginning of this paper, i. e., the report of the Staten Island Chamber of Commerce through Mr. Lewis Nixon has long been printed and widely circulated. The following extracts from Mr. Nixon's report show that a harbor at this location would be suitable not only as a basin for barges, coming down on the enlarged Erie canal, but also ocean going steamers, intending to discharge or take on freight or passengers:

"The Staten Island terminal referred to can be used as an unloading berth for any lighters of proper size and construction, for the westbound and southbound freight, and as a railroad and water terminal combined it will afford all the necessary facilities. It extends from Ft. Wadsworth to within half a mile of Midland Beach and can be extended into the lower bay any required distance.

"It lies in the path of all ocean-going vessels. It has the advantage of a large adjacent acreage of cheap lands for railroad terminals. It is adjacent now to the Baltimore & Ohio Railroad, and when equipped with a line of railroad seven miles in length across Staten Island it will have a connection at Port Reading or thereabouts with nearly all the trunk lines running into New York from the south and west.

Could Serve the Largest Vessels.

"By its size it can accommodate the largest vessels afloat, as the piers can be made fifteen hundred feet in length by one hundred and fifty feet in width, and leave searoom between the piers of three hundred and seventy-eight feet. No other location in the City of New York can be had giving the same areas.

"The spoil from the basin to be dredged will make sufficient material for solid ground for the piers, and also for a railroad terminal. The adjoining ground is now mostly unused salt meadows to the extent of one thousand acres and upwards, and all alongside the proposed terminal. The hydrographic map of New York Bay, shows that a fill of only five to ten feet would be required for the breakwater or outer pier head. If extended as far as Hoffman and Swinburne Islands it would not require so deep a fill."

Since these facts, vouched for by such good authority as Mr. Lewis Nixon, have long been public property, is not the burden of proof on Commissioner Tomkins to show why this location in the City and State of New York is impracticable, before committing us to assist in building up, in another City and State, a rival to New York's commercial supremacy?

There is of course one objection to this proposed Staten Island terminal and union freightyard, which, however, applies with

equal force to the Commissioner's proposed location at Newark. This objection is the distance from Manhattan. So far as the Staten Island proposition is concerned, it could be met in the same way as Mr. Tomkins proposed to meet it with reference to his Newark harbor; i. e., by a railroad from the harbor, crossing by a tunnel to Long Island and then by subway and tunnel to Manhattan; or, a more westerly route could be taken along the Bayonne peninsula, crossing the Kill Von Kull and Hudson River by tunnels. Either of these plans would necessitate two tunnels under the water, instead of one, as proposed by Mr. Tomkins, but the latter's plan also involves a tunnel through the mountain of rock which separates the Hackensack Meadows from the Hudson River.

Of course these distances could be shortened by building a passenger and freight railroad directly from Staten Island on piles, over the shallow waters of New York Bay, which do not average more than six or seven feet at low water, direct by tunnel from Staten Island connected by a tunnel with Robbins Reef at the south end and by another tunnel at the north end, between Ellis Island and the lower end of Manhattan Island, where it would meet the West Street Elevated road proposed by Mr. Tomkins. The distance from the terminal at the southeast side of Staten Island along the shore to Manhattan Island would be about twelve miles, a distance which could be run in twenty minutes. The line might be built on the west shore of the thirty feet deep channel which the U. S. Board of Engineers proposes to make through these shallow waters.

The proposal which is said to have been agreed upon by the contending parties for adding to the Brooklyn subway system a tunnel under the Narrows for a passenger and freight railroad, which would enable the New England freight traffic to pass to Staten Island and the freight from western railroads to reach Brooklyn, shows that the first of the two above mentioned routes is practicable, but this plan of a freight tunnel without the harbor at Staten Island would be of little use.

By moving the Terminal to the southwestward along the southerly shore of Staten Island, it could be brought nearer to the channel of deep water, if the dredging were deemed excessive at the location above referred to.

The great advantage of ocean steamers' docking in the outer bay, independent of fog, is of course, apparent; no terminal in Newark Bay would have any advantage over Manhattan in this respect.

Crossing the Bay would not be such a great feat for railroads in these days, which have seen the linking of Key West to the mainland by eighty miles of cement arches over the Florida Keys. The double-track railroad, with trolley line and wagon road, on cement arches, from Galveston to the main land, is another greater work of this kind.

The New Jersey Central Railroad has two bridges on piles which, together, would equal the distance from Staten Island to Ellis Island. Of course, the United States Government would gladly exchange its cramped quarters on Ellis Island for a spacious reception building on Staten Island for emigrants; here also, would be built the great piers at which baggage of all incoming travellers could be examined, according to the present demands of the Surveyor of the Port.

The Panama Canal is nearing completion; the machinery and large force of experts in cement marine construction which has been engaged there for years, will soon be seeking new fields; now would be the time, if ever, to induce the United States to construct the cement breakwater and piers, required under this plan.

Many matters have been omitted from the foregoing statement, on account of lack of space, but it is believed that enough has been said to show the real question at issue and the lines on which alone, ultimately, can be found a solution of the main question of harbor improvement, satisfactory to New York. Most inopportune would be the demand on behalf of New York City that the general government should spend thirty or forty millions in deepening the East River—a demand which none of the great steamship lines, for whose benefits it is supposed to be made, have endorsed.

Is it not apparent that the time is at hand when a league to protect New York harbor from its open and secret foes and to further the full and natural development of its great possibilities, should be organized?

The undersigned would be happy to receive suggestions on this subject.

J. BLEECKER MILLER.

EPOCHAL LOT SALES.

The Van Cortlandt Auction Brings \$1,449,750 for 719 Parcels.

Big auction sales of unimproved lands are epochal points in the history of New York. Most often, but not always, they have marked the beginning of a new era of development. From the earliest times the city has been developed by the successive opening up of one large tract of land after another. The three Dyckman sales (1860-71) started a movement which has resulted in the breaking up of the great estates in the upper part of the island, some of which dated from colonial times. However, the distribution of this estate, which lay in the neighborhood of 200th street, was not productive of such marked results in the way of building improvements as some subsequent sales farther south.

The Carman property, comprising 257 lots and situated between 148th street and High Bridge Park, was originally disposed of at auction March 25, 1880, but owing to legal difficulties the buyers refused to take title, and the lots were again put under the hammer in April, 1881. At the famous Jumel sale 1,058 city lots were disposed of for \$544,830. This sale began May 31, 1882. Despite the general impression that the prices obtained were good, the sale was stopped. It was concluded in November 15, 16, 17, 18, when they ruled thirty per cent. lower than in May. On April 3, 1888, there was a further auction of 79 lots, which at the previous sales had been bought by Jumel heirs or by persons who had failed to complete their purchase.

The distribution sales of the Jones estate in November 22, 1888, and February 19, 1889, were notable events in the history of Manhattan realty, on account of the choice location of the properties. The Morganthau sale on May 30, 1891, disposed of 411 vacant lots on Washington Heights. The property was originally part of the Chesebrough estate. It brought \$1,494,300. The 143 lots disposed of at the Arnold sale on April 15, 1892, were situated on the East Side and in Harlem. The Bernheimer-Schmidt sale of March 7, 1895, disposed of 82 lots at 108th and 109th streets and Columbus avenue for \$550,050. The Susan B. Ward partition sale disposed of 238 lots on Washington Heights.

The last decade has seen a large number of big auctions in the Bronx, Brooklyn, Queens and upper Manhattan. Among those that stand out in the memory are the Bathgate-Beck sale, in the East Bronx, of May 23, 1905; the Ogden estate sale of 1,100 lots at Washington Bridge on May 24-25, 1907; the Century Realty Company's sale in June of the same year of 216 lots at Washington Bridge, and the Fort Washington-Buenavista syndicate's sale of 229 lots on April 20, 1909.

On Monday evening of this week Joseph P. Day as auctioneer for the Van Cortlandt estate, under an order of the court for a partition of the property, disposed of the last of 719 unimproved lots, situated next south of Van Cortlandt Park, at 238th street and Broadway. The sale opened on the previous Saturday morning.

There is a subway station at 238th street and Broadway, and other convenient transit facilities, and in various other respects the property was very desirable. It was in the Bronx and on and near Broadway. Many men of wealth were purchasers for investment reasons. They are willing to wait. A large crowd, always numbering several hundred, was in constant attendance. Interest never flagged and every lot in the list was sold. An attorney for the Van Cortlandts publicly expressed appreciation of Mr. Day's work and acknowledged that the sale had been a success. This statement was made from the auctioneer's stand, and at the same time the attorney expressed appreciation for the aid of Mr. J. Clarence Davies, on whose advice the auction was held, and who occupied the stand with Mr. Day during the sale.

A detailed report, with the price paid for each lot, will be found in another part of this paper. On Monday 297 lots were sold for a total of \$771,175. Saturday's afternoon session had yielded \$678,575 for 422 lots, making a total of \$1,449,750 for the 719 lots. Saturday's average price per lot was \$1,608 and Monday's \$2,596. The average for the entire sale was \$2,016 a lot.

The highest bid of the entire sale was that made on Monday by J. Arthur Fischer for the southeast corner of Broadway and 238th street, a plot 73.4x100x98x103. Mr. Fischer bought this plot for a client for \$53,500.

Next to the price paid for the southeast corner of Broadway and 238th street, the

northeast corner of the same street brought the highest figure. It sold for \$21,000 to William C. Schmidt. The next highest was \$14,000, for the Broadway corner adjoining Van Cortlandt Park. F. Klingman bought that lot.

Inside lots on Broadway, between 238th street and Van Cortlandt Park South, sold for from \$4,300 to \$6,200, and inside lots on the south side of 238th street for \$5,540. Van Cortlandt Park South corners brought as high as \$4,500, and some of the Bailey avenue corners brought \$3,600.

Mr. Day said after the sale that the ability of the market to take over more than seven hundred lots at an average of more than \$2,000 left no room for doubt that conditions in the real estate market are every bit as good as they were before the financial depression in 1907 and that nobody need feel at all doubtful about offering real estate at auction, provided it was given the publicity that was given the Van Cortlandt sale. Allowing nine hours for Saturday and seven hours Monday the whole sale was completed in sixteen hours, which is somewhat of a record for lot sales.

J. Clarence Davies said that never in his experience had he known of a more successful sale, and that the partition of the Van Cortlandt property demonstrated the ability of the market to digest vacant property if properly put before the people. Mr. Davies said he was especially gratified at the result of the sale, inasmuch as many speculators and operators had advised him after he started advertising that he was making a mistake, since they believed the property could not be sold. The auctioneer received the congratulations of other members of the selling party on having accomplished the unusual feat of actually selling so great a number of lots in so short a time. The sale was conducted under a tent not far from the subway station at 238th street.

TRANSIT FOR QUEENS.

Pres. Shonts' Promise as to Astoria and Woodside Routes.

Just about a year ago, when the Interborough and the Brooklyn Rapid Transit were at the most violent stage of their argument over the division of territory, a delegation from the Real Estate Exchange of Long Island went down to see President Shonts, of the Interborough. They wanted to find out what the Interborough had to offer—not so much in the way of routes that would look well on a map of Queens, but rather what they might expect in the way of speedy relief.

President Shonts pointed out to his callers that if the lines into Queens were given to the Brooklyn Rapid Transit exclusively, the entire Broadway-Seventh Avenue line would have to be completed before the Brooklyn Rapid Transit could give any service to Queens.

Asked for a definite estimate as to what the Interborough could do, he made a statement, which he subsequently put in writing and sent to John W. Paris, president of the Real Estate Exchange of Long Island. The text of this letter was as follows:

"In response to your request for information, I beg to state that the Interborough will place in operation the lines from Woodside and from Ditmars avenue in Astoria, within eighteen months from the time the contract shall be awarded to the Interborough Company."

It is this declaration that has caused owners in Long Island City and the close-in sections of Queens, to be particularly well satisfied with the final settlement of the rapid transit problem.

The routes referred to in President Shonts' letter are precisely the same as those which have been awarded to the Interborough, and over which the Brooklyn Rapid Transit will have track-age rights. When the Brooklyn Rapid Transit has completed its lines in Manhattan, and placed in operation trains through 59th street, the territory reached by the elevated extensions to Astoria and to Woodside and Corona, will be accessible for a five-cent fare from any point on the city's entire dual transit system. But of greater importance to Queens, so far as its immediate future is concerned, is the promise contained in President Shonts' letter, of the early completion of the elevated extensions and the operation of Interborough trains over them.

—Waller B. Griffen, of Chicago, architect, has received notice that his designs for the new capital of Australia have been accepted.

MUNICIPAL IMPROVEMENTS.

Public and Local Works Contemplated in the Greater City.

A Summary of the Proceedings of the Local Boards, the Board of Estimate, the Supreme Court and Various Commissions and Bureaus Relating to Street and Other City and Borough Improvements

The news collected here under the general head of Municipal Improvements is intended to be of service to property owners as well as contractors and brokers. It covers every measure looking toward a change in the City Map, toward the acquisition of title to real estate by the city or toward construction work, including the grading of streets, the laying of sewers, the building of schools, etc. Each such measure is acted upon by one or more—generally by several—official bodies before it becomes a valid ordinance. In these columns the successive official acts pertaining to it are noted from the time it is introduced in a Local Board or in the Board of Estimate. Wherever public hearings on it are granted, the fact is also announced.

Municipal improvements may be divided into two classes—those that are paid for out of the general tax levy and those that are paid for wholly or in part by special assessments on the property owners benefited. The latter, which are the more important to real estate owners, originate in the Local Boards. However, every local improvement, except certain street improvements calling for an expenditure of not more than \$2,000, must be submitted to the Board of Estimate for authorization.

The news is classified and is printed in this order: Local Board Calendars, Local Board Resolutions, Proceedings of the Board of Estimate, Public Hearings, Assessments Due and Payable.

LOCAL BOARD CALENDARS

As regards the majority of city improvements, including all that call for special assessments, the Local Boards are in a sense neighborhood legislatures. They have absolute authority over certain street improvements, costing not more than \$2,000. With respect to all other local improvements, they exercise full legislative functions, subject to approval by the Board of Estimate. The Board of Estimate seldom vetoes a measure coming from a Local Board. It is before the latter that the property owner should be most watchful to make himself heard concerning proposed improvements. When a Local Board resolution comes before the Board of Estimate, the presumption of expediency is on the side of the measure, as this has been adopted after open consideration by a body supposed to be familiar with local sentiment.

There are twenty-five Local Improvement Districts in the city, each with its Local Board. This is composed of the Borough President and of the Aldermen who represent the Aldermanic districts within the Local Improvement District. The Borough President's secretary acts as secretary of the several boards. Each board has jurisdiction over matters relating to its district. In the case of matters relating to two or more districts, the boards of the districts affected sit in common. The meetings are subject to call by the Borough President.

Local Board of Washington Heights.

AT CITY HALL, MANHATTAN, ON JUNE 18, AT 11 A. M.

215TH ST.—Regulating, grading, curbing and flagging from Park Terrace East to Isham av.

KINGSBRIDGE RD.—Regulating, grading and flagging the extension of KINGSBRIDGE RD. from Terrace View av north to the borough line.

HAVEN AV.—Paving with asphalt or asphalt blocks from Fort Washington av to 170th st.

138TH AND 139TH STS.—Request that titles be acquired to the extension of these streets from Edgcombe to St. Nicholas av, as heretofore laid out by the Board of Estimate.

169TH ST.—Paving with asphalt or asphalt blocks bet Fort Washington and Haven avs.

169TH ST STAIRWAY.—Erection of a STAIRWAY from Haven av to Riverside drive AT OR NEAR 169TH ST.

Local Board of Murray Hill.

AT CITY HALL, MANHATTAN, ON JUNE 18, AT 11.15 A. M.

A NEW AVENUE.—Construction of A NEW AVENUE approximately as per the map herewith, from the corner of 5th av and 40th st to the Pennsylvania Railroad station at 7th av and 33d st.

40TH ST.—Widening of the roadway from 5th av to Park av by narrowing the sidewalks to 10 ft.

A SUBSURFACE ROADWAY.—The construction of A SUBSURFACE ROADWAY for through traffic and trolley lines UNDER A NEW AVENUE to be built from 5th av and 40th st to the Pennsylvania Railroad station; the same to be continued under 40TH ST to the grade level at Lexington av and 40th st and to rise to the level of 7TH AV at 29th st; all as indicated on the above mentioned plan. This roadway to be provided with STAIRWAYS to the STREET LEVEL at such points as may best meet the convenience of the public.

Local Boards of Murray Hill and Greenwich.

AT CITY HALL, MANHATTAN, ON JUNE 18, AT 11.10 A. M.

7TH AV.—That title be acquired to the EXTENSION OF 7TH AV, from West 11th st to

Carmine st; the WIDENING OF VARICK ST on its east side from Carmine st to Franklin st, and to the EXTENSION OF VARICK ST, from Franklin st to Leonard st, as heretofore laid out by the Board of Estimate.

Local Board of Chester.

AT MUNICIPAL BUILDING, 3D AV AND 177TH ST, ON JUNE 18, AT 8.15 P. M.

PUGSLEY CREEK.—Constructing a sewer, etc., bet Westchester and McGraw avs. List 654.

BEACON AV.—To amend the proceeding heretofore instituted to acquire title to BEACON AV, from Beach av to Roseale av, so that the city may in the same proceeding acquire title to BEACON AV, for its entire length from Beach av to the Bronx River. List 639.

CRUGER AV.—Changing the lines of CRUGER AV, from the N. Y., Westchester & Boston Railway to Bronxdale av (Bear Swamp rd), EXTENDING the part of CRUGER AV as located near Bear Swamp rd south in accordance with sketch submitted. List 642.

MACLAY AV.—Regulating, grading, etc., from Zerega av to Walker av. List 643.

PARKER ST.—Regulating, grading, etc., from Westchester av to Lyon av. List 644.

ST. RAYMOND AV.—Constructing sewers, etc., in ST. RAYMOND ST, bet Parker st and Odell st, and in PURDY ST, bet Parker st and Westchester av, and in WESTCHESTER AV (both sides), bet Olmstead av and Castlehill av; and in GLOVER ST, bet St. Raymond av and Castlehill av. List 646.

SACKET AV.—Acquiring title to the lands necessary, from Bronxdale av (Bear Swamp rd) to Paulding av. List 647.

BARKER AV.—Acquiring title to the lands necessary bet Bronx and Pelham parkway and Duncomb av. List 648.

BARKER AV.—Regulating, grading, etc., etc., bet Bronx and Pelham parkway and Duncomb av. List 649.

Local Board of Morrisania.

AT MUNICIPAL BUILDING, 3D AV AND 177TH ST, ON JUNE 18, AT 8 P. M.

GARRISON AV.—Regulating, grading, etc., from Whittier st to the bulkhead line of Bronx River, and paving the roadway with granite blocks on a sand foundation (preliminary pavement).

Local Board of Van Cortlandt.

AT MUNICIPAL BUILDING, 3D AV AND 177TH ST, ON JUNE 18, AT 8.30 P. M.

EAST 202D ST.—Regulating, grading, etc., and paving with bituminous pavement on a concrete foundation (preliminary pavement) the roadway of EAST 202D ST, from Webster av to the property of the N. Y. & Harlem R. R. Co. List 640.

AQUEDUCT AV.—Paving with bituminous concrete (preliminary pavement) on a cement concrete foundation the roadway of AQUEDUCT AV, from Fordham rd to Kingsbridge rd, adjusting curb where necessary and doing all work incidental thereto. List 650.

ST. GEORGE'S CRESCENT.—Constructing a sewer bet 206th st and Van Cortlandt av. List 651.

RIVER AV.—Paving with granite blocks (preliminary pavement) on a sand foundation the roadway of RIVER AV, from East 140th st to a point about 451 ft. south of East 151st st, measured on west side of avenue, setting curb where necessary, together with all work incidental thereto. List 652.

ANDREWS AV.—Filling in sunken sidewalk for a distance of 30 ft. in length on the east side of ANDREWS AV, beginning 204 ft. north of Burnside av, in front of Lot No. 10, Block 3216, setting and resetting flagging and all work incidental thereto. List 653.

PROCEEDINGS OF THE BOARD OF ESTIMATE.

All city improvements, whether public or local, come before the Board of Estimate for authorization. The board invariably grants one or more public hearings on every measure. The hearings are noted in advance in another column under the general head of Public Hearings. In the present column are noted the resolutions passed by the board concerning public or local improvements:

MANHATTAN.

REFORMATORY.—Report of the Comptroller recommending approval of the amended form of preliminary contract with Chas. B. Meyers, architect, in preparing preliminary drawings, specifications and estimate of cost for proposed buildings, etc., for the NEW YORK CITY REFORMATORY, at an estimated fee of \$5,000. Adopted.

ISHAM ST.—Amending the proceeding for acquiring title to ISHAM ST, from Seaman av to Isham av; WEST 218TH ST, from Seaman av to the bulkhead line of the Harlem River Ship Canal; WEST 214TH ST, from Park Terrace East to Park Terrace West; PARK TERRACE EAST, from a point 100 ft. south of West 215th st to Isham Park, together with the UNACQUIRED TRIANGULAR PARCEL located on the west side and extending from a point 43.36 ft. south of West 218th st to a point 103.64 ft. south of West 218th st; together with the UNACQUIRED PORTIONS OF ISHAM AV, from Isham st to West 218th st; RIVERFRONT ST, from Isham st to West 218th st; WEST 215TH ST, from a point 50 ft. east of Park Terrace West to a point 100 ft. west of Seaman av; and PARK TERRACE WEST, from a point 103 ft. 8.34 inches north of West 215th st to Isham Park, by including the WIDENED PORTION OF ISHAM AV at WEST 215th st, the UNACQUIRED PORTION OF WEST 214TH ST, from Isham av to Park Terrace West, and WEST 215TH ST, bet Park Terrace West and Indian rd, and the UNACQUIRED PORTION OF

ISHAM PARK, at Isham av and West 214th st; and also by EXCLUDING THE CEDED PORTION OF WEST 215TH ST, east of Park Terrace West. Public hearing on June 27.

RIVINGTON ST, ETC.—Removal of sidewalk encroachments on RIVINGTON ST and on ALLEN ST for a distance of 100 ft. in each direction from their respective building lines. Adopted.

BRONX.

HARLEM RIVER & PORT CHESTER R. R.—Application for the consent of the Board to a grant in fee by the Commissioners of the Land Office of CERTAIN LAND UNDER WATER of Eastchester Creek required by the construction of the railroad across Eastchester Creek. Granted.

LINCOLN AV. BULKHEAD.—Request of the Board of Aldermen for issue of special revenue bonds for \$5,000 for certain repairs, by the Department of Street Cleaning, to the crib bulkhead at the foot of Lincoln av and the Harlem River. Adopted.

CITY ISLAND.—Request of a majority of the property owners for relief from assessment in the proceeding for regulating and grading CITY ISLAND AV (MAIN ST), from the approach to City Island bridge to Long Island Sound, CITY ISLAND. Denied.

PUBLIC SCHOOL NO. 47.—Report of the Comptroller, recommending approval of the amended form of contract, plans, etc., and estimated cost, aggregating \$18,999.02, for furniture for NEW PUBLIC SCHOOL NO. 47. Adopted.

NORTH BROTHER ISLAND.—Report of the Comptroller, recommending approval of the amended form of contract, plans, etc., and estimate of cost (\$61,904.76) for the erection of AN EXTENSION to the Nurses' Home at Riverside Hospital, North Brother Island. Adopted.

NORTH BROTHER ISLAND.—Report of the Comptroller, recommending approval of the amended form of final contract with Clinton & Russell and Chas. F. Post, architects, for services in the preparation of complete plans, etc., and supervising the construction of the NEW DORMITORY FOR HELP at Riverside Hospital, NORTH BROTHER ISLAND, at an estimated fee of \$3,285.71. Adopted.

NORTH BROTHER ISLAND.—Report of the Comptroller, recommending approval of the amended final form of contract with Clinton & Russell and Chas. F. Post, architects, for services in the preparation of complete plans, specifications, etc., and supervising the construction of A PAVILION FOR VENEREAL DISEASES at Riverside Hospital, NORTH BROTHER ISLAND, at an estimated fee of \$2,019.14. Adopted.

DEPT. OF TAXES AND ASSESSMENTS.—Report of the Comptroller, recommending issue of \$4,000 special revenue bonds for the purpose of fitting up and furnishing new quarters for the DEPT. OF TAXES AND ASSESSMENT in the Bronx, said amount to be expended during 1912. Adopted.

EAST 205TH ST.—Relative to the petition of property owners within the area of assessment in the proceeding for acquiring title to EAST 205TH ST (Adee av), from White Plains av to Poston rd, that the city assume a portion of the cost of this proceeding, pursuant to Chapter 679, Laws of 1911. Petition denied.

SEDGWICK AV.—Relative to the assessments against the N. Y. C. & H. R. R. R. Co. in the proceeding for acquiring title to the widening of SEDGWICK AV, from Jerome av to the line bet the 23d and 24th Wards. The Board is to fix some definite amount to be assessed upon the city at large.

WEST 231ST ST.—Petition from Francis W. Pollock and others for a revision of the area of assessment in the proceeding for acquiring title to WEST 231ST ST, from Bailey av to Riverdale av. Referred to the President of the Bronx.

BROOKLYN.

BOTANIC GARDEN AND ABORETUM.—The Comptroller recommends that the form of preliminary contract submitted by the Park Commissioner for the services of McKim, Meade & White, architects, for the preparation of preliminary drawings and specifications of a proposed laboratory building and greenhouses and equipment in the BOTANIC GARDEN AND ABORETUM be NOT approved, for the reason that the total of all the appropriations authorized for the above purpose is \$100,000, whereas the Park Commissioner proposes to enter into a contract for preliminary plans, etc., which would cost \$295,000. Recommendation adopted.

NOSTRAND AV.—Report of the Comptroller, recommending approval of the amended form of contract, plans, specifications and estimate of cost (\$85,000) for furnishing, delivering and laying water mains in NOSTRAND AV, bet Clarkson st and Flatbush av. Adopted.

ONEY ISLAND & BROOKLYN RAILWAY.—Protest of the Brooklyn Academy of Music against the granting of a franchise to the foregoing company to construct, maintain and operate a railway upon and along ASHLAND PL, bet Hanson pl and Lafayette av. Referred to the Bureau of Franchises.

N. Y. DOCK RAILWAY.—Application for a franchise to construct, maintain and operate a railway as follows: Across IMLAY AND BOWNE STS at or near their intersection, and across IMLAY AND COMMERCE STS at or near their intersection; across BALTIC ST, bet Columbia st and the East River; across JORALEMON ST, bet Furman st and the East River. Public hearing on July 11.

BROOKLYN BRIDGE.—Request of the Commissioner of Bridges for the amendment of various corporate stock authorizations in order to provide an additional amount of \$30,000 for the construction of certain shops and buildings under the BROOKLYN APPROACH of the Brooklyn Bridge, for which purpose \$160,000 corporate stock has been authorized. Referred to the Corporate Stock Budget Committee.

KINGS COUNTY HOSPITAL.—Request from the Commissioner of Public Charities for the amendment of resolution of July 17, 1911, au-

ing, which will be ready for occupancy by February 1 next.

JAMES E. BARRY & CO. have been appointed agents for the Hillcrest, 171st st and Audubon av; 3924 Broadway and 61 Audubon av.

JOHN N. GOLDING procured for Margaret M. Lynch a loan of \$29,000, at 4 1/2 per cent., on 717 and 719 3d av; also for the Wilmore Realty Co. a loan of \$24,000, at 5 per cent., on 190 Lexington av.

WILLIAM PETERS & CO. negotiated a building loan for the first 5-sty flat and store to be erected in the Van Nest section of the Bronx. The loan of \$35,000 was obtained for Fabel & Wittekind, who have just started work on the new structure in the south side of Morris Park av, 116.1 ft. west of Unionport rd.

LOUIS SCHLESINGER was the broker in the sale of 62 East 116th st to H. C. Mergenthaler.

THE BRAUDE-PAPAE CO. negotiated the sale of the Charlieb apartment house, at 617 West 143d st, for the Domain Realty Co. to Minnie von Raitz.

PEASE & ELLIMAN have been appointed agents of the remodeled building at 11 West 37th st for Mrs. Valentine G. Hall, and for 555 5th av, a 6-sty loft, by the Owen estate.

SIDNEY L. WARSAWER has moved his real estate office to 314 West 42d st.

EUGENE S. BUSHYER placed a first mortgage of \$10,000 at 5 per cent. for 5 years for I. Teitelbaum & Co. on 456 Westchester av.

THE CITY REAL ESTATE CO. loaned to the Bronx-149th Street Realty Co. \$160,000 on the new building being erected on the south side of 149th st, 216.1 ft. west of Brook av, a plot 90.8x199.9.

THOMAS D. McCARTHY has been appointed receiver of the rents of 740 6th st, a tenement, pending a suit brought by Abraham J. Gottlieb to foreclose a second mortgage of \$2,500. The prior mortgage is \$14,000.

THOS. D. McCARTHY has been appointed receiver of the rents of 523 East 148th st, a tenement, on a plot 37x87.11, pending a suit brought by Edward Michels to foreclose a second mortgage of \$7,000. The prior mortgage is \$24,000.

THE NEW YORK LIFE INSURANCE CO. loaned the New York Security Co. \$3,000,000 at 5 per cent. on its skyscraper office building at 42 Broadway, through to New st. The mortgage runs for a term of years. It is proposed to liquidate a mortgage for a similar amount held by the Equitable Life Assurance Society.

THE QUEENS BOROUGH REAL ESTATE EXCHANGE has elected: Chairman, Walter G. Eliot, Park Commissioner; vice chairman, Wm. A. Warnock; secretary, George Hilty; Executive Committee, Morris E. Connolly, G. Howland Leavitt, James A. Renwick, E. L. Jamison, Frederick Cox and Samuel Sanders.

THE TITLE GUARANTEE & TRUST CO. loaned on first mortgage to the E. S. Prince Co. \$40,000 on the dock property located in the west side of Westchester Creek, foot of Dock st, Bronx. The property covers more than 19 lots and is being used as a lumber and brick yard by H. G. Silleck, Jr. The mortgage is for 5 years at 5 1/2 per cent.

THE WILLIAM B. WALRATH CO. was organized in Jersey City, with a capital of \$100,000, to carry on a general realty and construction business. The incorporators are John R. Turner, L. H. Gunther and B. S. Mantz.

BERT G. FAULHABER & CO. have been appointed agents for Dayton Court, at the northwest corner of Fort Washington av and 160th st; also for The Heights, at 400 West 152d st, and Gerard Hall, 569 West 182d st.

GEORGE BRETTELL has secured a loan of \$21,000 at 5 per cent. for 5 years on the property at 182 West 124th st, bought last week by Carroll & Chaimowitz.

R. F. KILPATRICK negotiated the sale of the 4 dwellings, 562 to 568 West End av, to the Security Mortgage Co.

THE LAWYERS' TITLE INSURANCE & TRUST CO. loaned to the Fullerton-Weaver Realty Co. \$450,000 on the new apartment being erected at the southwest corner of Park av and 86th st, a plot 75.5x80.

THOMAS D. McCARTHY has been appointed receiver of the rents of 225 East 105th st, a tenement, pending a suit brought by John M. Raymond to foreclose a second mortgage of \$23,000.

PEASE & ELLIMAN have been appointed agents of 110 East 83d st and 1291 Lexington av; also 64 West 77th st.

THE OFFICES OF H. M. WEILL CO., real estate, are now located at 246 West 34th st, close to the Pennsylvania terminal, having been moved from 46 West 33d st.

THE FIRM OF A. ARENT CO., composed of Anthony Arent, Vincent Woytisek, Jr., and Maurice Kastriner, has opened offices at Simpson and 163d sts for the transaction of a general real estate business.

WILLIAM H. ARCHIBALD and Henry Brady were the brokers in the sale of 415 West 18th st. Mr. Archibald and H. V. Mead & Co. negotiated the sale of 363 West 19th st to Dr. Edward Loux.

ALBERT B. ASHFORTH has been appointed agent of 62 and 64 West 45th st.

HENRY BRADY has been appointed receiver of rents of 29 West 130th st pending foreclosure proceedings.

LAUTER & BLACKNER have lent \$35,000 at 5 per cent. for 3 years to the 155th St. Construction Co. on 322 East 155th st, a 5-sty flat, on plot 50x100.

THE NATIONAL ASSOCIATION OF REAL ESTATE EXCHANGES will hold the fourth annual convention on June 19, 20 and 21 at Louisville, Ky. George T. Mortimer, vice-president of the United States Realty and Improvement Co. will address the convention on "Real Estate as a Profession."

THE OAK INVESTMENT & SECURITY CO. was organized at Jersey City, with a capital of \$50,000, to deal in real estate. The incorporators are Albert C. Wall, of West Orange; John H. Patterson and Grover J. Carey, of Jersey City.

THE THREE AND FIVE CO. has obtained a building loan of \$80,000 from Robert McGill on the new structure to be erected at 3 and 5 East 28th st.

WILLIAM R. WARE has been appointed agent for the Aylsmere, at the southeast corner of Columbus av and 76th st; also the Arlington, at 146 West 82d st; also the Jessie and Gertrude, at 102 and 104 West 85th st, and for 29 West 97th st.

S. WERDENSCHLAG & MARTIN H. COHEN have been appointed agents for the Edelweiss, at 552 and 554 West 186th st; also the Alpine, at 556 and 558 West 186th st.

GARBAGE DISPOSAL.

How Connecticut Cities Handle the Problem.

Mayor Charles E. Rowell, of Stamford, Conn., has collected some information, by correspondence with the largest cities of that State, concerning the methods and costs of collecting and disposing of the city's refuse, the cities from which reports were received being New Haven, Bridgeport, Hartford, Waterbury, New Britain, Meriden, Stamford, Danbury, New London, and South Norwalk. The statistics are reproduced here from the Public Officials' Magazine.

In New Haven, population 133,605 (this and the following population figures are from the 1910 census), two-thirds of the garbage is collected by contract and one-third by the city, the cost by contract being \$11,500, or 9 1-3 cents per capita, making the total cost about 14 cents per capita. The other waste is disposed of by the property owners at their own expense.

In Bridgeport, population 102,254, the garbage is collected by contract at \$2.32 per ton and incinerated at a cost of \$1.00. The city does not collect ashes and other refuse.

In Hartford, population 98,915, the garbage is collected by contract for \$11,000 per year, or 11 1-9 cents per capita. The ashes are collected under a separate contract for \$22,000, making a total cost for both 33 1-3 cents per capita.

In Waterbury, population 73,141, the garbage is collected by contract, some being burned and some being fed to pigs. The cost to the city is \$12,000, or 16 1-3 cents per capita. Ashes and other rubbish are removed by the property owners at their own expense.

In New Britain, population 43,916, garbage is removed by contract for \$2,780, or 6 1-3 cents per capita, and is plowed into his farm by the contractor. Other rubbish is removed at the expense of the property owners.

In Meriden, population 27,265, ashes, paper and other rubbish are collected by contract at a cost of \$6,300, or 23 1-3 cents per capita.

In Stamford, population 25,128, garbage, ashes and other waste are collected by the city at an expense of \$21,352, or 84.9 cents per capita. In Danbury, population 20,234, the city collects no garbage or other waste; and this is the case in South Norwalk also.

In New London, population 19,659, garbage is collected by contract at a cost of \$2,500 and arrangements are made with farmers to take care of it. The cost per capita is 12.2 cents. Other rubbish is collected by the city under a separate contract for \$7,000, making the total cost per capita 48 1-3 cents.

Railroad Improvements at Jamaica.

During the week the Public Service Commission held a second hearing on the application of the Long Island Railroad Company asking for the consent and approval of the commission to its plans for the Jamaica improvement. The commission has already given its approval to the change and relocation of the routes of the main line and the North Side Division of the Long Island Railroad between Woodside and Winfield, and also to the discontinuance of the present station at Jamaica. At the time this action was taken the commission held that its consent and approval to the Jamaica improvement plans, as a whole, were not needed. The railroad company states in its petition that it has been involved in litigation in its efforts to acquire by condemnation certain property necessary to carrying out the Jamaica improvement plans, and that in this litigation the point was raised that the company should have the permission and approval of the commission before it could acquire certain property by condemnation against the will of the owners. The company states that its inability of obtaining this property has greatly retarded the improvement work and prevented the use of the new station building for this summer. A further hearing will be held on the application during the coming week.

A Club Farm.

The Belle Terre Club was opened last week for its fifth season by F. T. Deshon, the new manager of this famous suburban hostelry. The club's gold links, tennis courts, bathing beaches and house, and club docks, have been made spick and span, and the landscape has been greatly beautified by new parkings, shrubbery and flower beds. Improvements in the golf course have been made under the supervision of William Tucker, the putting green expert.

A domestic advantage of the Belle Terre Club and of the individual estates of the peninsula, is a truck farm within the property area, providing for a constant supply of fresh vegetables throughout the season. Tentative arrangements are also made for home dairy products and eggs and broilers. A new automobile of the touring type and a twenty-five passenger auto-bus, together with carriages, riding and driving horses have been added to the Belle Terre livery.

Bids for Bronx Street Improvements.

Bids have been opened by Borough President Miller for certain street improvements in the Bronx. The low bidders in each case is given:

Repaving with sheet asphalt Tinton avenue, between 166th and 169th streets, Asphalt Construction Co., \$13,744.55.

Repaving with granite sheet and block asphalt, Melrose avenue, between 162d street and Brook avenue, Asphalt Construction Co. \$12,740.

Regulating and grading 236th street, between White Plains and Barnes avenues, Michael J. Mack, \$14,553.50.

Constructing sewer, etc., in Austin place, between 144th and 147th streets, John Farrell Construction Co., \$6,596.46.

Sewer, etc., in 170th street, between Morris avenue and the Grand Concourse, McLaughlin Co., \$26,325.

U. S. Realty Will Not Build in London.

A cable to The Tribune from London reports an interview with Harry S. Black, chairman of the Board of Directors of the United States Realty and Improvement Company, in which he is quoted as saying he has abandoned the idea of a hotel on the site of the St. George Hospital, at Hyde Park corner. The owners wanted too much money for the land. He said he could spend his money to better advantage in America. He had been looking over the financial situation in Europe with a view to placing American real estate securities. So far as he had gone it looked very promising.

There was a disposition not only in London but in Paris to look favorably at American securities, Mr. Black added. He believed the disposition among investors here was to consider property rights more secure in America than on that side of the Atlantic. The wave of socialism sweeping Europe had not yet affected America anywhere near the extent which it had the governments of Europe. General business in America had never been on a more conservative basis, both as regards corporations and individuals.

—The steel output in some respects surpasses all records, and mills are now securing better prices. Profits, however, are very small, since prices are really low, considering the rising costs of production; and oversanguine anticipations regarding earnings during the current quarter are very likely to meet with disappointment.

—A practical reason for general business betterment is continued improvement in the crop outlook. Grain has progressed satisfactorily for the last three or four weeks. A big hay crop is practically certain, and the fruit crop in many sections is also exceedingly promising.

—The Public Service Commission has sent to Senator O'Gorman at Washington the draft of a bill which he will introduce in Congress, giving the City of New York permission to build the proposed subway for the Interborough's Brooklyn tunnel under the Post Office Building at Broadway and Mail street. This property is owned by the national government, and while it is possible for the city now to get a revocable permit from the Secretary of the Treasury, there is no way of obtaining a permanent right. The Commission's counsel has advised that a permanent right should be obtained, and therefore the bill sent to Senator O'Gorman was prepared. This bill, if passed, will authorize the Secretary of the Treasury to grant the City of New York a permanent right of way for the proposed subway under the Federal Building.

Investors and Brokers

If you want to profit

from the construction of **THE GREATEST RAPID TRANSIT SYSTEM IN THE WORLD**, investigate

Norwood

which will have a **five cent fare** over every foot of the **dual subway system** in Greater New York; with **four hundred and eighty-six miles** of track, costing **three hundred and fourteen million dollars**.

This will give Norwood **better rapid transit facilities** than any part of the Bronx, Brooklyn or Manhattan, north of 59th Street.

Norwood is directly opposite East 81st Street, Manhattan, and has

Two Miles

Street frontage in the heart of Long Island City

IT IS NEARER to the business centre of Manhattan than Harlem, and will be only **FIFTEEN MINUTES** from 34th Street by both **Interborough** and **B. R. T.** subway and elevated trains.

Send for Maps and Prices

Rickert-Finlay Realty Co.

45 West 34th Street

- ^aVan Cortlandt pk S, ss, 26 e Bailey av, 78x124.1x75x101.1; Miss M J Redmond. 6,150
- ^aVan Cortlandt pk S, ss, 26 w Gouverneur av, 78x99.1x75x121.3; Alice Lounsberry. 5,100
- ^aVan Cortlandt pk S, ss, 100 w Gale pl, 50x100; G Hesselbach. 3,800
- ^aVan Cortlandt pk S, ss, 150 w Gale pl, 25x100; Frank Finnin. 1,900
- ^aVan Cortlandt pk S, ss, 175 w Gale pl, 25x100; E J Reid. 2,000
- ^aVan Cortlandt pk S, sec Van Cortlandt av, 50.7x100x26.6x140; Mrs A Abraham. 6,900
- ^aVan Cortlandt pk S sec Bway, see Bway sec Van Cortlandt pk S.
- ^aVan Cortlandt pk S, sec Review pl, 100.6x93.4x100x81.5; Dr Patk C Jameson. 9,600
- ^aVan Cortlandt pk S, ss, 100.6 e Review pl, 100.6x130.3x100x118.4; Anne A Cook. 10,200
- ^aVan Cortlandt pk S, ss, 201 e Review pl, 25.2x105x25x102; Wm Lincoln Thompson. 2,050
- ^aVan Cortlandt pk S, swc Putnam av W, 134.7x115x92.4x127.7; Fordraw Co, 10,700
- ^aVan Cortlandt pk S, swc Review pl, 100.7x87.5x100x99.3; J Arthur Fisher. 12,650
- ^aVan Cortlandt pk S, ss, at nws Albany rd, see Albany rd, nws, at ss Van Cortlandt pk S.
- ^aVan Cortlandt pk S, ss, abt 108 w Albany rd, see Albany rd, nws, abt 115 sw Van Cortlandt pk S.
- ^aVan Cortlandt pk S, ss, abt 173 w Albany rd, see Albany rd, nws, abt 169 sw Van Cortlandt pk S.
- ^aVan Cortlandt pk S, sec Putnam av E, 75x109.3x114.9x66; L Molesphine. 9,600
- ^aVan Cortlandt pk S, sec Bailey av, 26x101.1x25x94.6; T J O'Neill. 2,350
- ^aVan Cortlandt pk S, swc Gouverneur av, 26x121.3x25x128.7; T J O'Neill. 2,850
- ^aVan Cortlandt pk S sec Norman av, 96.6x127.4x92.3x100; M A Rothschild. 9,950
- ^aVan Cortlandt pk S, swc Bailey av, 149.2x112.6 to Gale pl x111.1 to Bailey av x150.2; Chas G Bluh. 15,400
- ^aVan Cortlandt pk S, ss, 75 e Gale pl, 25x112.6 to Gale pl x26x105.1; E J Reid. 2,200
- ^aVan Cortlandt pk S, swc Gale pl, 100x100; Margt Amsler. 8,200
- ^aVan Cortlandt pk S, ss, 26 e Gouverneur av, 52x115.3x50x100.5; Pasquale Coviello. 3,200
- ^aVan Cortlandt pk S, ss, 200 e Putnam av E, 25x73x25.7x79.1; E R Brown. 2,250

- ^aVan Cortlandt pk S, ss, 225 e Putnam av E, 57.11x118.4 to Albany rd x49.10x152.6; Jno Bohan. 9,000
- ^aVan Cortlandt pk S, sec Gouverneur av, 26x100.5x25x93; T J O'Neill. 2,350
- ^aVan Cortlandt pk S, ss, 78 e Gouverneur av, 26x122.7x25x115.3; Fred C Wagner. 2,000
- ^aVan Cortlandt pk S, swc Norman av, 104x97.6x100x127.3; T J O'Neill. 7,400
- ^aVan Cortlandt pk S, ss, 150 e Putnam av, E, 50x79.1x51.3x91.2; Hillyer Ryder. 4,800
- ^a238TH st W, nec Review pl, 100x100; Leo Mayer. 11,800
- ^a238TH st W, sec Albany rd, see Albany rd, sec 238.
- ^a238TH st, sws, 152 se & s on curve from Albany rd, see Albany rd, es, 75 s 238.
- ^a238TH st W, sws, 211.6 se & s on curve from Albany rd, see Albany rd, es, 125 s 238.
- ^a238TH st W, sws, 181.7 se & s on curve from Albany rd, 29.7x78.3x25x62.3; Theophile Couzelman. 1,800
- ^a238TH st W, nec Cannon pl, see Cannon pl, nec 238.
- ^a238TH st, ns, 103.9 wSedgwick av, 25x100; Frank V Ketcham. 1,500
- ^a238TH st, nwc Sedgwick av, see Sedgwick av, nwc 238.
- ^a238TH st W nec Putnam av E, 25x99.10x26.7x100; Geo A Muir. 3,000
- ^a238TH st, ns, 25 w Albany rd, 88.8x99.7x100x99.9; Mrs J Frank Walters. 10,800
- ^a238TH st W, nwc Albany rd, runs w25 xn99.9xw97.2xn60.2xe99.6 to Albany rd xs150 to beg; Chas Robinson. 5,800
- ^a238TH st W, nec Bway, see Bway, nec 238.
- ^a238TH st W, nwc Review pl, 100x100; Herman Mencker. 14,000
- ^a238TH st W, ns, 100 e Review pl, 50x100; Henry F A Wolf. 5,000
- ^a238TH st W, nwc Putnam av W, 25x103.9x53.2x100; Chas S Kohler. 4,700
- ^a238TH st W, nwc Cannon pl, see Bailey av, nec 238th.
- ^a238TH st, nec Bailey av, see Bailey av, nec 238th.
- ^a238TH st W, ss, 68.11 w Albany rd, 25x125.7; Thos J Keane. 3,600
- ^a238TH st W, sec Bway, see Bway, sec 238th.
- ^a238TH st W, ss, 225 e Bway, 101.3x125.3x91x125; Chas D Donohue. 20,400
- ^a238TH st W, sws, 383.9 se & s on curve from Albany rd, 22.4x35.1x33.1; Saml Goldsticker. 1,150

- ^a238TH st W, ss, 100 e Bway, 75x117.7x77.3x78.9; J Arthur Fisher. 20,100
- ^a238TH st W, swc Putnam av W, 37.6x126.3x21x129.9; Chas D Donohue. 6,500
- ^a238TH st W, ss, 175 e Bway, 50x125x51.3x117.7; Thos L Green. 9,200
- ^a238TH st W, ss, 37.6 w Putnam av W, 25.7x125.7x21x126.3; E J Reid. 5,000
- ^a238TH st W, ss, 63.2 w Putnam av W, 25.7x125.3x21x125.7; F L Hilton. 4,500
- ^a238TH st W, sec Putnam av E, 25x125.7; J J Campbell. 4,500
- ^a238TH st W, ss, 25 e Putnam av E, 50x125.7; Henry F A Wolf Co. 6,600
- ^a238TH st W, swc Albany rd, 68.11x125.7x50.1x125.2; Luise Brikhard. 13,150
- ^a238TH st W, nes, 176.7 se Albany rd, 67.7x72.7x34.7, gore; Saml Goldsticker. 2,100
- ^a238TH st W, sec Albany rd, see Albany rd, sec 238th.
- ^a238TH st W, ns, at nws Bailey av, see Bailey av, nws at ns 238th.
- ^a239TH st W, see Review pl, see Review pl, sec 239.
- ^a239TH st W, nec Review pl, see Review pl, nec 239.
- ^a239TH st W, nwc Putnam av W, see Putnam av W, nwc 239....
- ^a239TH st W, ns, 100 e Review pl, 100x125, 1 1/2-sty & b fr dwg; J Arthur Fisher. 12,400
- ^a239TH st W, swc Putnam av W, see Putnam av W, swc 239.
- ^a239TH st W, ss, 119.7 w Putnam av W, 25x100; Anna Pfeifer. 1,700
- ^aAlbany rd, ws, 300 n 238th, 75x110.4x75x106.7; F S MacLaughlin. 8,700
- ^aAlbany rd, ws, 375 n 238th, 50x113.3x53.6x110.4; A C Bono. 5,600
- ^aAlbany rd, ws, 425 n 238th, 50x120.6x60.2x113.3; Chas C Reilly. 5,400
- ^aAlbany rd, nws abt 115 sw Van Cortlandt pk S, 54x87.7 to Van Cortlandt pk S, x55x62.3; Geo A Muir. 5,600
- ^aAlbany rd, ws, 475 n 238th, 50x133.1x61.7x120.6; Henry S Zipser. 5,600
- ^aAlbany rd, ws, 525 n 238th, 75x115.7x irregx133.1; Fred M Kullman. 9,000
- ^aAlbany rd, ws, 600 n 238th, 75x79.6x94.2x115.7; E J Reid. 7,550
- ^aAlbany rd, nws, at ss Van Cortlandt pk S, 41.4x95x62.3x98.3; Adam Kritzman. 8,450
- ^aAlbany rd, ss, abt 175 w Van Cortlandt av, 25x115; Geo Finney. 2,400
- ^aAlbany rd, ss, abt 200 w Van Cortlandt av, 50x115; E J Reid. 4,000
- ^aAlbany rd, ss, abt 250 w Van Cortlandt av, 50x115; Henry W Finney. 4,600
- ^aAlbany rd, nwc 238th, see 238th W, nwc Albany rd.
- ^aAlbany rd, ws, 150 n 238th, 100x104.3x100x99.6; A Klingman. 12,200
- ^aAlbany rd, ws, 250 n 238th, 50x106.7x50x104.3; Louis Schulze. 6,200
- ^aAlbany rd, nws, abt 169 sw Van Cortlandt pk S, 75x118.4 to Van Cortlandt pk S x75x87; Edna T Hopper. 8,700
- ^aAlbany rd, sec 238th, 75.6x113.3 to 238th x59.6x93.7; Emil Altman. 12,600
- ^aAlbany rd, es, 75 s 238th 25x127 to 238th x29.7x113.3; Wm Barraah. 3,800
- ^aAlbany rd, es, 100 s 238th, 25.1x62.4x25x65; F N Zons. 1,950
- ^aAlbany rd, ss, abt 350 w Van Cortlandt av, 100x115; Cruikshank Co. 9,200
- ^aAlbany rd, es, 125 s 238th, 25.2x153.8 to 238th x29.7x140.7; Jno J Morrisey. 4,300
- ^aAlbany rd, nws, abt 242 sw Van Cortlandt pk S, see Van Cortlandt pk S, ss, 225 e Putnam av E.
- ^aAlbany rd, swc 238th, see 238th st W, swc Albany rd.
- ^aAlbany rd, sec 238th, runs n138.6xe164xs187xw98.9 to 238th, xnw & w on curve 176.7 to beg; Albt E Hartcorn. 28,350
- ^aAlbany rd, ws, 105 s 238th, 50x75.7x50.3x80.1; A B Murray Jr. 4,100
- ^aAlbany rd, ws, 155 s 238th, 50x73x50.3x75.7; Jno J Dowling. 3,800
- ^aAlbany rd, ws, 205 s 238th, 50.1x72.1x50.3x73; Jno W Fleming. 3,700
- ^aAlbany rd, ws, 255.1 s 238th, 25.1x72.3x25.1x72.1; E J Reid. 1,850
- ^aAlbany rd, ws, 280.2 s 238th, 34.3x64.3x117.8x172.6; Michl J McCormack. 3,550
- ^aAlbany rd, es, 288.6 n 238th, 264x115x230x115; Saml Goldsticker. 15,500
- ^aAlbany rd, es, 552.6 n 238th, 163.9x115x105x115; Jos F Feist. 9,800
- ^aBroadway, es, 250.6 s Van Cortlandt pk S, 25x100; Thos J Lane. 5,500
- ^aBroadway, es, 200.6 s Van Cortlandt pk S, 50x100; P A Gallagher. 10,800
- ^aBroadway, es, 175.6 s Van Cortlandt pk S, 25x100; Dr Bernard B Bromberg. 5,400
- ^aBroadway, es, 150.6 s Van Cortlandt pk S, 25x100; Jno F Feist. 5,400
- ^aBroadway, sec 238th, 73.4x103.2x98.9x100; J Arthur Fisher. 53,000
- ^aBroadway, es, 50 n 238th, 50x100; Henry J Beck. 7,750
- ^aBroadway, es, 100 n 238th, 50x100; Emil Altman. 12,500
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- ^aBroadway, es, 50.6 s Van Cortlandt pk S, 100x100; J Arthur Fisher. 17,200

^aBroadway, nec 238th, 25x100; Wm C Schmidt. 21,000

^aBroadway, sec Van Cortlandt pk S, 25.6 x100x37.5x100.7; F Klingman. 14,000

^aBroadway, es, 25 n 238th, 25x100; Tom-mazo Giordone. 6,250

^aBailey av, nes, abt 387.2 nw Van Cortlandt av, 61x105.2x50x106.3; Sabery D Nugent. 2,000

^aBailey av, nes, abt 448.2 nw Van Cortlandt av, 25x111.9x35.5x105.2; J O M Barrett. 1,050

^aBailey av, nes, abt 473.2 nw Van Cortlandt av, 25x111.9x35.5x106.9; Jos B Gibbons. 1,100

^aBailey av, nes, abt 498.2 nw Van Cortlandt av, 50x142.3x81x111.9; Carl J Buchter. 2,200

^aBailey av, nes, abt 548.2 nw Van Cortlandt av, 100x123.6x irreg x142.3; T J O'Neill. 5,000

^aBailey av, ws, abt 567.3 n 238th, 101.7x 117x irreg x91.6; T E Fegenbaum. 4,500

^aBailey av, ws, abt 668.10 n 238th, 101.6x 115x120x117; Cornelia Stewart. 4,800

^aBailey av, ws, abt 770.4 n 238th, 50x115x 71.2x115; Geo Hesselbach. 2,500

^aBailey av, ws, abt 820.4 n 238th, 50x115x 71.2x115; Arthur J Stewart. 2,500

^aBailey av, ws, abt 870.4 n 238th, 25x115x 35.7x115; Jas S Varley. 1,350

^aBailey av, nes, abt 57 nw Van Cortlandt av, 52.6x130.3 to Van Cortlandt av x58.6x 82.11; T J O'Neill. 2,800

^aBailey av, nec 238th, 29.10x92.4 to Cannon pl x25.6x102.9; E J Reid. 3,300

^aBailey av, es, 29.10 n 238th, 28.7x84.3 to Cannon pl x25.7x92.4; Chas R Winters. 2,100

^aBailey av, es, 58.5 n 238th, 27.5x78.6 to Cannon pl x25.7x84.3; Caroline Malken. 1,850

^aBailey av, es, 111 n 238th, runs n46.4xne, e & se on curve 113.4 to Cannon pl xs29.3x w75.3 to beg; Sadie Welch. 5,250

^aBailey av, es, 85.10 n 238th, 26.7x75.3 to Cannon pl x25.7x78.7; Abr Malken. 1,800

^aBailey av, nws, at ns 238th, 54x99.1x60.6, gore; Saml Goldsticker. 2,350

^aBailey av, nws, at sws Van Cortlandt av, 53x48.3x82.11x31.7; T J O'Neill. 2,650

^aBailey av, ws, abt 339 n 238th, 25x103.9; Jno Calvert. 1,150

^aBailey av, ws, abt 364 n 238th, 50x103.9; Arthur H Warner. 2,100

^aBailey av, ws, abt 414 n 238th, 51.9x105.3 x57.7x103.10; Leon Kaplan. 2,000

^aBailey av, ws, abt 465.9 n 238th, 50.10x 101.2x59.2x105.3; J C Gaffney. 2,000

^aBailey av, ws, abt 516.7 n 238th, 50.8x91.6 x58.3x101.2; Florence M Commons. 2,000

^aBailey av, nes, abt 648.2 nw Van Cortlandt av, 25x123.1x38x132.6; Frank Bruner. 1,200

^aBailey av, nes, abt 326.2 nw Van Cortlandt av, 61x106.3x40x100; Frank Allen. 2,100

^aBailey av, nes, abt 109.6 nw Van Cortlandt av, 56.8x74.1x54x—; Carl Stahl. 1,600

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^aBailey av, es, 144.6 s Van Cortlandt pk S, 25x100; Norah Riordan. 1,600

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^aBailey av, see Van Cortlandt av, see Van Cortlandt av, sec Bailey av.

^aBailey av, swc Van Cortlandt av, 78.2 x70.3x109.6x25.9; Mary G Ames. 3,200

^aBailey av, swc Gale pl, 50x100; T J O'Neill. 2,450

^aBailey av, ws, at nes Van Cortlandt av, 72x103x50x66.7; Lottie Heimler. 3,800

^aBailey av, es, 296.6 s Van Cortlandt pk S, 25x100; Eliz Nash. 1,050

^aBailey av, es, 321.6 s Van Cortlandt pk S, 50x100; Marcella G Riley. 2,100

^aBailey av, es, 371.6 s Van Cortlandt pk S, 50x100; Howard W Graff. 2,100

^aBailey av, es, 421.6 s Van Cortlandt pk S, 50x100; P F Ryan. 2,100

^aBailey av, es, 471.6 s Van Cortlandt pk S, 50x102x50x100; Anthony Nuzzi. 2,100

^aBailey av, es, 64.2 n Van Cortlandt av, 25.9x102x25x108.3; Saml Goldsticker. 1,150

^aBailey av, ss, 103.2 w Van Cortlandt av, 106x100; Carl Stahl. 4,200

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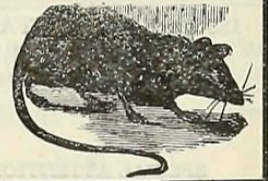


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^aBailey av, ss, 78.3 w Van Cortlandt av, 25x100; E J Reid. 1,500

^aBailey av, see Van Cortlandt pk S, see Van Cortlandt pk S, sec Bailey av.

^aBailey av, es, abt 165 n Cannon pl, 26.3 x79.4x27.7x70.7; Hugo New. 1,050

^aBailey av, es, abt 191.5 n Cannon pl, 26.3x88x27.7x79.3; David Allen. 1,100

^aBailey av, es, abt 217.6 n Cannon pl, 52.7x105.3x55.3x88; Jos H Bemus. 2,200

^aBailey av, es, abt 270 n Cannon pl, 105x 127x90x105.3; B Corrigan. 4,200

^aBailey av, es, abt 375 n Cannon pl, 52.6x 132.6x43x127; B M Goldberger. 2,100

^aBailey av, es, abt 429.6 n Cannon pl, 52.6x134.7x42.3x132.6; Mary A Foley. 2,100

^aBailey av, es, abt 482 n Cannon pl, 26.3 x134.5x21.2x134.6; R M Morrisey. 1,000

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Sedgwick av., ws, 475.8 n 238th, 25x113.3x25.9x111.6; Eliza E Regan. 1,800

Sedgwick av., ws, 500.8 n 238th, 100x121.9x103.10x113.2; T J O'Neill. 7,400

Sedgwick av., ws, 600.8 n 238th, 25x124.5x26x121.8; Fannie Newlands. 1,900

Sedgwick av., ws, 50.2 n 238th, 100.6x107.7xirregx100; Jules Glorieux. 8,000

Sedgwick av., ws, 150.8 n 238th, 25x106.4x29.7x107.7; Mrs Ruschmeyer. 2,100

Sedgwick av., ws, 175.8 n 238th, 75x105.1x77x106.4; W A Moore. 5,900

Sedgwick av., ws, 250.8 n 238th, 25x100; Mrs Eliz Bruckner. 1,950

Sedgwick av., ws, 625.8 n 238th, 25x127.3x26x124.5; Aug F Luca. 1,800

Sedgwick av., nws, 650.8 ne 238th, 125x118.2x191x127.3; T J O'Neill. 9,250

Sedgwick av., nwc Van Cortlandt av, 51.3x58.7x44.7x88.7; Annie Garner. 4,100

Sedgwick av., swc Stevenson pl, 25.6x80.8 to Stevenson pl x28.3x72.2; Martin J Ungrich. 1,800

Sedgwick av., ss, 25.6 w Stevenson pl, 51.3x95.10 to Stevenson pl x56.6x80.9; Thos J Norris. 3,400

Sedgwick av., ss, 76.9 w Stevenson pl, 50x119.3 to Stevenson pl x56.6x106.7; David M Roth. 3,300

Sedgwick av., nec Stevenson pl, 50x110.9x52x97.5; Arthur Watson. 3,500

Sedgwick av., ss, 50 e Stevenson pl, 91.6x117.7x28.7x114.9; Jos Semon. 3,600

Sedgwick av., ns, 33.1 e Norman av, 79.11x82.4x65.6x109; Anna Garner. 4,000

Sedgwick av., nwc 238th, 50.2x100x50x103.9; Fred Plump. 5,950

Van Cortlandt av., nes, at ws Bailey av, see Bailey av, ws, at nes Van Cortlandt av.

Van Cortlandt av., ws, 150.9 s Bailey av, 50x44.7x55.3x—; Jno B Mehrstens. 1,900

Van Cortlandt av., es, 200.11 s Bailey av, 42.3x42.7x83x55.4; T J O'Neill. 2,300



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The total railway mileage to be constructed under the dual rapid transit system is about 260. Including lines already in existence, the system will embrace 471 miles. If the new railways exert the influence on population, industry and real estate values that experience justifies one in expecting, this town will be a boom town in the next few years.

According to the current number of Greater New York, published by the Merchants' Association, the delay of the city authorities in adopting Dock Commissioner Tomkins' plans for the construction of an elevator freight terminal railway to connect the railroads with the docks on the West Side, is subjecting the business men of the city to an "enormous avoidable expense" for trucking.

Members of the Brooklyn League enjoyed an "instruction outing" last Wednesday on the steamer Amphion, which left the Battery at 10.30 a. m. and went up the river as far as Peekskill. The German battleship fleet was viewed on the way and the time left over was devoted, at least in the case of the serious minded, to a study of the proposed North River waterfront improvements, which were explained in a pamphlet distributed among the League members.

The Topographical Bureau of Queens has just finished a map showing the bulkhead line and its connection with adjacent streets of a considerable portion of the waterfront of the borough along the northern side. The map includes the north line of Newtown Creek, the East River front from Newtown Creek extending up through Astoria and including the lines of Steinway Basin around North Beach into Flushing Bay and up the bay to First avenue, College Point.

A committee appointed by the House and Real Estate Owners' Association to confer with the President of the Tax Board and the Comptroller with regard to the placing of street or house numbers on tax bills wherever feasible, in addition to the section, block and lot number, reports that Mr. Lawson Purdy, President of the Tax Board, stated to the committee that in the preparation of the assessment rolls which he furnishes to the Comptroller, the house numbers are given wherever feasible. The matter therefore rests entirely with the Comptroller.

John Mullaly, the "father of the park system" in the Bronx, has an old claim of \$50,000 before the Board of Estimate for services rendered the city between 1881 and 1889 in connection with the acquisition of the park lands north of the Harlem. The claim is now in the hands of a committee composed of Comptroller Prendergast and John Purroy Mitchel, president of the Board of Aldermen. The corporation counsel has reported favorably upon the legality of auditing the bill. Meanwhile, an appreciative municipality is advertising the approaching sale of Mr. Mullaly's house at 223 East 49th street for delinquent taxes and assessments. Mr. Mullaly, it may be remembered by some of our readers, was the author of "The New Parks Beyond the Harlem," published by the Record and Guide in 1887.

Express Stations on New Subways.

In a recent issue of The Times there was an article based apparently upon a visit to the offices of the Public Service Commission in which a guess was made as to the location of the express stations in the Manhattan sections of the new subway; and unless we are much mistaken this guess represents pretty well the prevailing opinion in the office of the commission. According to this account, the commission is disposed to plan a larger number of such stations than was at first deemed advisable. It has been found by experience that it scarcely pays to be economical in this respect. The lack of an express station at Times Square, for instance, causes delays both at the 72d street and the Grand Central stations, because of the large number of passengers who are obliged to change to locals at those points. The establishment of an express station at Times Square would not have delayed the trains very much longer than they are now delayed at the nearest express stations, while the public would have been much better served.

Much could be said for a general policy of numerous express stations, but it has the disadvantage of reducing the importance of local trains and probably of over-taxing the capacity of the expresses. At any rate the statement is made that on the new Seventh avenue line express stations may be situated at 42d street, 33d street and 23d street. We should be glad to have some expression of opinion from our readers as to the advisability of such a policy. The station at 33d street is obviously a necessity. The station at 42d street would undoubtedly be an enormous public convenience. Times Square is becoming more than ever the restaurant and theatre center of New York, and creates an enormous amount of traffic for a local station. The blocks to the west of the square will apparently be improved with just as many theatres as have the blocks to the east of the square. After the Steinway Tunnel is in operation its importance as a center of traffic will be more than ever increased. In view of these considerations the plan of building an express station at 42d street seems to be justified. The other proposed station at 23d street is more doubtful. The Record and Guide has, indeed, always contended that 23d street ought to have the benefit of an express station; but one situated as far west as Seventh avenue would be of only limited public benefit. It would be sufficiently convenient to the employees of the large number of loft buildings in that vicinity and to many patrons of the Sixth avenue and 23d street shops, but it would be so far away from Madison Square and Broadway that it would be of little use to the large business population of that neighborhood. Its construction might, nevertheless, be justified simply as a means of giving the people of the West Side and of Washington Heights a better means of connection with the lower shopping district. The situation of three express stations so near together may seem of doubtful advisability, but there would only be one more than there are on the existing subway; because when the trains leave 23d street it is proposed to run them to Park place without a stop. The loss in time from this arrangement would be very slight. On the other hand the arrangements proposed for the express stations on the Brooklyn Rapid Transit Company's Broadway subway seem much more doubtful.

It is pointed out that such stations must be situated at Canal street and at 14th street because of the proposed 14th street Brooklyn tunnel, and at 59th street and Seventh avenue. Apart from these necessary stations, however, the only additional one proposed is to be located at 42d street. The advisability of the 42d street station may be admitted, in view of the fact that the new Broadway subway will carry an enormous number of passengers to and from that center of amusement. But surely an express station should also be situated at Greeley Square. Not only does the improvement of Greeley Square as a center of retail

trade and general business demand such a station, but the presence of the Pennsylvania and the McAdoo Terminals near the same point reinforce the demand. Its omission would be wholly without justification. But the claim recently made by the Record and Guide that an express station should be situated at Madison Square must be withdrawn. That claim did not take into account the necessity of the 14th street express station, and if one has to be situated at Union Square, at Greeley Square and at Times Square—Madison Square must, we fear, be ignored. Business men and property owners in 23d street will have to be satisfied with an express stop on the 7th avenue subway, which, as far west as it is, will give access to more popular and desirable parts of the city than would a similar stop on the Brooklyn company's line.

The Aldermen and the Building Code.

A curious fatality seems to attend every attempt made by the Board of Aldermen to participate in the government of the city. It never seems to be able to do its work in a manner, which can be approved by public spirited citizens. The only two functions of any importance which are confided to it by the charter are those of confirming the Budget and those of passing ordinances regulating building practice. Last winter it used its veto power on the Budget to kill an appropriation for an efficiency commission which was ardently desired by all local reformers in the interest of economical government.

As to its authority over building regulations, various Boards of Aldermen have for years been trying to have a new building code framed which would satisfy conflicting interests, public opinion and the Mayor. Large sums of money have been spent again and again in employing experts to frame such a code, and three new groups of building ordinances have been framed. It is now proposed to appropriate more money for the payment of experts to draw up still another code. The attempt may be necessary, because the last proposed code does not seem to be any more likely to be adopted than were the previous ones.

But what are we to think of a legislative body, which performs its work so inefficiently? At the present time it is a useless and incapable member of the New York municipal organism; and there are only two ways in which it can be improved. Either it should be improved by annihilation on the principle that the only good Indian is a dead Indian, and New York should adopt frankly a commission form of government; or else it should be made a small body elected at large like the Common Council of Boston, Seattle and other cities, and endowed with an important share in the government of the city. At present the New York Board of Aldermen is too insignificant a body to make able and representative men desire the office, yet it retains enough power to embarrass seriously the cause of administrative efficiency and economy.

The Outlook for the Bronx.

About the only really salient change of condition, which can be remarked in New York real estate and building during the first half of 1912 has been the increase of building in The Bronx. In Manhattan the real estate market has not varied in any important particular from that of the year preceding. The same is true of Brooklyn, although what change there is has been for the better. In Queens building is less active, but real estate is in good demand. The Bronx building is going ahead at twice the speed of last year, and if the existing rate of construction is maintained, the building record for the borough will be broken. By far the largest part of the money invested in Bronx building continues to be in tenements, but the borough is also getting its fair share of new business enterprises. The large number of new tenements being erected is extraordinary, considering the very indifferent means of

communication which the borough has with the lower part of Manhattan. Conditions in this respect will, however, never be as bad hereafter as they are now.

In the first place, an ever-increasing proportion of the business of Manhattan will be carried on north of 23d street, that is, in a district which is actually nearer to The Bronx. Manhattan is growing much more quickly as a center of the wholesale trade than it is as a center of finance. In the second place, The Bronx will within a year or two have the advantage of a genuine express service on the East Side elevated roads, which will be a great boon to many thousand people, and which will make a very respectable bridge across the chasm which separates the rest of the city from the new subways. The Bronx is consequently in a strong situation and may count upon a pretty steady stream of prosperity; and if that prosperity is not as beneficial to the owners of real estate as it ought to be, the reason chiefly is that in The Bronx as elsewhere the real estate market is stunned and dazed by the increases in taxation of the past few years.

The Lenox Library Building.

The Municipal Art Commission showed its good sense by declining to forbid the reerection of the Lenox Library on the site of the Arsenal. The reasons whereby it defends its action will appeal to the common sense of everybody, who is not a fanatic on the subject of park encroachment. They are simply that the new erection will not deprive the public of any park space, which it now enjoys, while at the same time it will preserve an interesting edifice and supply a city department with very much needed offices. The project has still to be approved by the Board of Estimate, and will doubtless meet with opposition in that body, but we trust that the majority of its members will understand how thin and weak the opposition is. It is composed of a few individuals and associations which are tripped on the subject of park encroachment, and are unable to make the exceptions to a good general rule which are dictated and justified by common sense.

The Week in Real Estate.

Nothing turned up in the real estate news this week that received a tithe of the discussion which was given to the auction sale of the Van Cortlandt estate. Many theories were advanced for the remarkable success of that notable event; unquestionably, a sale which disposed of 719 parcels of unimproved land at high prices in a dull market must be called notable.

The theory commonly urged was that buyers were carried away by extensive and very clever advertising. There is no doubt about the excellent quality of the advertising copy, which, report says, came out of the office of J. Clarence Davies. We have yet to learn, however, that any facts were misrepresented in this well managed campaign of publicity. Advertising matter prepared by or under the eye of a man like Mr. Davies, who unites the genial fancies and the store of knowledge of a print collector and a student of historic records with constructive business imagination, was bound to be interesting; but it would have convinced no one unless it had carried a veracious hall mark.

Another theory gave the credit for the success of the sale to Joe Day's personality on the auction stand, coupled with the existing influence of a big crowd upon the bidders.

We admit that all these things, clever advertising, personal magnetism and crowd psychology—contributed toward the issue of the sale. They were, however, the incidental, rather than the essential causes; they have not infrequently been present where conspicuous auction failures have been recorded. The main thing, we submit, was the frame of mind which the investing public, and particularly the local Bronx public, was in even before the sale was announced.

It was observed that most of the buyers were Bronx investors, people who know local real estate prospects as no one else does, and in whose settled judgment conditions are ripe for a lively expansion of population and business in their borough. On another page will be found some editorial comments on the peculiar situation in the Bronx, which

may help to explain the attitude of "neighborhood investors" respecting real estate prospects in the northerly borough. The Van Cortlandt estate sale was a more or less spontaneous demonstration of reasoned optimism as regards realty investments. That optimism has been growing in strength for some time past, and it is by no means confined to the Bronx. Not very long ago, at a dinner attended by some twenty of the leading real estate men in Manhattan, one of the diners whose experience and foresight our readers would not question, declared that within two years this town will have the "biggest real estate boom in its history."

The feeling that a return wave of general prosperity is near at hand was really what found expression at the Van Cortlandt estate sale, and it is finding expression in the current brokerage dealing. Sales, it is true, are limited in number, but they represent in large part a heavy investment of capital in costly buildings, mainly business buildings, which anticipate a future rather than an existing demand. As was pointed out in these columns last week, there are many and valid reasons, some of them political, for quiet in the real estate market just now; but all indications point to a widespread activity at no very distant future.

The arrival of new brick from the Hudson River district relieved the tension of the building material market this week. Prices remained firm at \$7 per thousand, wholesale, showing that the brick situation is well balanced.

Building construction continues to be restricted because materials are high and there is a certain element of unrest on the part of investors which prompts a delay of another week or two before tying up to obligations which may prove burdensome. This is best shown by the quantity of money available for mortgage and building loans at comparatively easy rates of interest and the small number of takers. Filings, however, continue to be heavy and the indications are good for smashing all records for prospective work.

Labor, however, is not as well employed as the large volume of plan filings would seem to indicate, although it was said yesterday that there is a better call for steel workers and tile and brick layers. This may indicate an impending change for the better. At any rate, there is a much firmer call for building materials of the better grade. Standardized brands find no trouble in marketing their products either here or in the suburbs which may be due to the generally higher grade of building construction now going on throughout the district.

Several features predominated in the building material market which pointed the way of the business currents.

The linseed oil quotation reached 80 cents, showing that there is little likelihood of paints and varnishes being reduced in price in the near future. The Canadian duty on American Portland cement was cut from 52 cents to 26 cents until October 31. This will have an indirect influence upon eastern cement prices because it will make big inroads upon the stocks of western mills, thus leaving the Eastern market to the Lehigh valley companies. Already, the effect of this reduction in duty is noted in the placing of an order for a million barrels of Portland cement through St. Paul for Winnipeg consumers. If business of this size continues to develop it is not unlikely that instead of being \$1.33 to \$1.38 a bbl. in 500 bbl. lots, dock, N. Y., the local prices will be \$1.33 to \$1.43. Consumers should anticipate this if they would take advantage of prices now ruling.

The other factors were the effect of cheaper coke upon the iron furnaces, although adverse weather conditions has not yet affected the market price of this commodity. Lead has advanced \$6 a ton and hemlock is up another dollar, being quoted now at \$21.50 to \$23.50.

The building material market has practically assumed its normal building season pace, although it has taken its stride two months later than usual. Collections are extremely slow in all lines, but there has been some improvement noted in this respect since the first of June. Money is easy.

"Another Torrens Victory."

Editor of the RECORD AND GUIDE:

It will be remembered that last year a controversy was waged in the newspapers and other periodicals between the advocates and opponents of the Torrens system of vesting absolutely indefeasible titles to real property by the State, as compared with the old method of policies of title insurance issued by the title insurance companies. In the course of this discussion, a letter from Mr. Walter Lindner, head of the Law Department

of the Title Guarantee and Trust Company, was published in the Record and Guide, wherein he attacked me personally and professionally, in connection with a certain Torrens Title Registration action, and thereupon, I promptly brought suit against him in the Supreme Court for fifty thousand dollars' damages for libel. The case came up for trial this week before Mr. Judge Delany sitting at Trial Term, Part VIII. of the Supreme Court, when defendant, through his attorney, made a proposition to pay the fees, costs and disbursements of the litigation, and to make proper retraction and apology by letter, which proposition was accepted by me and the suit was discontinued.

The following is a copy of the letter addressed by Mr. Lindner to me on the subject written under date of June 10:

"Gilbert Ray Hawes, Esq. Dear Sir—In the early part of last year, a discussion took place between yourself and me, which resulted in certain letters and communications from us respectively, which were published in the Record and Guide, and other papers in the City of New York.

"In the course of this discussion, a letter from me was published, wherein I referred to a certain title registration action in which you were attorney for plaintiff, and in which I used this language, 'In doing so, he has stamped himself as either intentionally misleading the court, or absolutely incompetent as a conveyancer and woefully ignorant of the law.'

"I regret that I should have used in my letter, as published, any language impugning your honesty, ability or knowledge of the law.

"The letter in question was written by me without a personal examination of the original record of the registration action in question. I am now satisfied that your conduct of the action does not justify the statement that you either intentionally misled the court, or that you were incompetent as a conveyancer, or ignorant of the law.

"I was drawn into making my statement because the examiner, who prepared the certificate upon which you acted, in deducing the chain of title to the premises covered by your registration action, drew conclusions of fact and of law from which I differed as a matter of professional opinion.

"While I have not changed my attitude as to the merits of the Torrens Land Title Registration act, I appreciate that it would have been better if I had not used the language that I did. I therefore take this occasion of making retraction and tendering you my apology.

"I appreciate your spirit in deciding not to press your suit for damages in connection with the incident.

"Respectfully yours,
"(Signed) WALTER LINDNER."

This should prove a salutary lesson to the title insurance companies and their officers, and will undoubtedly cause them to be more careful hereafter as to the methods and language which they employ.

GILBERT RAY HAWES.
New York, June 12.

Building Active in Queens and Nassau Counties.

The records of the building department show that Queens is the only borough in which there has been an increase in building operations for the first quarter of 1912. The trend of New York City's development, in a word, is eastward now. Long Island affords opportunity for expansion within the boundary of Queens and adjacent Nassau. In no other section, in or near New York, can land for detached houses, accessible to the traffic centers of Manhattan, be had so cheaply and on such reasonable terms.

On the North Shore, from Elmhurst to Bayside and Great Neck, there is a continuous chain of detached houses. In this section building operations are most active. Improved transit facilities and accessibility have been the chief factors in this development along the North Shore and while land values have advanced, they are much lower than in other sections and offer greater opportunities for profitable investment.

Deplores Bridge Inactivity.

Public Service Commissioner Williams, in an address before the Thirty-second Ward Taxpayers' Association, at 1514 Flatbush avenue, Brooklyn, deplored the fact that the Manhattan Bridge, with eight tracks ready for service, is allowed to lie idle; and also decried the inactivity of the Centre street loop. He drew the attention of the members to the benefit that would accrue to their neighborhood from the completion of the subway along Nostrand avenue.

BUILDING SECTION

THE COMMERCIAL PROBLEM IN BUILDINGS

A Series of Twenty-six Articles Dealing with the Economic and Structural Essentials of Profitable Building.—Article XI.

By Cecil C. Evers, Vice-President of the Lawyers Mortgage Co.

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BUILDING PROPORTIONATE IN COST TO VALUE OF LAND
CONTINUED.

MOREOVER, when the proportion of the cost of a building is in excess of four or five times the value of the land, it has already been explained (on page 1117, "investments of diminishing value") that the depreciation in the building is apt to be in excess of the natural increase in the value of the land, with the consequence that the value of the property is constantly decreasing.

Buildings may be too costly for their sites, by reason of the use of too costly materials or forms of construction, raising the cost of accommodation above the average. Frequent comment is heard, especially after a severe conflagration, on the reluctance of investors to erect fireproof buildings, notwithstanding the tremendous aggregate fire loss, especially in this country. If buildings could be erected of fireproof materials as cheaply as they are of inflammable construction, fireproof construction would be almost universally used; but in most classes of buildings, the average man will not pay any more rent for a fireproof than for a non-fireproof building, therefore the investor erecting a building of more costly materials in order to avoid loss by fire, will not get as good a return as his neighbor, who builds of ordinary materials and supplies accommodation equally good in all other respects. This, of course, does not apply to buildings on land of high value for tenants who can afford and are willing to pay higher rentals for the extra cost of fire protection.

Self interest is the prime mover in buildings as in other investments, and the only reasons which will induce people to erect buildings with fireproof or fire-resisting instead of inflammable materials will be either that the cost be no greater or very little more, or that the difference in cost be equalized by insurance rates, which it is not at present, or by a saving in accommodation sufficient to pay interest on the extra cost, or again if compelled to do so by municipal regulations, which is the case in most cities with certain classes of buildings.

In New York City for instance, tenement or apartment buildings over six stories in height must be built of fireproof material throughout; or when they accommodate more than two families to each floor, the stairs and the walls which enclose them are required to be of fireproof materials. In office buildings over a certain height the use of wood, unless specially treated, is prohibited.

The compulsory use of more expensive materials naturally results in increased rentals and it is questionable whether city authorities will ever reach the point of insisting on the use of fireproof materials for all classes of buildings within a city's limits.

LAW OF INCREASING AND DIMINISHING RETURN.

That a proper proportion should exist between the cost of a building and the value of the land on which it stands is recognized in economics; and the "law of increasing and diminishing return," which applies to all industries as well as to agricultural or urban land, calls attention to the tendency for increased amounts of capital applied on a given amount of land to furnish an increased return up to a certain point, after which there is a diminishing return from additional capital invested. (Principles of Economics, by Alfred Marshall, Book V., Chapter VIII.)

There is always a limit at which the investment of capital in buildings will return the maximum net income;

after this has been reached, any further expenditure will result in a smaller percentage of return on the investment, either from diminished rentals for the extra accommodation, greater expenses of building higher, or loss of space for stairs, hallways, elevators, etc.

It has been stated that in practice the best possible results on land of high value are obtained when the cost of the land and buildings are about equal. As land becomes of a cheaper class the proportionate cost of the building increases, until on land of the cheapest grade mechanics' houses or tenement dwellings can properly cost four or even five times the value of the land. (See R. M. Hurd's "Principles of City Land Values.")

GENERAL REQUIREMENTS.

Next in order after the theoretical requirements, there are three principal factors to be considered in building. They are in the order of their respective importance: utility, construction, decoration.

In putting utility in the place of first importance and construction second, it is presumed that the building is of sufficiently sound construction to enable it to properly fulfill its function of sheltering those who use it for residential or business purposes. The proper construction of buildings is provided for and safeguarded by the building laws which are in force in all cities of any size, and the element of safety can therefore be dismissed.

UTILITY.

Buildings from the standpoint of this study represent the investment of capital for the sake of profit. This profit may be either in the nature of a money rent or a return in use and occupation.

Utility and profit go hand in hand; the building which is most useful is nearly always the most profitable; no matter how artistic in appearance, however much it satisfies the eye, though it be of the most substantial and durable construction, if it is not suitable to the uses to which it is to be put, it entails a loss of expenditure and a sacrifice of convenience.

Gwilt relates that Horace Walpole told a certain nobleman who had boasted of the beauty of the facade of his house, which within was exceedingly ill contrived, that he thought the peer would do well to take the house opposite, that he might thus be always able to look at it.

No truer axiom can be formulated for the guidance of architects and others engaged in building, than the following from Gwilt's "General Principles of Composition":

"All ornament in architecture is non-essential, inasmuch as the pleasure received by the eye is not its end. To public and private utility, the welfare and comfort of individuals, which are the ends of the art, every other point must be sacrificed, and it is only when these have been accomplished that we are to think of decoration."

It is said of Sir John Vanbrugh that "he seems to have regarded his buildings as so much material for scenic effect, at the sacrifice of all suitability for their purpose;" also of his Castle Howard that "it contained lengthy corridors and hardly one fine room." Vanbrugh in this building considered the demands of decoration of more importance than those of utility and would appear to have overlooked the fact that much more discomfort is caused by a badly planned building than by one of inartistic appearance.

The dictum that "form should follow function" is merely another way of emphasizing the importance of utility.

The proper solution of the problem involved in the study of any proposed building, necessitates the inquiry

into the manner of securing from it the greatest efficiency and adaptability to its utilitarian requirements, which being decided with a due regard to constructive demands, necessary readjustments and allowances can be made to accommodate the purely architectural or decorative features, always without undue sacrifice of utility.

The importance of utilitarian requirements is greatest in buildings erected for purely commercial purposes; in these it should supersede all others, excepting only the requirements of safe and sanitary construction. In buildings erected for the satisfaction of personal desires, such as residences for private occupancy, or in those structures which, besides their practical use, serve to express the dignity and wealth of the communities by whom they are erected, the requirements of utility diminish somewhat in importance and they are least evident in buildings of a purely monumental character.

When applied to buildings, utility in its broader interpretation differs from commercial utility in that the former means that a building should be adapted to the purposes for which it is intended, whatever these purposes; the latter, not only that a building be adapted to its proposed use, but also that the proposed use be such that public opinion regard it as legitimate and desirable.

A man may erect a building for his own use as a residence; it may suit him in every way and thereby fulfill all the requirements of utility from his point of view, but if the majority of the other members of the community consider it undesirable and unsuitable to their uses, the building will lack commercial utility, and if the original owner desires to dispose of it, he will do so at a loss which will be in proportion to the variance of his ideas from those of other possible users of the building.

The requirements of commercial utility can therefore be said to be those called for in the opinion of the majority of probable users; they vary somewhat with the changes of public opinion and are governed to some extent by fashion and customs; the fundamental principles, however, remaining the same.

Land and buildings are transferable, can be conveyed from one owner to another; it is seldom that a building, even a private dwelling, is used during the term of its existence only by the person or persons for whom it was constructed; hence the desirability of not departing too much from the accepted standard of usefulness, for if this is done, the sale of the property is almost certain to be accompanied by a partial or total loss.

Buildings of a public and in some cases of a semi-public character, being the property of the community at large or of a number of the members of the community, are not looked upon as transferable wealth to the same extent as business or residence buildings, hence the need of attention to purely commercial requirements is of less importance.

WHAT, THEN, ARE THE ELEMENTS WHICH CONSTITUTE THE UTILITARIAN REQUIREMENTS NECESSARY TO THE COMMERCIAL SUCCESS OF A BUILDING?—
PLANNING.

They may all be included under the head of planning, and it has been stated that "planning is a compromise of conflicting requirements." The most successful planning, therefore, is that which sacrifices the requirements of lesser importance in favor of those more important.

In the Architectural Record of July, 1893, in an article by Mr. George Hill entitled "Some Practical Limiting Conditions in the Design of the Modern Office Building," we find the following: "The elements that must be combined in the successful building are:

- (a) Ease of access.
- (b) Good light.
- (c) Good service.
- (d) Pleasing environment and approaches.
- (e) The maximum of rentable area consistent with true economy.
- (f) Ease of rearrangement to suit tenants.
- (g) Minimum of cost consistent with true economy."

Leaving out the external elements which have already been classified, the following requirements will, with some exceptions, apply to all buildings and they are given in the order of the relative importance which prevails most frequently.

1. Access.
2. Light and air.
3. Disposition of accommodation or floor plan.
4. Maximum of available accommodation.
5. Economy of service.

The relative importance to be given to these different requirements may vary somewhat with the uses of the buildings and this will be discussed later under the head of special requirements; thus, in a building used for storage of certain classes of goods, though ventilation may be important, light may not be so, and may even in some cases, be injurious.

ACCESS.—ENTRANCES, HALLS AND CORRIDORS.

The entrance, which is the connecting link between the exterior and the interior, is in most buildings of great importance.

When the impression conveyed is favorable, a proposed tenant enters the building in a satisfied frame of mind and is disposed to overlook minor defects; the effect of a poor entrance is to prepare him to look unfavorably on the rest of the building.

The greatest ease of access should be provided, not only to the building itself, by means of its entrance or entrances, but to the different portions of the building, through the necessary halls, corridors, stairways, elevators, etc.

No entrance should be placed in a recess or angled where it is not readily seen on approaching the building; it should be plainly visible, properly proportioned to the size of the building, to the number of users and to the mode of use; a theatre or public assembly room, the entrance to which would be used at the same time by great numbers of people, should have more space apportioned to it than in a building of the same size but where the traffic is intermittent; for instance, an apartment house.

Entrances of secondary importance should be properly subordinated to those for principal use and as much as possible their purpose should be evident.

Impediments to free entry and egress, especially in buildings used by great numbers of people, should be avoided as much as possible; such are numerous steps (especially when exposed to the weather), interfering columns, piers and obstructions of all kinds. Insufficient size would also constitute an impediment.

The Architectural Review in its issue dated March, 1901, calls attention to the inadequacy in many buildings of the entrances, both in respect of their size and of their impressiveness.

The necessity for the doorway to a building in constant use to be as free as possible is recognized by Ruskin in "Stones of Venice," Chapter XVI., under the head of "Form of Aperture," and he gives it as the reason for the splaying of the jambs of the entrances to medieval churches and public buildings.

Entrances below the street level are undesirable as they become receptacles for the dirt and dust of the street; at least one step above the sidewalk should be provided, except in some buildings where the entrance is treated as a continuation of the sidewalk and is sometimes on the same level; thus in the case of many arcades the main passage is a public thoroughfare.

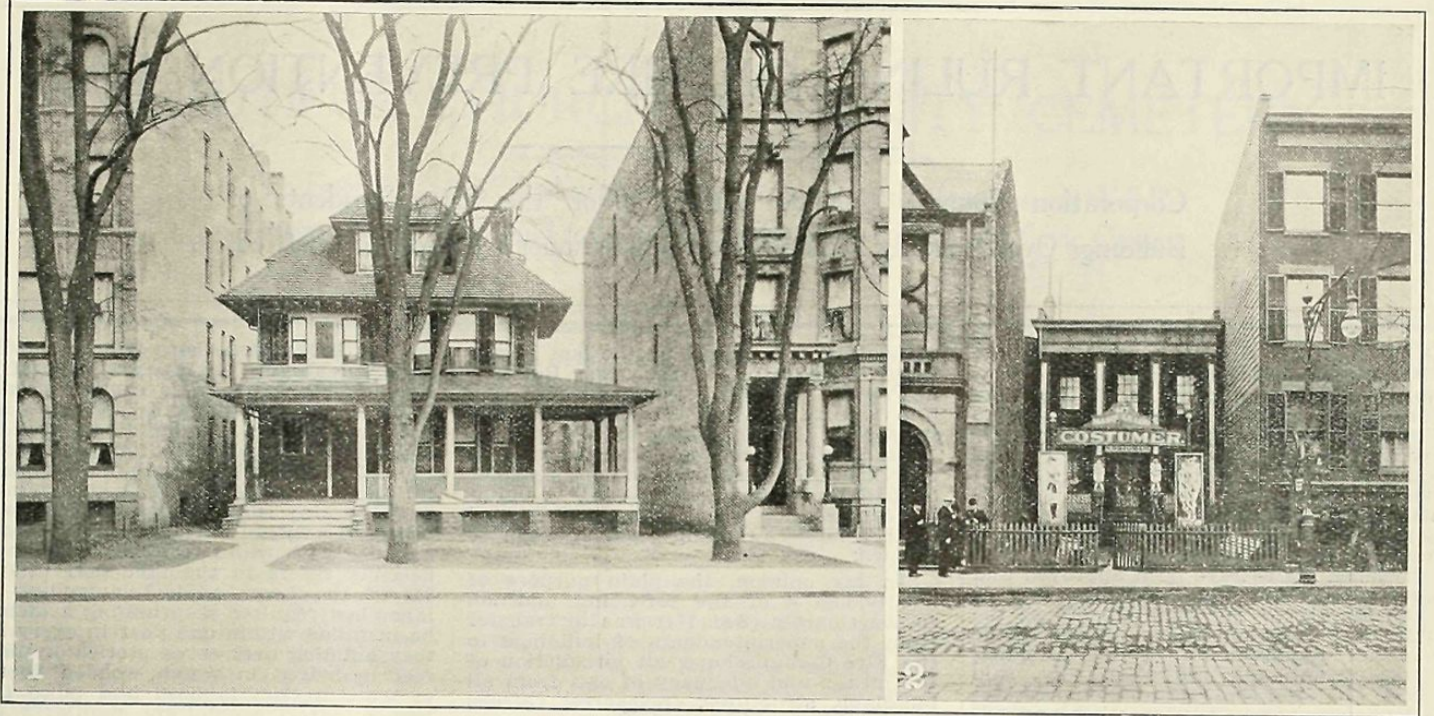
In corner buildings of average size a central entrance on the longest front generally leads to a better interior plan; the same is frequently the case in interior buildings with a facade of sufficient width.

Dark, crooked and poorly lighted halls should be avoided, the halls and corridors in buildings containing numerous rooms should be so arranged as to enable them to be reached with the minimum of trouble; where the main dependence is on stairways, they should be of ample size, of easy grades, and free from numerous turns and narrow winders. Where elevators are used they should be placed so that they are readily seen from the public entrance and properly located with reference to the different parts of the building.

LIGHT AND AIR.

There is no excuse for the lack of proper provision of light and air in buildings erected on cheap land, but where land becomes of high value there is always a tendency to utilize it to the fullest extent, sacrificing necessary light and air for the sake of additional accommodation.

The most flagrant examples of buildings insufficiently



(1) A POCKETED BUILDING, OCEAN AVE., BROOKLYN, N. Y. The commercial value of this residence is practically destroyed by the apartment buildings built forward of it, cutting off its light and rendering it undesirable for a private residence
 (2) A POCKETED BUILDING, ATLANTIC AVE., BROOKLYN, N. Y. Its main value is as a background for large signs which can easily be seen from the street.

lighted and with improper provision of fresh air to the occupants are to be found amongst the tenement houses erected in New York City before the introduction of the present tenement house laws, which enforce a proper allowance of both in all new buildings to be used as dwellings for more than two families, and which restrict the proportion of the lot which can be covered and insist on the provision of outside light and air to all rooms.

In congested office districts, high buildings have been erected which are quite insufficiently provided with both light and air, the latter being stagnant at the foot of the deep light wells and the former requiring to be supplemented by artificial light, the constant use of which is injurious to the eyesight and health of those who are obliged to depend on it.

The remedy for these conditions is found in the rentable value of light and air. Those buildings whose rooms are light and well ventilated can command better rents and hold their tenants better than buildings with dark and unventilated rooms or offices.

All rooms used for living or sleeping purposes, or for any continuous occupation, should have direct access to outside air; the indirect provision of light and air through other rooms to living or sleeping rooms is unhealthy and should be forbidden by law. Unfortunately, in certain classes of dwellings in New York, especially two-family houses and in buildings where the ground floor is used for stores and not more than two families reside on the upper floors, indirect lighting is permitted and has resulted in the erection of thousands of dwellings containing a large percentage of rooms where healthy conditions are only to be obtained at the sacrifice of privacy.

In buildings where the greatest possible amount of light and air is required, it is a mistake to obscure the windows by setting them in deep recesses, or to cut off the light by heavy projections, such as overhanging cornices, belt courses and balconies and other obstructions. Decorative features should be used in such a manner as not to detract from the commercial value of the building.

In making provision for light courts it should be remembered that one large court will furnish far better light than several smaller ones containing the same superficial area, and that they should be of light colored brick or at any rate painted a light color, which helps very materially in lighting rooms facing the courts.

In cities where there is no established building line, and especially in sections which are changing character and where buildings differing from the existing type are being erected, it frequently happens that a building will be "pocketed" by having others project in front of it on both sides, or it may be "blanketed" when the projection is on one side only.

The injury to light and air as well as to the appearance of the building depend largely on the amount of

the projection and the uses to which the building is put; thus a detached dwelling of good class, deeply pocketed by two apartment houses, would be seriously affected and its commercial value in extreme cases entirely destroyed; a tenement under similar conditions would be injured, but less seriously.

DISPOSITION OF ACCOMMODATION, OR FLOOR PLAN.

The arrangement of the main units of accommodation together with the means of communication between them, the provision of the necessary halls, stairways, elevators and service rooms, and in the larger buildings of the space needed for the installation of machinery, boilers, sanitary appliances, etc., constitutes the planning proper or the layout of the building.

In good planning it is most important to preserve a proper relation between the different units, ascertaining their relative value, and where compromises are necessary sacrificing secondary accommodation to that which is more important. Thus, in an office building, certain offices are more valuable than others, having better advantages of light, proximity to elevators, or frontage on main streets (with its advertising possibilities); these should not be sacrificed in favor of offices of inferior renting value. Similarly the ground floor space in a financial building bringing a far greater rental than any other accommodation, the plans should provide for the fullest possible use of this space and it should not be subordinated to cheaper portions of the building.

In dwellings, accommodation of minor importance should yield to that more important and the principal reception or living rooms for instance, should not be sacrificed to those for inferior uses.

Easy communication should be provided for the servants' quarters to those portions of the house where their presence is most needed; at the same time they should be duly separated from the rooms occupied by the family, the importance of this requirement increasing greatly in houses of higher class. Ease of communication between the different parts is most important. Most modern houses of any size are supplied with elevators, which should not, however, prevent the provision of stairs of easy grade, the size and elaborateness of which depend on their prominence and on their surroundings. Every house, where proper separation between the family and the service quarters is required, should be provided with a back stairway, enabling the servants to reach their own quarters without going through the main part of the house. No room should be the only means of access to other rooms; bedrooms more especially should not be used for this purpose.

Halls and corridors should be proportioned to the size, number and importance of the rooms which they serve; they should be as direct as possible and should communicate with the outer air for the purpose of light and ventilation.

IMPORTANT RULING ON FIRE PREVENTION LAW

Corporation Counsel Upholds Authority of the Superintendents of Buildings Over Building Plans—Fire Commissioner's Jurisdiction Settled.

AN important opinion in relation to the enforcement of the new fire prevention law has been given by Acting Corporation Counsel George L. Sterling to Fire Commissioner Joseph Johnson, in response to a request from the Merchants' Association's Committee on Fire Prevention and Insurance that he seek an official ruling for his guidance. The question submitted to the Corporation Counsel was worded as follows:

"When plans have been approved and certified by the Building Department as conforming to the requirements of the Building Code and as conforming to the special requirements of the Building Department (as authorized by said code), has the Fire Commissioner discretionary power to impose other and additional requirements with regard to construction?"

Mr. Sterling, in reply, states at the outset that the question may be answered in a word, in the negative, assuming that the Superintendent of Buildings has not exceeded his jurisdiction in any case.

Mr. Sterling goes farther, however, and passes upon a broader aspect of the matter than is contained in the question presented, namely: the jurisdiction of the Fire Commissioner respecting plans and specifications for the construction of buildings, including fire-escapes and other means of egress from buildings, and for the installation therein of permanently located auxiliary fire-extinguishing equipment. Concerning this broader aspect there has been scarcely any difference of opinion between the Fire Department and the Building Bureaus, but there has been some uncertainty as to the jurisdictional boundaries between the Fire Department and the State Factory Bureau of Inspection and the State Fire Marshal.

State Law Not Applicable.

The Acting Corporation Counsel dissolves this fog by advising the Fire Commissioner that the State laws which would encroach upon the discretionary powers of the Fire Commissioner respecting sprinkler installations do not apply to New York City.

While he was not advised that there has been any conflict of authority between the Fire Commissioner and the Superintendents of Buildings, respecting their jurisdictions, yet he states that it might be of service for him to indicate that there would be instances in which their jurisdictions might be overlapping and concurrent; notably in matters relating to fireproof buildings. In such cases the Fire Commissioner is informed that his control would extend only to such matters as relate to fire-resisting qualities of the proposed construction.

Responsibility for its structural stability, and for its light, ventilation and sanitation will be with the appropriate Superintendent of Buildings. While there is nothing in the law requiring plans to be filed with the Fire Commissioner, it is suggested by the Assistant Corporation Counsel that it might be well for the Commissioner to arrange with the several Superintendents of Buildings and with architects and builders, that all plans and specifications requiring action by the Fire Department shall first be submitted to it, and upon approval then filed with the appropriate Building Bureau for its examination and a general permit, which shall cover all details of construction, including those within the jurisdiction of the Fire Commissioner.

In general the Corporation Counsel holds:

"1. That where a law or ordinance, including a section of the Building Code, definitely prescribes a form of construction or a type of material which shall be used in a given case, you must enforce the provision literally, for you have not the power to vary or modify such a provision.

"2. That whenever you are clothed with a general power, and directions for its exercise are not definitely prescribed by law or ordinance, the power may only be exercised reasonably and with sound discretion."

The opinion holds incidentally that the

mandatory law passed by the last Legislature as a result of the Asch Building fire requiring factory buildings of a certain type to be equipped with automatic sprinklers does not apply to this city.

Mr. Sterling traces in detail the various enactments in relation to the enforcement of laws and ordinances relating to building construction with respect to fires, and he then advises Commissioner Johnson as follows:

"In my opinion, the plain purpose of subdivision 4 of the foregoing addition to the Charter (Sec. 774) was to transfer from the superintendents of buildings to the Fire Commissioner all jurisdiction of the means and adequacy of exit from all buildings, structures, enclosures, vessels, places and premises, including

- a. Doors;
- b. Halls and passageways;
- c. Stairways; interior and exterior;
- d. Elevators and elevator shafts;
- e. Ladders or stairs to roofs, or from cellars or sub-cellars;
- f. Roof-openings, scuttles and bulkheads, for purposes of exit to roofs;
- g. Fire-escapes, interior and exterior, including towers, bridges, etc.

"So, too, I deem it to be the obvious intention of subdivision 1 of the new charter-section that the Fire Commissioner shall be charged with the enforcement of all provisions of the Building Code relating to the prevention or checking of fires, and particularly the sections of the Code regulating

- a. Construction of fireproof buildings;
- b. Fireproofing;
- c. Firewalls;
- d. Fireproof partitions;
- e. Chimneys, flues and the installation of appliances for heat, light, etc.
- f. Floor and roof-openings for hoistways, dumbwaiters, conduits and pipes;
- g. The protection of windows and other openings in walls, by fireproof shutters, sills or sashes, or by wire-glass construction.

"In other words, I hold that the Fire Prevention Law of 1911, operated to transfer to the Fire Commissioner, from the several superintendents of buildings, all jurisdiction of the subjects which I have enumerated in the last two paragraphs, in the same way and to the same extent that Secs. 1341 and 1342 of the revised Charter of 1901, transferred to the Tenement House Commissioner the control of plans and specifications for light and ventilation in tenement houses and the regulation of fire-escapes thereon.

No Discretion for Fire Commissioner.

"It should be noted that the transfer of powers and duties from the superintendents of buildings to the Fire Commissioner, effected by Chapter 899, of the Laws of 1911, did not include the power 'to vary or modify any existing law or ordinance' relating to any subject transferred to his control by that statute, which was conferred upon the superintendent of buildings by Sec. 410 of the Charter. Therefore, the Fire Commissioner must enforce all provisions of the Building Code relating to fireproof buildings, fireproofing and other fire prevention subjects, literally and without deviation from the requirements of the Code. On the other hand, respecting details of construction concerning which the Building Code is silent, he may ignore rules and regulations existing merely by order of a superintendent of buildings and establish new rules or regulations upon such subjects, which, of course, must be consistent with law and the Building Code and consonant with reason and judgment."

Mr. Sterling points out that the law does not require building plans to be filed in the Fire Commissioner's office, but he suggests that ordinary prudence will prompt the submission of such plans before work is begun. He suggests that as the department can act quickly, building plans be submitted to it before being filed in the offices of the several Superintendents of Buildings. If this plan is follow-

ed, he thinks that there will be no difficulty in carrying out the provision of the Fire Prevention Law, excepting possibly in cases where structural changes may be necessary in old buildings used for manufacturing purposes for the installation of safeguards deemed indispensable.

It is not unlikely that the department may require some loft buildings to be equipped with thermostatic sprinklers supplied with water from roof tanks. Mr. Sterling refers to the fact that Chapter 332 of the Laws of 1912, amending the labor law requires a sprinkling system to be installed within one year in every factory building over seven stories or ninety feet in height in which wooden flooring or wooden trim is used and more than two hundred people are regularly employed above the seventh floor or more than ninety feet above the ground level. This amendment, Mr. Sterling says, encroaches seriously upon the discretionary power of the Fire Commissioner respecting sprinkler installations as conferred upon him by Sec. 762 of the Revised Charter of 1901 and continued on January 1, 1912. He then says:

"In this regard, it is my opinion that the provisions of a special statute conferring discretionary powers upon a local officer are not superseded by those of a general law prescribing a mandatory rule respecting a matter which has been theretofore within the discretionary powers of such local officer. For this reason, I advise you that the provisions of Chapter 332 of the Laws of 1912, are not applicable to this city, and that, therefore, you should continue to exercise discretion conferred upon you by Sec. 762 of the revised charter of 1901, and continued in you by the ordinance of December 13, 1911, respecting the installation of sprinkler equipments, in factory buildings exceeding seven stories, or ninety feet in height, without regard to the said amendment of the Labor Law."

Assistant Corporation Counsel McNulty, in an interview, admitted that the provision of the fire prevention law which mandatorily prescribes installation of sprinklers in all factory buildings over seven stories or over 90 feet in height, in which wooden flooring or wooden trim is used and in which more than two hundred persons are employed above the seventh floor, was drafted with especial view to New York City, but said that it could not apply to New York City because the law it was intended to supersede had not been repealed.

"Apart from the fact that it could not be applied to this city," said Mr. McNulty, "it is a good thing that it does not. It would really hamper the good work now being done in the matter of sprinkler installation in this city. As it is, we can go ahead and order the installation of sprinklers wherever we deem them necessary, regardless of the size or construction of the building, and we can order them installed within thirty days. Under the new law, if it did apply to this city, we would have to wait at least one year after the passage of the fire prevention act before we could compel owners to install."

Subway Contract Assigned.

The P. S. Commission has approved the assignment of the contract for the construction of section 13 of the Broadway-Lexington avenue subway from the Bradley Contracting Company to McMullen, Snare & Triest, Inc. Arthur McMullen, of the latter company, was the successful bidder for the construction of section 14 of this subway. As section 13 joins it immediately on the south, Mr. McMullen thought it would be to his advantage to carry on the work on both sections, and accordingly procured the assignment of the contract from the Bradley Contracting Company. Section 13 lies in Lexington avenue, between 118th street and 129th street, and the bid of the Bradley Contracting Company for its construction was \$4,071,416.50. Mr. McMullen's bid for section 14 was \$3,889,775.05.

BEAUTIFUL CHURCH IN TRINITY CEMETERY

The English Gothic Architecture of the Chapel of the Intercession Will Be Expressive of Anglican Tradition—An Ornament For a New Civic Center.

AT the southeast corner of Broadway and 155th street, in the midst of the trees of Trinity Cemetery, there is slowly rising the greystone walls of a range of buildings which are to be dedicated as the new Chapel of the Intercession, with vicarage and parish-house, by Trinity Parish. The masons are in places still at work on the foundations, but they have also started the stone piers where the large mortuary chapel is to be and have laid the broad flight of stone steps which lead up from the chapel in the basement directly into the cemetery on the south.

The erection of the buildings has been undertaken to meet the actual and pressing needs of a large and growing congregation. Trinity Parish was very fortunate to have available only two blocks from the old edifice a commanding and beautiful site for the new one. It will have a setting of unusual dignity, and will be visible from the river and for miles around.

The style chosen is English Gothic expressive of the Anglican tradition. By its length and open timber roofs, as will be noted in the illustration. The edifice is suggestive of the Norfolk churches, though its impressive height is more French than English. From a description of the building by the architects, Cram, Goodhue & Ferguson, the following notes are taken.

On either side of the aisles are to be deep recesses where some day it is hoped will be built memorial tombs. The nave is of six bays exclusive of the narthex at the west end. These bays continue unbroken across the transepts and then still on for three more which form a chancel. In the first and second chancel bays are the stalls for the clergy and choristers and a broad way for the communicants. The end or easternmost bay is the sanctuary. In this are the high altar, credence, piscina and sedilia for the officiating clergy, the latter combined and built of stone according to mediaeval precedent. At each end of the communion rail are doors leading to the ambulatories through which the communicants return to the church. The choir is divided from the nave by a parapet wall, high above which is suspended a great rood, also in accord with the custom of the earlier ages.

The pulpit is on the epistle or right side just in front of this parapet. The nave has been made unusually wide so that 800 people can sit within a radius of 80 feet of the pulpit. The floor seats a congregation of 970, while 90 more can find seats in the west gallery; the chancel has accommodations for about 65 choristers.

The open timber roof, colored and gilt, continues unbroken from nave to sanctuary, giving an effect of greater length than if it were divided by the customary chancel arch. The sanctuary has a barrel roof of wood elaborately decorated.

Beyond the south transept and separated from the church by a richly carved screen is an exquisite vaulted chapel seating 50. In the transept itself just by the entrance to the chapel is placed the font with an elaborately carved cover towering up into the vault as do those in the old German churches. The stately bell tower is placed at the east end of the north transept.

The first floor will be used as a sacristy for the clergy and will have all proper appurtenances. The second stage forms a great organ chamber nearly 40 feet high, whose stone walls will give the most perfect resonance for the new organ. Above at the top, is a bell stage surmounted by an ornamental lead fleche, the second one designed by Cram, Goodhue & Ferguson in New York City, the other being on South Church on Park avenue. These lead fleches are almost unique in the United States, though familiar enough in France and Germany. They have to be cast in England, where the finest lead work of to-day is made.

Besides the choir sacristy there will be a muniment room with its safe and place for records, a working sacristy with a great case for altar hangings and all the appurtenances for the various articles used in connection with the sanctuary, and the choir sacristy with benches arranged choir-wise for practicing. This has also a music library and lockers for all the choristers.

Above the choir sacristy is the great guild room 22 feet by 40 feet long, which is capable of subdivision into three separate rooms, and still above this a suite of apartments comprising bedrooms,

baths and study for curates or visiting clergy.

The church vicarage and parish-house are connected by a cloister, which surrounds four sides of a small garth. The side entrance to the parish-house is through this cloister. Here in the basement are provided a large playroom for children, showers and lockers for gymnasium work, room for Sloyd classes, etc. On the first floor are offices for parish workers, a billiard-room, and a large room which will serve for club uses, lectures, meetings, etc. The entire second floor is occupied by the Sunday school.

The vicarage suggests merely a commodious, quiet house done in the Tudor style. The rooms are large and special attention has been paid to light and air. The house is placed so that the vicar may be in the closest relation with the life and work of the chapel, and the whole group of buildings is planned to meet the needs of the great and growing region to which it is to minister.

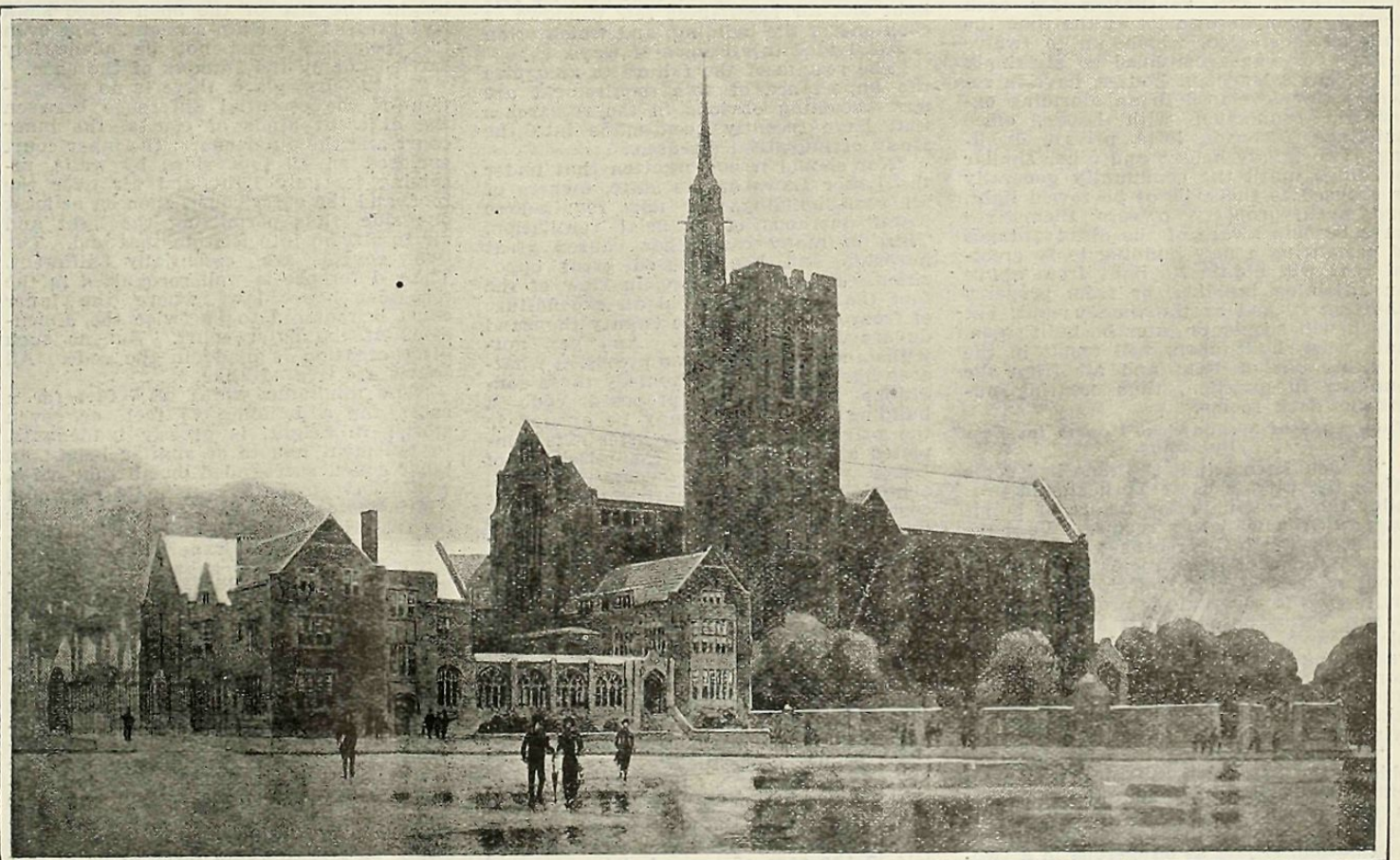
Ernest Southard Killed by a Fall.

Ernest Southard, member of the firm of C. H. Southard Wrecking and Trucking Company of Manhattan, and one of the best known men socially on the south shore of Long Island, died on Tuesday this week at the New York Hospital, as a result of injuries received on Monday when he fell from a building at 28th street and Eleventh avenue.

Mr. Southard was standing on the end of a girder on the third floor watching the removal of another girder. His brother Charles was beside him.

Suddenly the girder which was being removed struck the end of the girder Mr. Southard was on and he was hurled into space as if from a springboard and down a hatchway to the ground floor. He was unconscious when picked up and removed to the hospital.

Mr. Southard was 39 years old. He had a handsome home at Baldwin, L. I. He leaves a widow and three children. Mr. Southard was the "outside man" of his firm and his experience as a house wrecker had been very wide.



Broadway and 155th Street.

CHAPEL OF THE INTERCESSION, WITH VICARAGE AND PARISH-HOUSE.

Cram, Goodhue & Ferguson, Architects.

CHARITY ORGANIZATION AGAINST THE NEW CODE

Alleged Inadequate Provisions For Light and Ventilation the Basis of a Protest From the Tuberculosis Committee.

IN protesting against the enactment of the building code now pending before the Building Committee of the Board of Aldermen, the Committee on the Prevention of Tuberculosis of the Charity Organization states that unless the inadequate provisions for light and ventilation are amended, the city will be deliberately encouraging the spread and development of tuberculosis, and thus causing each year the unnecessary death of thousands of its helpless citizens.

Coming from a source which is mainly credited with the authorship of the original Tenement House law, the protest is expected to have considerable weight with the Building Committee. It will at least provide some reason for a further revision of the building code if the Aldermen are really minded to make one of their own. Lawrence Veiller, as chairman of the Committee on the Prevention of Tuberculosis, has attended several of the hearings on the code and has made oral suggestions on those occasions. His name is signed to the printed protest which the Aldermen have received. While the members of Mr. Veiller's committee appreciate, as he says, the disinterested public service that has been rendered, and the genuine desire for improvements over present conditions which actuated the members of the joint committee which formulated the new code, they are yet constrained to point out certain vital considerations in which the code is so defective as to make unwise its adoption in its present form, though Mr. Veiller says they are not unmindful of the many good features of the proposed code.

At the outset the communication states that the committee is primarily interested only in those provisions of the code which affect adversely the living and working conditions of our citizens from the point of view of tuberculosis prevention. They realize that at the present time there are no legal requirements limiting the amount of lot that can be covered or regulating the spaces that should be left unoccupied for the purpose of supplying light and ventilation for some classes of buildings.

The Evils of Borrowed Light.

"The evils due to the failure to provide proper light and ventilation for each building upon its own lot at the time the building is erected, which, up to twelve years ago, was exemplified so strikingly in the city's tenement houses, have in recent years developed to an alarming extent in connection with hotels, office buildings, factories, lofts, private dwellings, two-family houses and other similar buildings, until the community generally is aroused to the evils of borrowed light, and even property owners themselves have become aware of the disadvantages of permitting a new building to be erected that will obtain its light from above an adjoining building, or from property abutting it, and at the time vacant, but which will sooner or later be built upon, and, when built upon, will result in the shutting out of light and air from the building in question, thus creating numerous dark rooms.

Thousands of Windowless Rooms for New Buildings.

"It would seem that the time had come when the City of New York should prohibit the erection in the future of buildings with windowless rooms. We have heard so much in recent years of the great number of these rooms in our tenement houses, and of their intimate bearing upon the tuberculosis problem, that it hardly seems possible that any responsible group of citizens, in formulating a code regulating the types of buildings to be constructed in the future, should have knowingly permitted the erection of all kinds of buildings with any number of windowless rooms.

"We regret to have to point out that this is the case with regard to the present code. Notwithstanding the fact that a dark room without a window to the outer air, and without proper light or ventilation, is just as dangerous in a two-family house, in a one-family house, in a boarding house, in a factory, or in a

hotel, as in a tenement house, it is proposed to permit the erection of such rooms practically without limitation. The dark room will foster and develop tuberculosis in one case quite as much as in the other."

The committee's experience with alcove rooms has been entirely conclusive. Here, twelve years ago, an attempt was made to permit alcoves of exactly the same type as it is proposed to permit now, with the result that some architects and builders at once took advantage of this provision and proceeded to construct in tenement houses numerous rooms without any windows to the outer air, totally dark, providing one room with windows and then opening from it, in different directions, four or five other totally dark alcove rooms.

From a sanitary point of view the alcove room, without direct outside ventilation and light, is held to be more objectionable even than the dark room with only the ordinary doorway to the adjoining room, because where the alcove is provided, invariably curtains and portieres are soon hung in the openings, shutting out generally as much light and air as the partition would exclude and in addition serving as catch-alls for germs and dirt.

The only satisfactory method, the committee says, is to require all rooms to get their light and air directly from a proper open space. There is no objection to the alcove treatment of rooms, but the portion thus treated should have its independent means of light and ventilation.

Dark and Unventilated Factories.

The committee also calls attention to the fact that notwithstanding the new knowledge that has been gained in recent years of the importance of the adequate lighting and ventilation of places in which people work, the old type of "Loft-factory" is continued.

This highly objectionable type of building has been prevalent in this city for many years, a building getting its light and ventilation only from the street and from an inadequate yard at the rear, without proper provision for the lighting of the interior portions which consist of a long, open floor space that gets its sole light and air from these few windows at each end of the building, and which often is subdivided in all sorts of ways.

"The results of the failure to recognize the importance of this requirement are now becoming obvious in the researches that have recently been made into the study of industrial diseases.

"Nor should it be forgotten that under the Labor Laws of the state, owners of all such buildings are now required to install methods of artificial ventilation. This, in many cases, has caused great hardship and has aroused great opposition. It is not strange, in view of the fact that it has involved an expenditure of from one thousand to twenty thousand dollars in many cases. And yet, notwithstanding this fact, no provision whatever has been made to remedy these conditions. Under the proposed code a building of this type may be erected in the year 1912, and shortly after it is completed and occupied, the Commissioner of Labor will cause the owners to install artificial systems of ventilation at great cost. It would seem the part of wisdom to anticipate this situation, and to require that buildings of this kind when built shall be so built as to secure such ventilation instead of imposing serious structural alterations at great expense upon the owners of such property, after the buildings have been completed and occupied.

"Yet notwithstanding the well-recognized evils of insufficient light and ventilation, the proposed code is totally inadequate in its provisions dealing with these primal necessities."

Five-Foot Yards.

The framers of the present code are attempting to provide that a yard shall be left in the case of every building erected in the future, and that this clear open space shall be at the rear of the lot. Their

purpose is commended, but it is regretted that they should have failed so extraordinarily in the attempt to carry it out:

"What has been proposed is incredible. To embody in a code which seeks to regulate the type of new buildings of all kinds to be erected in future years, a provision that the yard to be left unbuild upon to furnish light and ventilation, in the case of buildings on interior lots surrounded on all sides by other buildings of similar or greater height, shall be the inadequate dimension of five feet, is the most extraordinary proposal which New York City has ever had to consider. To ask citizens to believe that a yard five feet in depth is adequate for a building 200 feet in height requires but little comment.

"We know from the city's experience with the tenement house law that even the minimum size yard there established, viz., a yard 12 feet deep for a five-story building, is hardly adequate, and even this minimum must be increased one foot for every additional story of the building; so that a tenement house 200 feet high would have to have a yard 24 feet in depth instead of 5 feet. The same standard is what should be required for all other buildings of a similar height. The occupancy of the building, so long as it is intended for human occupancy at all, in no way changes the requirements; what determines whether the space shall be adequate, is the ratio between the height of wall shutting out light and the open space that will admit it."

The Return to the Discredited Air Shaft.

The communication from the Committee on the Prevention of Tuberculosis further says that the inadequacy of the provisions dealing with yards is equalled in the attempt to regulate the size of the other open spaces that are to be left unbuild upon:

"The minimum size of courts is also established at the inadequate dimension of 5 feet, but strangely enough here, for the first time, there is evident some recognition of the principle which should govern. The minimum standard is established, inadequate though it is, and then it is required that for each increase in the height of the building above a certain height, the size of the open space shall be increased a certain amount. But even this principle could not be adequately carried out by the framers of the code.

"In the first place, there is no recognition of the essential difference between the different kinds of courts—the inner court and the outer court; the inner court enclosed on all four sides by walls, receiving its only light and air over the roof, and the outer court, open on at least one side, thus permitting the light and air to stream into it from that end. The two courts are essentially different. Their difference is well recognized in the tenement house law, where the inner court is required to be twice the dimensions of the outer court. But no such discrimination is made in the code. All courts are treated alike.

"The minimum width of 5 feet for a court for a building 75 feet, or seven stories in height, is grossly inadequate. In tenement houses of similar height an inner court, surrounded on all four sides, would have to be 25 feet in its minimum width, instead of 5 feet, as provided here for factories, hotels, lofts, office buildings, and all buildings. Experience with the tenement house law shows that this dimension has proved to be a proper standard, not too much or too little, and that a court of such size will furnish reasonable light and ventilation.

"When we consider the method of regulation providing for an increase in the size of courts with an increased height of buildings, and contrast the plan proposed here with what is required for tenement houses under the present law, we can see the total inadequacy of this measure. In the case if a tenement house 150 feet high, that is, a twelve-story apartment house, an inner court of the type above described would have to be 32 feet in its least dimension; that is, would have to be increased 7 feet above the minimum for a building 75 feet high."

BUILDING MATERIALS.

New Brick Arrives and Relieves Tension of Market.

Scattering of "Wash" Keeps Prices Steady at \$7, But Buying is Active and Sales Match Arrivals—Cut in Canadian Cement Duties Helps Mills Here—Linseed Oil Stiff on Light Demands.

THE June building material market opened strong in practically all departments. New Hudson River common brick arrived and, to a certain extent, relieved the tension of the market. Linseed oil has reached the 80-cent level, with only a limited demand. The Portland cement market here assumed a stiffer attitude upon announcement that the duty on Canadian business has been cut from 52 cents a barrel to 26 cents, temporarily, although the chief benefits to the industry will be felt by western companies. The reduction of coke prices gave an impetus to the iron department, while in building metals the \$6 advance in the price of lead from the West put rigidity in a department that has been conspicuous for its limpness prior to the first of February. But when hemlock assumed a higher price position it was generally agreed that the market had finally found its level, two months later than usual.

The significance of this general stiffening all along the line in the building material department is that the manufacturers have probably been advised that the day has passed when new building operations can be coaxed out by shading quotations. It was frankly admitted on the floor of the Building Material Exchange and in the various markets this week that the Record and Guide's report of the increase of building plan filings in the various bureaus of buildings had much to do with the final decision of manufacturers to restore prices to list. Producers are inclined to think that if there is to be a general stampede to get plans for new buildings approved under the existing code they might as well get the benefit of the building boom, especially since the cost of manufacture in most lines has advanced sharply within the last year.

It is expected that basic departments of the building material market will follow the example of other commodities and cease shading. Steel, both shapes and fabricated, will probably move to stiffer quotations within the next few weeks, and the report that Western Canada placed orders for approximately 1,000,000 barrels of cement through St. Paul immediately following the announcement of the reduction of the duty on this building commodity cannot help but have the effect of taking certain western companies out of the eastern market, at least to some extent, and thus give the eastern manufacturers a clear field between now and October 31, when the special duty reduction will be terminated.

The month opened stronger in the suburbs. Newark and vicinity is carrying a fair quantity of new building operations, although the plan filings there show nothing abnormal. Most of the work going on there reflects largely the kind that is going ahead in Queens. In both these places development companies which heretofore have been specializing chiefly in land-selling have gone into the general construction field and are putting up hundreds of residences, stores and flats, in certain instances, while in the more densely populated centers, like Newark, the Oranges, Elizabeth, Paterson and Long Island City, there is a very decided tendency to erect apartments of the semi-fireproof type.

The result of this activity upon the building material market is to make a bigger demand for high-grade building materials, and the buying from dealers is largely centered in standard commodities. One company which is taking a lead in standardizing its wares reports a very active inquiry for its products from these two territories and attributes it to the better class of construction that is going up in the outskirts of the city.

The financial market has failed to keep pace with the strengthening tone of the building commodity market. While the stock market opened strong on Monday, it fell into extreme dullness by the middle of the week. Naturally building money felt this reaction and the brakes were applied temporarily. In fact, it is the tendency of all financial people to await the result of the two national conventions before they make engagements

of large sums for future building work, and this no doubt accounts for the heavy plan filings and the comparatively light employment of labor.

Brick.

The common brick market is well balanced. Last week's arrivals corresponded exactly with sales at the wholesale docks and on Monday there were only three barge loads available.

New brick is in the market, but it is sprinkled with "wash" which accounts for the fact that \$7 is top. In the present hungry condition of the market this brick easily should bring \$7.25, but it is almost certain that quotations on this commodity will not overreach the present top level. Raritan River selects are bringing \$6.75. "Outside brick" is on an indefinite basis.

North River transactions last week and those of the corresponding week last year follow:

1912.		
LEFT OVER, JUNE 1, 3.		
	Arrivals.	Sales.
Monday	21	17
Tuesday	4	6
Wednesday	4	4
Thursday	5	3
Friday	4	7
Saturday	3	4
Total	41	41

Condition of market. Prices, \$7. Raritan, \$7.65. (Wholesale dock, N. Y. Add dealer's profit and cartage.) Left over, June 8, 3.

1911.		
ON HAND, JUNE 3, 19.		
	Arrivals.	Sales.
Monday	19	15
Tuesday	1	5
Wednesday	1	3
Thursday	7	8
Friday	8	5
Saturday	6	4
Total	42	40

Condition of market. Hudsons sluggish, supply controlled; prices, Hudsons, \$5.75 to \$6; Raritan, \$5.75 to \$6. Arrivals in corresponding week in 1910, 74; sales, 68; on hand, 21; left over, 27. Prices were: Hudsons, — to \$6; Raritan, \$6 to \$6.25.

In the front-brick department the tendency, as in other branches, is toward higher price levels. There is a good demand for well-known brands, despite the fact that concessions have been practically withdrawn. Enamels are going out freely.

The best grade of roofing tile in flat blocks for high-grade roofs is sold at \$20 per M. for run of kiln and \$30 per M. for selects. Cheaper tile can be bought for \$10 to \$12, but these are not suitable for promenade service. These quotations are free on board, factory, Perth Amboy. In estimating allow 258 blocks to the 100 sq. ft. Current quotations on vitrified tile, unglazed, are approximately \$8.50 per 100 sq. ft.

Second-hand common brick continues to be a factor in the clay products market. The demand is very large, but the supply, owing to the large quantity of house-wrecking going on just now, is also great, so that \$2.50 delivered on job is a fair price for this commodity.

The total estimated value of condemned buildings now coming on the market or scheduled to come in within the next three months is about \$3,750,000. This, however, includes the second-hand material of the Equitable Building, the Hospital for Ruptured and Crippled Children, at Lexington avenue and 42d street, and the old Packard School, at Fourth avenue and 23d street. In this total, representing in the entire metropolitan district about 1,200 buildings of various sizes, are included. The total number of brick is figured at about 13,000,000, representing a current value of \$910,000.

Cement.

Cement interests here looked upon the reduction in the Canadian duty on cement as a good turn for the industry, although the direct benefits that the eastern manufacturers will derive from the cut probably will be meagre. It will help manufacturers everywhere, it was pointed out, have the effect of leaving the Eastern market practically in the hands of Eastern manufacturers. If this condition comes to pass, it is not at all improbable that prices in this market will be nearer normal than they have been at any time since the disruption of the market two years ago.

The Lehigh Valley mills are running to low capacities. The stocks on hand are said to be somewhat reduced. If the demand for Western cement from Canada proves sufficient to take care of a larger part of the output of those mills, it is not at all improbable that Eastern mills may seek Canadian business between now and October 31, either to make an outlet for operating their plants to full capacity or as a retaliatory measure for the action of the western companies entering the eastern market in violation of

Features of the Week.

- New North River Brick Arrived.
- Linseed Oil Prices are Stiffer.
- Canadian Duty on Cement Reduced.
- Lower Coke Prices Help Iron Mills.
- Lead Advanced \$6 a ton from West.
- Hemlock advances to \$21.50 and \$23.50.

the terms of certain agreements, of late considered outlawed.

Whatever the outcome proves to be, consumers of cement will do well to anticipate an advance. Thirty and sixty-day business continues to prevail here, but it was made evident this week that futures can be arranged for through certain companies, if the volume and terms are satisfactory to the manufacturer, although buyers were given to understand that the time limit on futures would probably be curtailed instead of extended.

Sales are being made here on the \$1.33 and \$1.38 basis in 500-barrel lots, along side dock, N. Y., although there are sales being made at lower figures than that where competition is keen, and the nature of the business is considered good.

Metals.

The building metals market is brisk. The pressure on the steel mills is severe. Most of this is for railroad consumption in rails and bridge shapes, but the demand from the fabricating shops is heavy and this fact brings the mill capacity up to 90 per cent. of capacity. Wire products, in which department concrete reinforcing material is the center of interest for builders and specifiers, is steady, with some pressure to sell, being exerted upon several independent plants. The volume of business being taken in wire products shows that reinforcement is in heavy demand. Wire rods bring \$25 to \$27 at the mill.

Current quotations on structural material run about as follows:

STRUCTURAL MATERIAL (Tidewater).

Beams and channels, up to 15-in.	1.36½@1.41½
Beams and channels, over 15-in.	1.41½@1.46½
Angles, 3x2 up to 6x6	1.36@1.41½
Zees and tees	1.36½@1.41½
Steel bars, half extras	1.36½@
Univ'l & sheared, 34-in. & under	1.36½@1.41½

Other departments of this market also show greater activity and greater stability. Tin is stronger and higher. Interest continued this week in spot for June and July and higher prices than for these months were bid for nearly all nearby positions. In the open market spot tin is difficult to buy under 48 cents, and after call at the Metal Exchange 47.75 was bid for any part of 75 tons.

In lead there was some demand for spot and July despite the fact that the American Smelting and Refining Co. advanced the price of lead for shipment from the west .30c. to 4½c. On the Metal Exchange sales of 50,000 lbs. were made at 4.45c.

Pig iron interests have been helped by the big slump in the price of coke, but they are hampered by the labor situation at the furnaces. In Eastern Pennsylvania basic (steel making) iron has been more freely offered at close to \$15 delivered, and 20,000 tons have been placed on this basis recently with more pending.

Concrete Ingredients.

Crushed stone is moving out more freely than it has in several months. Prices are unchanged, however, with 85 to 90 cents ruling for 1½-in. stone, 90 cents to \$1.00 for ¾ in. sizes and 90 cents to \$1.00 for screenings. These quotations are on full cargo lots, dock, N. Y. (Count 500 CY. for full cargo).

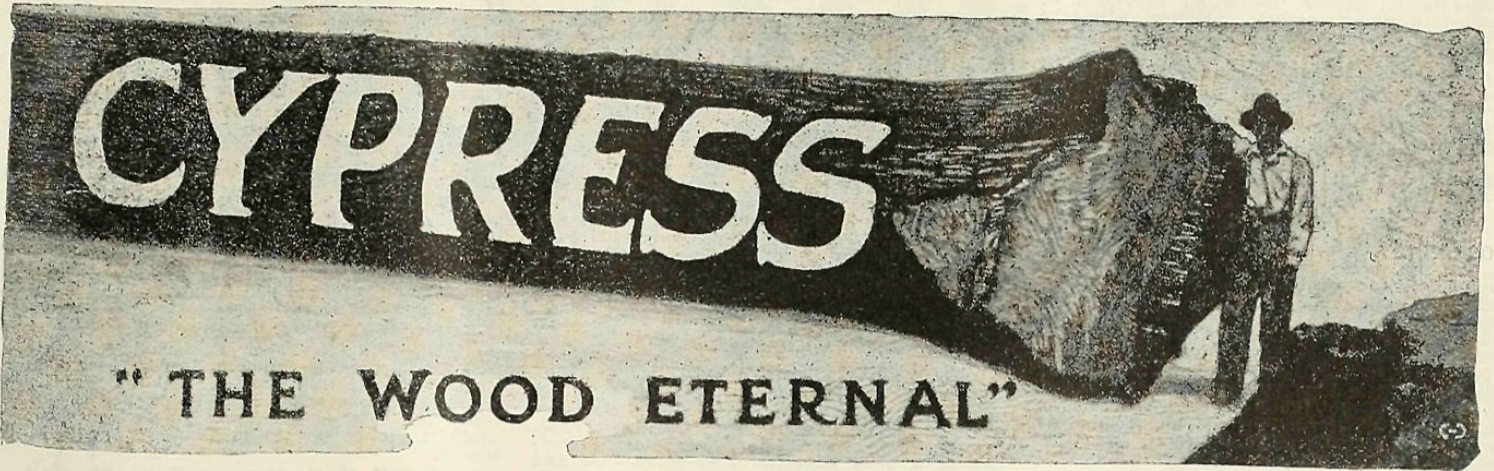
Sand is in a very strong market. Prices are 45 cents for full cargo lots of 500 cyds, along side dock, N. Y. For delivery in shallow water or in smaller quantities it is quoted at 50c. and 55c. a cyd. Newark estimators can figure definitely on a 55-cent basis at dock.

Gravel is in small demand but there is a heavy future demand for roofing requirements. 85 cents rules for full cargo quantities of 500 cyds. White quartz roofing remains at \$1.25 to \$1.35.

The Price of Coal.

Upon complaint received from members of the announced increase in the selling price of domestic sizes of anthracite coal, the Board of Directors of The Merchants' Association has decided to make an investigation of the cost of anthracite mining, transportation and distribution.

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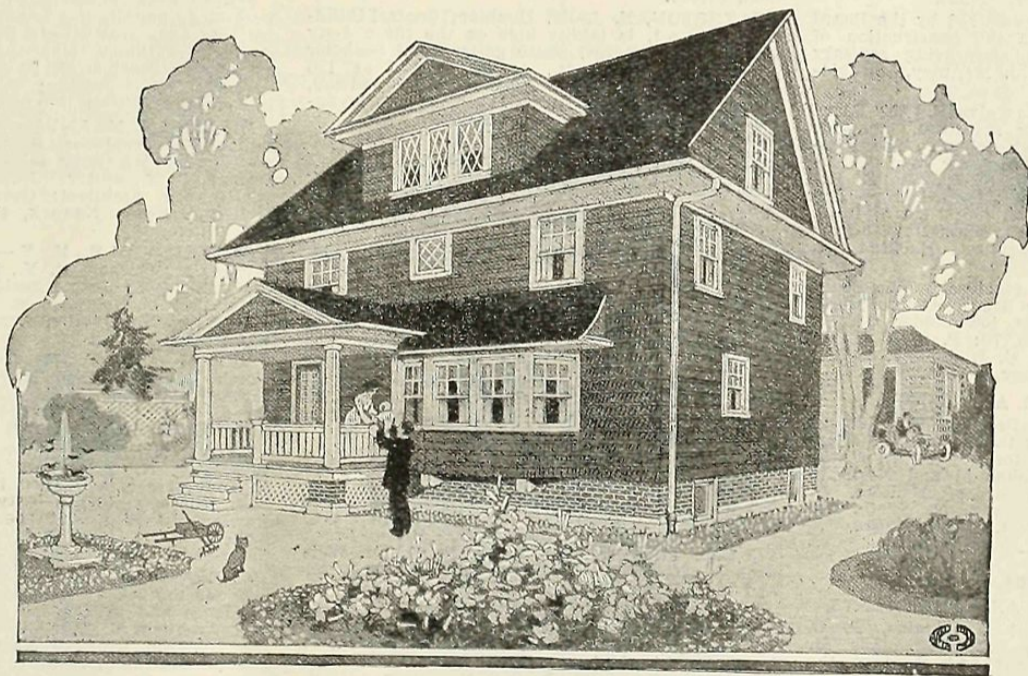


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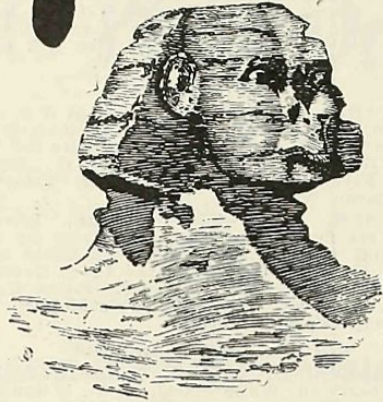
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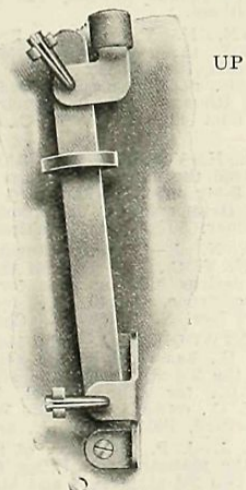
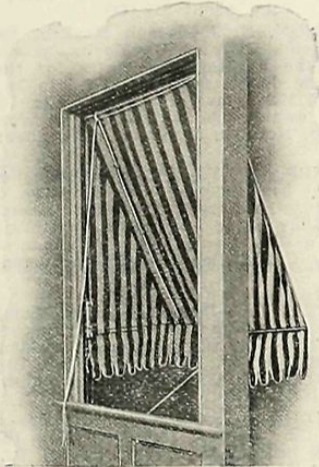
SPHINX



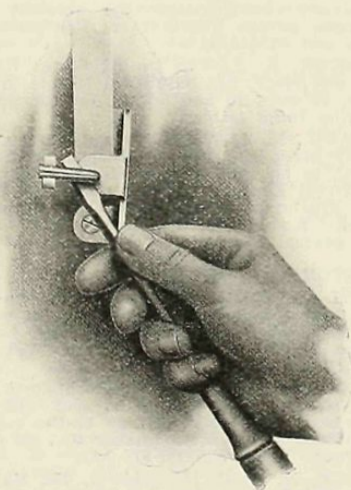
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accomplishes the aim of its designers in that its operation is noiseless, eliminates every chance of rattling, breaking or loosening. Furnished in pairs, ready to screw on to 1/2 in. iron frames, our wall bracket taking the place of the old slide rod.

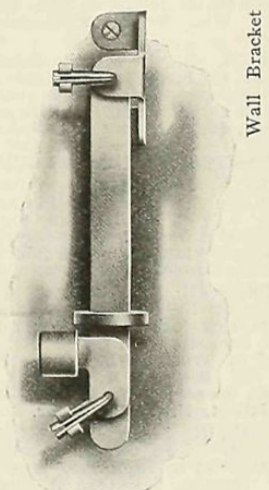
The "SPHINX" Awning Fitting is attachable to any awning frame. It prevents all disagreeable features attending the use of the old slide attachment, eliminating danger of breaking windows. No tinkering around the awning replacing rusted, lost or broken nuts, bolts and screws. No tools necessary to attach. The "SPHINX" is the only awning fitting made from pressed steel. Pin is made from hard-drawn spring brass. Other features are explained in our latest literature and are worthy of investigation.



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dence, 21x52 ft. at 141 Terrace av for M. C. Winkler, 72 Columbus av, owner. Wm. G. Reiman, 143 North Terrace av, architect.

PERTH AMBOY, N. J.—The Fred Christensen Construction Co., of this place, has received the general contract for the 2-sty frame residence to be erected on Madison av for August N. Hystrom, of this place, owner.

ONEONTA, N. Y.—McFee & Borst, of this place, have received the general contract for the 2½-sty frame and stone residence, 40x50 ft., to be erected in Walnut st for Bert Morris, of this place, owner. Sam Borst, 45 Market st, architect. Cost, \$9,000.

FACTORIES AND WAREHOUSES.

EAST RIVER.—Ruggles Robinson Co., 331 Madison av, N. Y. C., has received the general contract for the 8-sty reinforced concrete refrigerating plant, 112x102 ft., to be erected at docks 21 and 22 East River, 80 ft. south of Fulton st, Brooklyn, for the New York Dock Co., foot of Montague st, owner. Doty Refrigerating Co., Ethan Allen Doty, 30 Hall st, Brooklyn, lessee. Maynicke & Franke, 25 East 26th st, N. Y. C., architects. Cost, \$250,000.

HALLS AND CLUBS.

ORCHARD ST.—The George H. Atkinson Co., 90 West st, has received the general contract for alterations to the 3-sty tenement 86 Orchard st to be changed to a club for Rudolph Wallack Co., 69 William st, owner. East Side Club, Wm. Lustgarten, president, 68 William st, lessee. C. A. & H. Boehm, 7 West 42d st, architects.

HOSPITALS AND ASYLUMS.

NEW DORP, S. I.—Durkin & Laas, 103 Park av, N. Y. C., have received the general contract for the addition to St. John's Guild Hospital from plans by Edward Pearce Casey, 149 Broadway, N. Y. C., architect. Cost, \$70,000.

OSWEGO, N. Y.—J. A. Culklin Co., 24 Arcade Building, has received the general contract to erect the 2-sty St. Francis Home, 60x120 ft., on Syracuse av, near Barkle st, for the Sisters of St. Francis, at site, C. H. Bolger, president, 6 Grant Building. J. H. Seeber, Arcade Building, architect. Cost, \$30,000.

WEBB AV.—F. D. Gheen & Co., 1123 Broadway, have received the general contract to erect the 4-sty fireproof hospital for the Roman Catholic Orphan Asylum at Webb av and Kingsbridge rd, the Bronx, from plans by Wm. H. Gompert, 2102 Broadway, architect.

HOTELS.

HASTINGS-ON-HUDSON, N. Y.—H. H. Vought, Jr., 501 5th av, N. Y. C., has received the contract for fireproofing the alteration and addition to the "Longue Vue" Hotel for the Long View Hotel Co., R. A. Gushoe, Ardelle Apartments, 527 Riverside Drive, president. F. P. Kelley, 3 West 29th st, N. Y. C., architect; William Crawford, 5-7 East 42d st, N. Y. C., general contractor.

MUNICIPAL WORK.

QUEENS.—Joseph L. Sigretto Co., 1455 Woodhaven av, Woodhaven, L. I., has received the contract for sewers and appurtenances for Hamilton av, Ashland av, Brevort st and Rockaway rd, Gabriel Hill, 94 Washington av, L. I. City, for Hopkins av, north and east corner of 15th av and Graham av, North Graham av, north and east corners of 4th av, 7th av, Webster av, Hancock st, Boulevard, Marion st, Van Alst, Ely av, Newton av, Buchanan pl, southeast corner 14th av and Boulevard, Washington av and Pierce st. Olancy & Van Alst, 401 Broadway, L. I. City, for Van Alst av, from Ditmars av to Hoyt av; Sunswick st, Paynter av, Hancock st, Wilbur av; Charles A. Myers, Evergreen, L. I., for Centre st, Woodward av and Stair st. J. H. Holmes, 271 North 6th st, Brooklyn, for Jamaica av. Peace Bros., 20 Main st, Flushing, L. I., for Howland st, Frank Street, 1 Prospect st, Flushing, L. I., for new town road. Newman & Carey Co., 215 Montague st, Brooklyn, for Flushing av. Ford Contracting Co., 450 West 147th st, N. Y. C., for southerly intersection of Myrtle av and Cornelia st. McFarlane Contracting Co., for Troutman st and Metropolitan av.

JERSEY CITY, N. J.—Butler Bros. Construction Co., 1170 Broadway, N. Y. C., have received the general contract for the new pier and bulkhead to be erected in Morgan st for the Board of Harbor Commissioners of Jersey City, D. J. Hart, secretary, room 27, City Hall, Jersey City, N. J.

PUBLIC BUILDING.

NEWBURGH, N. Y.—Wm. Parrott, 178 Washington st, has received the masonry and Tweed & Woodruff, 31 Lutheran st, the carpentry for alterations to the City Library at 98 Grand st for the City of Newburgh. Cost, \$20,000.

SCHOOLS AND COLLEGES.

MANHATTAN.—W. J. Olvany, 177 Christopher st, N. Y. C., has received the contract for alterations and repairs to heating and ventilating for P. S. 20, \$654; for P. S. 34, \$2,589; Grimshaw & Sturges, 41 Christopher st, for P. S. 59, \$2,640; D. J. Rice, 149 West 35th st, for P. S. 62, \$823; for P. S. 71, \$1,766; Wm. Mason, 416 East 161st st, for P. S. 105, \$445; for P. S. 147, \$650; E. Rutzler Co., 404 East 49th st, for P. S. 161, \$2,239.

ORANGE, N. J.—Wm. G. Sharwell & Co., 377 North 5th st, Newark, N. J., have received the general contract for the addition to the 3-sty frame private school at 112 Berkeley av for the Seven Oaks Co., 363 Centre st, owner, Sidney M. Colgate, president. George E. Melendy, 204 Centre st, architect. Cost, about \$37,000.

STABLES AND GARAGES.

FLATBUSH AV.—J. C. Lyons Sons, 4 East 42d st, N. Y. C., have received the general contract to erect the 2-sty brick garage, 36x114 ft., at Flatbush av and Sterling pl, from plans by Gustav Erda, 826 Manhattan av, Brooklyn, architect.

WEST HOBOKEN, N. J.—Pasquale Cona & Co., Weehawken, N. J., have received the general contract for the 2-sty brick stable to be erected at 627-631 Central av, for Geo. F. Kramer and Henry F. Dankert, of this place, owners. Edw. McDermott, 582 Spring st, architect.

STORES, OFFICES AND LOFTS.

MT. VERNON, N. J.—W. H. Seargent, 3 South 3d av, has received the general contract to erect the 1-sty brick shop, 50x72 ft. on North 2d av, north of Sidney av, for Dr. E. G. Bauman, 117 West 2d st, owner. S. A. Guttenberg, P. O. Building, architect. Cost, \$4,000.

GRANTWOOD, N. J.—Edmund D. Broderick, 1382 Lexington av, N. Y. C., has received the general contract to erect the 2-sty frame and stucco store building, 40x80 ft., for Patrick Carney, of this place, owner. James F. Hughes and John J. Kahun, 11 East 24th st, N. Y. C., architects. Cost, \$15,000.

BROADWAY.—J. Odell Whitenack, 231 West 18th st, has received the general contract for alterations to the office building 326-330 Broadway, from plans by Goldwin Starratt & Van Vleck, 45 East 17th st, architects. J. M. Jarvie, 166 Broadway, owner; the Tower Mfg. & Novelty Co., 306 Broadway, lessee. Harold J. Crooke, 1123 Broadway, steel engineer. Cost, \$15,000.

THEATRES.

48TH ST.—Nimis & Nimis, 314 Madison av, have received the wiring contract for the brick and stone theatre to be erected at 136-142 West 48th st for Cort Theatre, Cort & Corey, 1480 Broadway, owners. Thomas W. Lamb, 501 5th av, architect; William Crawford, 5-7 East 42d st, general contractor.

MISCELLANEOUS.

187TH ST.—George Vassar's Son & Co., 1170 Broadway, have received the general contract for the 4-sty brick and steel sub-station, 50x100 ft., to be erected at 654 West 187th st for the United Electric Light & Power Co., 1170 Broadway, owner.

PLANS FILED FOR NEW CONSTRUCTION WORK.

Manhattan.

FACTORIES AND WAREHOUSES.

42D ST, 529-549 West, 43d st, 532-542 West, 6-sty brick warehouse, 175x200.10; cost, \$300,000; owner, Archibald D. Russell, Princeton, N. J.; architect, L. C. Holden, 103 Park av. Plan No. 365.

WEST END AV, w s, 63d to 64th sts, four 1-sty brick storages, 50x100.10x100.10; cost, \$20,000; owner, New York Central R. R. Co.; architect, J. C. Cocker, 2017 5th av. Plan No. 37k.

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16th, 17th, CLINTON AND GRAND STREETS

HOBOKEN, N. J.

47TH ST, s e cor 6th av, 1-sty galvanized iron garage, 12x16.4, iron roof; cost, \$300; owner, Annie Itleson, 4701 6th av; architect, —. Plan No. 3606.

ST MARKS AV, n s, 125 w Vanderbilt av, 2-sty brick garage, 50x131, tar and gravel roof; cost, \$18,000; owner, August W. Bohn, 112 Park pl; architect, Henry G. Bohn, same address. Plan No. 3679.

THEATRES.

CLASSON AV, Nos 174 and 176, 1-sty brick open air moving picture show, 50x110; cost, \$400; owner, Ellis Cantor, 73 Hart st; architect, Wm. Genritz, 73 Hart st. Plan No. 3570.

MISCELLANEOUS.

BROADWAY, No. 1470, 1-sty iron booth, 6.2x8.2, iron roof; cost, \$100; owner, Geo Hilkerner, 186 Stanhope st; architects, Eisenla & Carlson, 16 Court st. Plan No. 3569.

79TH ST, s s, 260 e 7th av, 1-sty frame storage shed, 36x20, felt roof; cost, \$250; owner, Luke Miller, 81st st, near 7th av; architect, Charles Schubert, 13th av, cor 86th st. Plan No. 3621.

MIDWOOD ST, s s, 65 e Brooklyn av, 2-sty frame hay storage, 20x55, tar and gravel roof; cost, \$3,000; owner, G. Sanchirico, 386 Midwood st; architect, R. T. Schaefer, 1522 Flatbush av. Plan No. 3600.

53D ST, n s, 260 e 7th av, 1-sty frame wagon shed, 20x70, tar and gravel roof; cost, \$75; owner and architect, Jos. Marinaccio, 733 53d st. Plan No. 3599.

TOMPKINS WALK, 281 s Bowery, 1-sty frame aerial slide, —x—; cost, \$300; owner, Stephen E. Jackman, on premises; architect, Jas. A. McDonald & Son, Surf ave. & W. 24th st. Plan No. 3589.

WEST ST, e s, 75 n Green st, 1-sty frame open shed, 15x15, tar and gravel roof; cost, \$75; owner, Sol Levine, 186 West st; architect, Christian Bauer, Jr., 6 Bedford av. Plan No. 3636.

46TH ST, n s, 120 e 5th av, 1-sty brick storage shed, 12.9x60, tin roof; cost, \$500; owner, Ellen Walsh & ano, 570 46th st; architects, Eisenla & Carlson, 16 Court st. Plan No. 3646.

WEST 21ST ST, e s, 596 s Surf av, 2-sty frame bath house, 115x32, tar and gravel roof; cost, \$2,500; owner, G. T. Herring, on premises; architects, Jas. T. McDonald & Son, Surf av and West 24th st. Plan No. 3631.

MESEROLE AV, s e cor Jewell st, 1-sty frame lumber shed, 54x17, tarpaper roof; cost, \$275; owner, J. Friedland Co., 200 Huntington st; architect, —. Plan No. 3659.

POINT BREEZE, Sheephead Bay, 1-sty frame store room, 16x20, tarpaper roof; cost, \$90; owner, Manhattan Beach Estates, 192 Broadway, N. Y.; architect, A. Fischl, 230 East 71st st, N. Y. Plan No. 3664.

SHEFFIELD AV, w s, 140 n Livonia av, 2-sty brick engine house, 50x88, concrete roof; cost, \$50,000; owner, City of New York; architects, Morgan & Trainer, 331 Madison av, N. Y. Plan No. 3696.

RICHARDSON ST, n s, 100 w Leonard st, 3-sty brick engine house, 50x90, concrete roof; cost, \$50,000; owner, City of New York; architects, Morgan & Trainer, 331 Madison av, N. Y. Plan No. 3697.

Queens.

APARTMENTS, FLATS AND TENEMENTS.

LONG ISLAND CITY.—Jackson av, s e cor Purves st, 4-sty brick tenement, 25x90, gravel roof, 12 families; cost, \$16,500; owner, Royalton Realty Co., Bridge Plaza North, L. I. C.; architect, Frank Chmelik, 796 2d av, Long Island City. Plan No. 1884.

RIDGEWOOD.—Prospect av, w s, 25 s s Woodbine st, 3-sty brick tenement, 25x80, tin roof, 6 families; cost, \$6,000; owner, Francis McClenahan, 2420 Silver st, Ridgewood; architect, Henry Brucker, 160 Prospect av, Ridgewood. Plan No. 1846.

LONG ISLAND CITY.—Blackwell st, w s, 275 n Vandeventer av, 3-sty brick tenement, 25x73, tar and gravel roof, 6 families; cost, \$8,000; owner, William E. Nallen, 367 Jamaica av, L. I. C.; architect, Gustav Erda, 826 Manhattan av, Brooklyn. Plan No. 1884.

LONG ISLAND CITY.—Crescent st, s w cor Taylor st, 4-sty brick tenement, 50x88, plastic slate roof, 16 families; cost, \$35,000; owners, Corraday-Stevens Co., 9 East 42d st, N. Y. C.; architect, James D. Burt, 9 East 42d st, N. Y. C. Plan No. 1885.

EVERGREEN.—Halsey st, n e cor Irving av, 3-sty brick tenement, 25x83, tin roof, 4 families; cost, \$10,500; owners, Emil and Jos. Martin, 193 Wyckoff av, Evergreen; architect, Otto Thomas, 2350 Myrtle av, Ridgewood. Plan No. 1886.

DWELLINGS.

ROCKAWAY BEACH.—Ocean av, n s, 300 w Frank av, 1-sty frame dwelling, 12x24, felt roof, 1 family; cost, \$200; owner, John Hicks, Edgemere; Plan No. 1803.

BAYSIDE.—Chambers st, e s, 185 s Ashburton av, 2½-sty frame dwelling, 26x40, shingle roof, 1 family; cost, \$5,300; owner, Kathryn Mallon, 303 West 113th st, N. Y. C.; architect, Richard Burger, 309 Broadway, N. Y. C. Plan No. 1807.

WOODHAVEN.—Syosset st, n e cor Yarmouth st, five 2-sty brick dwellings, 20x35, tin roof, 1 family; cost, \$15,000; owner, Model Homes Building Co., 378 Fulton st, Brooklyn; architect, Louis Dannacher, 7 and 9 Glenmore av, Brooklyn. Plan No. 1808-9.

FOREST HILLS.—Puritan av, s e s, 138 n e Greenway North, 2½-sty brick dwelling, 22x31, tile roof, 1 family; cost, \$5,000; owner, Sage Foundation Homes Co., 47 West 34th st, N. Y. C.; architect, Grosvenor Atterbury, 20 West 42d st, N. Y. C. Plan No. 1812.

HOLLIS.—Maple av, s w cor DeBevoise av, 2½-sty frame dwelling, 18x36, shingle roof, 1 family; cost, \$3,000; owner, Louis Wingerath, 43 Canal st, Jamaica; architect, G. E. Crane, 67 Welling st, Richmond Hill. Plan No. 1811.

JAMAICA.—West st, w s, 300 s Liberty av, two 2-sty frame dwellings, 16x34, shingle roof, 1 family; cost, \$4,000; owner, George Mott, 20 Sterling pl, Brooklyn; architects, H. T. Jeffrey & Son, 923 Lefferts av, Richmond Hill. Plan No. 1819-20.

ROCKAWAY BEACH.—Wainwright pl, e s, 57 s Washington st, 2-sty brick dwelling, 25x38, slate roof, 1 family; cost, \$5,500; owner, Mrs. Louisa Meisner, Wainwright & Washington sts, Rockaway Beach; architects, Molle & Mejo, 155 Grove av, Rockaway Beach. Plan No. 1823.

COLLEGE POINT.—7th av, n s, 50 e 15th st, 2-sty frame dwelling, 20x46, tin roof, 2 families; cost, \$3,500; owner, Jacob Graeser, 13th st, near 5th av, College Point; architect, E. Leo McCracken, Manhattan court, College Point. Plan No. 1822.

ELMHURST.—Washington st, w s, 60 s Jansen av, 2-sty frame dwelling, 22x54, tin roof, 2 families; cost, \$5,000; owner, Frederick Meyer, Trotting Course lane, Elmhurst; architect, A. Schoeller, Mulberry av, Elmhurst. Plan No. 1840.

BELLAIRE.—Euclid av, w s, 100 n Queens parkway, two 2-sty frame dwellings, 23x25, shingle roof, 1 family; cost, \$6,000; owner, A. D. Brown, Beaufort & Hollis avs, Hollis; architects, Van Buskirk & Leslie, 180 Montague st, Brooklyn. Plan Nos. 1837-S.

QUEENS.—Queens parkway, s s, 60 e Euclid av, 2-sty frame dwelling, 22x25, shingle roof, 1 family; cost, \$4,000; owner, Mary L. Thompson, Queens, L. I.; architect, Universal Homes Corp., 1 West 34th st, N. Y. C. Plan No. 1844.

QUEENS.—Springfield road, e s, 80 s Hempstead turnpike, 2-sty frame dwelling, 24x29, shingle roof, 1 family; cost, \$3,200; owner, Lucy Ulrich, 115 East 111th st, N. Y. C.; architect, Samuel J. Hendrickson, Rosedale, L. I. Plan No. 1839.

GLENDALE.—Lafayette av, e s, 300 s Central av, 1-sty frame dwelling, 20x33, tin roof, 1 family; cost, \$1,000; owner, John Hochner, on premises; architects, L. Berger & Co., Myrtle & Cypress avs, Ridgewood. Plan No. 1843.

LONG ISLAND CITY.—Harold av, e s, 215 s Skillman av, 1-sty frame dwelling, 25x60, felt and gravel roof, 1 family; cost, \$1,000; owner, M. Maloney, Thompson & Greenpoint avs, Woodside; architect, John M. Baker, 21 Jackson av, L. I. C. Plan No. 1836.

JAMAICA SOUTH.—Old South road, s s, 60 w Madison av, 1½-sty frame dwelling, 14x24, shingle roof, 1 family; cost, \$700; owner, William M. Hopper, 222 Fountain av, Brooklyn; architect, Louis F. Schillinger, 167 Van Siclen av, Brooklyn. Plan No. 1847.

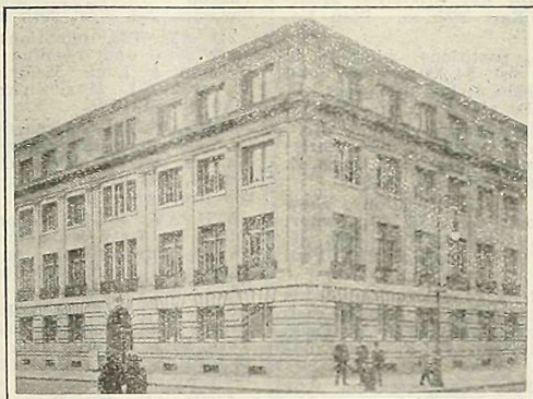
HOLLIS COURT.—Hollis Court boulevard, w s, 450 n Fulton st, 2½-sty frame dwelling, 25x28.6, shingle roof, 1 family; cost, \$6,100; owner, A. D. Jacob, care architect; architect, John Migivlan, 207 72d st, Brooklyn. Plan No. 1856.

BAYSIDE.—Odell av, e s, 100 s Lawrence boulevard, 2-sty frame dwelling, 22x28, shingle roof, 1 family; cost, \$3,500; owner and architect, Geo. Harnden, Bayside. Plan No. 1858.

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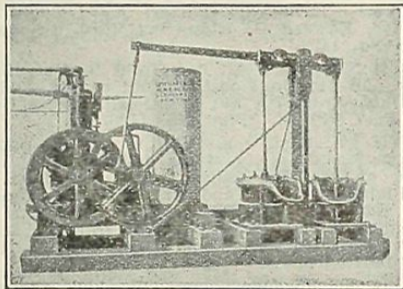
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5TH ST, Midland Beach, frame bungalow; cost, \$364; owner, Geo. T. Mahnken, 3648 Broadway, N. Y. C.; builder, Everett Bellock, Barton av, Grant City. Plan No. 372.

ROCKAWAY ST, Tottenville, frame bungalow; cost, \$175; owner, John Nicol, 153 Boyd av, Jersey City; builder, Jas. H. Cummings, Tottenville. Plan No. 377.

WIMAN AV, Great Kills, frame bungalow; cost, \$100; owner and builder, Henry Lockwood, 764 Communipaw av, Jersey City. Plan No. 370.

WASHINGTON AV, n s, 100 Egbert av, 1 1/2-sty frame dwelling, 20x27; cost, \$2,300; owner, Harold E. Witteman; architect, Chas. B. Heweker; builder, Frank Marino. Plan No. 379.

BOYWAY, Tottenville, frame bungalow; cost, \$900; owner, Nora Dinan, 70 South St, N. Y. C.; builder, Chris Petersen, Tottenville. Plan No. 375.

WIMAN AV, Great Kills, frame bungalow; cost, \$80; owner and builder, Geo. Wilking, 764 Communipaw av, Jersey City. Plan No. 371.

SOUTH BEACH, frame bungalow; cost, \$125; owner and builder, Alex Dow. Plan No. 391.

MERRILL AV, s s, 200 e Hughes av, 1 1/2-sty frame dwelling, 30x25; cost, \$2,200; owner, B. Braisted; architect and builder, Claude Decker. Plan No. 388.

WASHINGTON AV, n s, 200 w Boulevard, frame bungalow; cost, \$200; owner, C. Carlo; builder, Allan H. Kovis. Plan No. 389.

TOMPKINS AV, w s, 58 s Hope av, 2-sty frame dwelling, 28x36; cost, \$4,200; owner, Carl Schick; architect, J. P. Holmes; builder, Jos. Keenan. Plan No. 382.

SAND LA, e s, 140 Richmond av, Rosebank, 2-sty frame dwelling, 24x38; cost, \$5,000; owner and architect, Alfonso Coffolo. Plan No. 380.

CLOVE AV, n s, 90 e R. R., three frame dwellings, 1-sty, 24x32; cost, \$5,400; owner, C. D. Durkee & Co.; architect, F. W. Berry, builder, W. H. Condit. Plan No. 384.

TILLMAN ST, n s, 522 e Manor rd, summer dwelling, 18x25, 2-sty; cost, \$750; owner and builder, Christopher Desmond, 154 Sumpter av. Plan No. 381.

STABLES AND GARAGES.

RICHMOND RD, Dongan Hills, frame stable; cost, \$125; owner, Jas. Passmore, 1657 Richmond rd; builder, Aug. Steinert, 118 Steuben st, Concord. Plan No. 369.

STORES AND DWELLINGS.

CENTRE ST, s s, 150 e Garretson st, 2-sty brick store and dwelling, 25x43; cost, \$4,000; owner, Hy Holterman; architect and builder, John Schroll. Plan No. 383.

STORES, OFFICES AND LOFTS.
RICHMOND TURNPIKE, Tompkinsville, frame store; cost, \$325; owners, Rubsam & Horrman Brew Co., Stapleton; builder, Jos. Fleschner, Stapleton. Plan No. 367.

LINCOLN AV, Midland Beach, frame store; cost, \$195; owner, D. Spencer; builder, Adam Marks, Dongan Hills. Plan No. 368.

MISCELLANEOUS.

OLD STONE RD, w s, near Signs rd, frame greenhouse, 16x24; cost, \$1,000; owner, Chas. W. Mesier; builder, Wm. Penney. Plan No. 387.

HOWARD AV, e s, 300 s Louis st, brick retaining wall; cost, \$300; owner, John Martin; builders, Hy Spruck & Son. Plan No. 386.

JEWETT ST, frame shed; cost, \$145; owner, Mr. Petreins, Elizabethport, N. J.; builders, Borsham & Housman, Housman av, W. B. Plan No. 378.

BROAD ST, n s, 50 e Targee, frame wagon shed; cost, \$100; owner, D. Carstensen; builder, Chas. F. Lange. Plan No. 390.

BAY ST, e s, frame shed; cost, \$25; owner, Chas. Rosenberg; builder, G. Radish. Plan No. 385.

PLANS FILED FOR ALTERATION WORK.
Manhattan.

JAMES ST, s w cor New Bowery, posts, columns, to 4-sty shops and storage; cost, \$200; owner, Daniel F. Mahoney, 101 West 42d st; architect, O. Reissmann, 30 1st st. Plan No. 1379.

MANHATTAN ST, 111, dumbwaiter shaft to 6-sty tenement and store; cost, \$350; owner, Edgar Construction Co., 71 West 92d st; architect, Frank Hausle, 81 East 125th st. Plan No. 1387.

40TH ST, 301 East, 2d av, 748, show windows, galvanized iron cornices, to 5-sty tenement; cost, \$150; owner, Louis J. Lehmyer, 305 East 55th st; architects, B. W. Berger & Son, 121 Bible House. Plan No. 1391.

47TH ST, 13 West, electric elevator, partitions, shaft, to 4-sty dwelling; cost, \$6,000; owner, Emily F. Southmoyle, 13 West 47th st; architects, Ford, Butler & Oliver, 103 Park av. Plan No. 1392.

72D ST, 170-172 West, partitions, windows, toilets, to two 5-sty stores and apartments; cost, \$16,000; owner, Henry R. Mygatt, 507 West 138th st; architect, J. T. Hanemann, 103 Park av. Plan No. 1378.

84TH ST, 153 East, 1-sty front extension, 8x2, partitions, toilet fixtures, steel beams, to 4-sty dwellings; cost, \$1,000; owner, Robert

Machlett, 131 West 188th st; architect, Louis Allmendinger, 926 Broadway, Brooklyn. Plan No. 1390.

110TH ST, St East, partitions, stairs, toilets, to 3-sty synagogue and store; cost, \$5,000; owner, Alexander Strunsky, 81 East 110th st; architect, M. J. Harrison, 230 Grand st. Plan No. 1382.

112TH ST, 306 West, alter court to 7-sty apartment; cost, \$90; owner, Ellmont Realty Co., 103d st and Broadway; architect, Charles Andrus, 1267 Broadway. Plan No. 1388.

145TH ST, 505-509 West, windows, partitions, to 2-sty restaurant and hall; cost, \$300; owner, Marcy Holding Co., 507 West 145th st; architect, John P. Leo, 770 St. Nicholas av. Plan No. 1377.

AV A, n w cor 1st st, toilets, stairs, windows, to 4-sty store and tenement; cost, \$1,500; owner, E. L. Winthrop Estate, 242 East Houston st. Plan No. 1385.

AV B, s e cor 18th st, raise cellar floor to 6-sty tenement; cost, \$800; owner, Montrose Realty Co., 135 Broadway; architect, W. P. Seaver, 135 Broadway. Plan No. 1380.

AV B, n e cor 17th st, raise cellar floor to 6-sty tenement; cost, \$800; owner, Montrose Realty Co., 135 Broadway; architect, W. P. Seaver, 322 5th av. Plan No. 1381.

BROADWAY, 41-45, Trinity pl, 17-21, change entrance, beams, stairs, to 9-sty office; cost, \$5,000; owner, Atlas Steamship Co., premises; architects, Daus & Otto, 130 Fulton st. Plan No. 1383.

COLUMBUS AV, 28-34, 61st st, 100 West, change windows, stairs, to 6-sty tenement and store; cost, \$1,200; owner, John Blackburn Miller, 246 Central Park West; architect, Otto Reissmann, 30 1st st. Plan No. 1389.

EAST BROADWAY, 5, 1-sty rear extension, 25x18.4, piers, to 4-sty loft; cost, \$2,500; owner, Charles Remsen and others, 55 William st; architect, J. Harrison, 230 Grand st. Plan No. 1384.

MADISON AV, n e cor 115th st, toilets, partitions, windows, to 5-sty store and tenement; cost, \$7,500; owner, Daniel L. Korn, 944 Park av; architect, Oscar Lowinson, 5 West 31st st. Plan No. 1376.

MADISON AV, 72-74, elevators to 12-sty loft and store; cost, \$150; owner, The Madison Holding Co., 83 Canal st; architect, David Bleier, 545 East 139th st. Plan No. 1386.

3D AV, 634, bathrooms to 4-sty tenement; cost, \$250; owners, Benj. L. & Emma Herbst, 634 3d av; architect, Henry S. Lion, 38 West 32d st. Plan No. 1393.

18TH ST, 101-129 West, 19th st, 100-120 West, 6th av, 289-303, change elevator shaft, stairway, doors to 6-sty store; cost, \$2,500; owner, Greenhut-Siegel Cooper Co.; architect, G. W. Springsted, Jr., 36 West 72d st. Plan No. 1413.

FORDHAM ROAD, s s, 36.9 e Webster av, 1-sty frame extension, 14x50, to 3-sty frame store and office; cost, \$800; owner, Joseph P. Reed, 404 Fordham Road East; architect, Jas. P. Boyland, Fordham road & Webster av. Plan No. 296.

ST ANNS AV, No. 337, new partitions, etc., to 5-sty brick stores and tenement; cost, \$500; owner, Frederick Wein, 339 St. Anns av; architect, Lorenz Weiher, 450 East 143d st. Plan No. 293.

VILLA AV, e s, 97.11 s 204th st, new beams, etc., to 5-sty brick store and tenement; cost, \$200; owners, Rosella Realty Co., Antony Camec, 3071 Villa av, pres.; architect, J. J. Vreeland, 2019 Jerome av. Plan No. 295.

CORLEAR AV, n s, 301.2 e 230th st, new basement, to 2 1/2-sty frame dwelling; cost, \$200; owner, Z. Olson, on premises; architect, T. F. Dunn, 953 Woodycrest av. Plan No. 297.

Brooklyn.

BOWNE ST, s w cor Imlay st, new elevators, etc.; cost, \$8,000; owner, N. Y. Dock Co., 8 Bridge st; architect, Gurney Elevator Co., 62 West 45th st, N. Y. Plan No. 3556.

FT. GREENE PL, w s, 250 n Atlantic av, repair armature, etc.; cost, \$125; owners, Hammond & Co., 176 Ft. Greene pl; architect, Otis Elevator Co., 17 Battery pl, N. Y. Plan No. 3560.

HEWES ST, s s, 102 w Broadway, repair fire damages, etc.; cost, \$5,000; owner, Scholes est., Kent av, opp. Rodney st; architect, Jg. A. Crawford, 1095 Lorimer st. Plan No. 3552.

LYNCH ST, n s, 224 e Harrison av, new brick wall, etc.; cost, \$150; owner, August Moll Mfg. Co., 235 Lynch st; architect, Benj. Pinkensieper, 134 Broadway. Plan No. 3573.

PACIFIC ST, s s, 75 e Hoyt st, interior and plumbing, etc.; cost, \$1,000; owner, Sisters of Charity, Mt. St. Vincent on the Hudson; architect, F. E. Ditmars, 111 5th av. Plan No. 3567.

WEST 9TH ST, s s, 100 w Bedford av, new toilet compartment; cost, \$300; owner, Geo. T. Thomas, 1433 Myrtle av; architect, Max Cohn, 280 Bedford av. Plan No. 3571.

MONTAUK AV, e s, 200 n Liberty av, new extension, etc.; cost, \$500; owner, Morris Deshoff, 44 Montauk av; architect, Jacob Zommlck, 371 Wyona st. Plan No. 3579.

PITKIN AV, n s, 23 W Schenck av, new store front, etc.; cost, \$300; owner, Wm. Barnett, Valley Stream, L. I.; architect Louis F. Schillinger, 167 Van Sieten av. Plan No. 3557.

SURF AV, n s, 25 w West 5th st, new toilet compartment, etc.; cost, \$100; owner, C. I. & Brooklyn R. R. Co., Franklin and DeKalb avs; architect, Kristian B. Odner, 93 Rutland rd. Plan No. 356.

STONE AV, e s, 52.8 n Dean st, new extension, 15.3x26; cost, \$1,000; owner, Pasquale Casfora, 193 Stone av; architect, D. Briganti, 1414 Herkimer st. Plan No. 3554.

3D AV, No. 661, new toilet compartment, etc.; cost, \$100; owner, Isaac Fries, 656 3d av; architect, David A. Lucas, 98 3d st. Plan No. 3553.

7TH AV, s e cor 6th st, new door locks, etc.; cost, \$300; owner, Methodist Hospital, on premises; architect, Otis Elevator Co., 17 Battery pl, N. Y. Plan No. 3558.

GOLD ST, Nos. 212-214, new toilet compartment, etc.; cost, \$1,000; owner, Solomon Blumenfeld, 9 East 107th st, N. Y.; architect, Henry M. Entlich, 29 Monroe st. Plan No. 3574.

SCHOLES ST, s s, 60 e Bushwick av, rebuild wall, etc.; cost, \$300; owner, Eastern Brewing Co., on premises; architect, C. E. Haile, 957 Broadway. Plan No. 3587.

SPENCER ST, Nos. 44-48, new extension, etc.; cost, \$15,000; owner, Clayton W. Nichols, on premises; architects, Slee & Bryson, 153 Montague st. Plan No. 3582.

42D ST, s s, 150 w 1st av, new plumbing, etc.; cost, \$100; owner, Frank D. Creamer, on premises; architect, George W. Bush, 97 Liberty st. Plan No. 3588.

EAST 2D ST, No. 1049, new roof; cost, \$200; owner, Walter Beiderman, on premises; architect, G. M. Monroe, 1418 Nostrand av. Plan No. 3590.

HOMECREST AV, w s, 340 s Av V, new extension, 12x18; cost, \$800; owner, Mary F. Clark, Sheephead Bay, N. Y.; architects, Hart & Schmidt, 43 Cedar st. Plan No. 3584.

KNICKERBOCKER AV, s w cor Bleecker st, new tank, &c; cost, \$1,000; owner, Salant & Salant, 71 Worth st, N. Y.; architect, Wm. Higginson, 21 Park Row, N. Y. Plan No. 3593.

PUTNAM AV, ns, 100 e Bway, new toilet compartment, &c; cost, \$1,000; owner, Chas. L. Bauman, Far Rockaway; architect, Glucroft & Glucroft, 34 Graham av. Plan No. 3583.

20TH AV, n s, 100 w Cropsy av, new plumbing, &c; cost, \$150; owner, Mary Warren, on premises; architect, J. Simon, 19 Bay 23d st. Plan No. 3586.

HUNTINGTON ST, No. 29, new plumbing, etc.; cost, \$150; owner, Charles Keiswetter, 694 Franklin av; architect, James F. Bly, 422 St. Marks av. Plan No. 3601.

MALTA ST, w s, 180 s New Lots rd, new toilet compartment, etc.; cost, \$150; owner, Frederick Ives, Lynbrook, L. I.; architect, Louis F. Schillinger, 167 Van Sieten av. Plan No. 3627.

SCHOLES ST, No. 279, new toilet compartment, etc.; cost, \$300; owner, Samuel Salaway, 819 Broadway; architect, Brook & Rosenberg, 44 Court st. Plan No. 3628.

UNION ST, No. 674, new extension, 11x6.2; cost, \$400; owner and architect as above. Plan No. 3625.

UNION ST, No. 841, repair fire damage, etc.; cost, \$200; owner, John H. Pearson, 59 Myrtle av; architect, Jacob Miller, Thompson av, Glendale, L. I. Plan No. 3608.

SOUTH 2D ST, No. 106, new plumbing, etc.; cost, \$125; owner, Morris Fuchs, 234 Metropolitan av; architect, Max Cohen, 280 Bedford av. Plan No. 3623.

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FLUSHING.—Crocherson av, s e cor White-stone rd, 2-sty frame extension on side, 12x6, tin roof; cost, \$200; owner, Robert W. Wright, Bayside. Plan No. 591.

FLUSHING.—Lawrence st, w s, 25 s Grove st, 2-sty frame extension on rear, 12x22, tar and gravel roof; cost, \$500; owner, August Duloco, 139 Lawrence st, Flushing; architect, A. E. Richardson, 100 Amity st, Flushing. Plan No. 587.

JAMAICA.—Humboldt Boulevard, n s, — e Jay av, interior alterations; cost, \$250; owner, Mark Lieberman, premises. Plan No. 590.

LONG ISLAND CITY.—Vernon av, 152, erect new stone foundation; cost, \$300; owner, G. Heumiller, 166 Vernon av, L. I. C. Plan No. 586.

LONG ISLAND CITY.—Grand av, n s, 50 w 11th av, 1-sty frame extension on rear, 10x12, tin roof; cost, \$250; new plumbing; owner, Caroline M. Voss, 449 Grand av, L. I. C.; architect, Peter N. Voss, 449 Grand av, L. I. C. Plan No. 575.

MASPETH.—Clermont av, 10-12, general repairs after fire damage; cost, \$1,000; owner, Philip Wannemacher, 1671 Metropolitan av, Middle Village; architect, Louis Berger & Co., Myrtle and Cypress avs, Ridgewood. Plans No. 582-583.

OZONE PARK.—Broadway, s s, 25 e Ocean Lawn, 1-sty frame extension on rear, 19x34, tin roof (pool room); cost, \$400; owners, Weinberg Bros., 302 Broadway, N. Y. C. Plan No. 588.

RIDGEWOOD.—Forest av, 260, interior alterations to provide for W. C. new plumbing; cost, \$250; owner, George E. Flagg, 200 Forest av, Ridgewood. Plan No. 589.

ROCKAWAY BEACH.—So. Thompson av, 22, erect new piazza 6 ft. wide; cost, \$30; owner, Fred Garabaldi, premises. Plan No. 571.

ROCKAWAY BEACH.—Eldert av, w s, 150 n railroad, erect frame lean to shed, 6x12; cost, \$25; owner, Thomas J. Conway, Rockaway Beach. Plan No. 576.

RICHMOND HILL, Jamaica av, 3414, take out and replace store front; cost, \$150; owner, Max Trunz, 25 Lombardy st Brooklyn. Plan No. 574.

SEASIDE.—Ramsen av, e s, 84 n Central av, 1-sty frame extension, 24x24, gravel roof; cost, \$400 (station); owner and architect L. I. R. R. Co., Penn. Terminal, N. Y. C. Plan No. 580.

WOODSIDE.—8th st, w s, 180 n Kelly av, interior alterations; cost, \$200; owner Wm. Holub, premises. Plan No. 577.

WHITESTONE.—17th st, 45, new stairs on rear; cost, \$25; owner, John Sellers, premises. Plan No. 578.

Richmond.

BAY ST w s, 100 s w Clifton st, alter brick store; cost, \$500; owner, Mr. Adams; builder, A. Buttermark. Plan No. 203.

IRVING PL, n s, 125 e Garden st, alter stone dwelling; cost, \$1,800; owner, Geo. McGuire; architect, Hy. G. Otto. Owner builds. Plan No. 206.

PRIVATE LA, n s, 2400 n Washington av, add to brick stable; cost, \$2266; owner, Rich. Brick Co.; builder, W. S. Holbert. Plan No. 190.

PROSPECT ST, n s, 325 e Van Duzer st, alter frame dwelling; cost, \$400; owner, Dr. L. Hoyt; builders, Hy Spruck & Son. Plan No. 201.

RICHMOND TERRACE, n s, 400 w Broadway, alter frame store; cost, \$75; owner, Wm. Rear-don; builder, Wm. A. Pearson. Plan No. 194.

TERRACE, w s, — Clinton av, new Brighton; alter frame store; cost, \$200; owner, Serafine Fratello; builder, C. G. Norman. Plan No. 200.

VAN DUZER ST, e s, 225 n Hannah st, alter brick dwelling; cost, \$250; owner, Louis Tafuri; builder, Tony Forlenzo. Plan No. 188.

WRIGHT ST, n e cor Water st, alter store and dwelling; cost, \$23; owner, Chas. Schmei-ser; builders, Hesse & Offerjost. Plan No. 197.

BLOOMINGDALE RD, w s, 200 Sharrott rd, alter frame dwelling; cost, \$96; owner, Robt. H. Landin; builder John H. James. Plan No. 199.

CASTLETON AV, n s, 150 w Caroline st, alter brick store; cost, \$800; owner, Tyler Whitehead; builder, I. Houseman. Plan No. 196.

HEBERTON AV, e s, 100 w Ann st, Port Richmond, alter frame dwelling; cost, \$300; owner, Chas. Schiefer; builder Hy Kressin. Plan No. 205.

HUGUENOT AV, e s, 25 n 4th st, alter frame dwelling; cost, \$300; owner, G. P. Stewart; builder, Kein & Co. Plan No. 202.

HAMILTON AV, e s, 150 s Stuyvesant pl, alter frame garage; cost, \$200; owners, Sturs-burg Realty Co.; builder, Jacob A. Hetzel. Plan No. 193.

JEFFERSON AV, w s, 200 n Journeay av, alter frame dwelling; cost, \$450; owner, Eliz C. Hess; builder, Geo. Sleight. Plan No. 195.

MAGUIRE AV, e s, 368 n Amboy av, alter frame garage; cost, \$400; owner, Rich. Irving; builder, Chris Petersen. Plan No. 192.

RICHMOND AV, w s, 26 s Blackford av, alter frame store and dwelling; cost, \$400; owner, Vita Onorato; builder, Jos. Fortori. Plan No. 204.

SLEIGHT AV, e s, 409, alter frame dwelling; cost, \$100; owner, S. S. Whitehurst; builder, W. E. Joline. Plan No. 191.

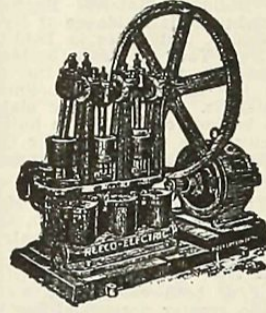
TOMPKINS AV, e s, 190 n Hyatt st, alter frame dwelling; cost, \$350; owner, Martin Keppler; architect and builder, Thos. W. Hut-ton. Plan No. 139.

4TH AV, n e cor Jersey st, alter frame dwelling; cost, \$250; owner, Sam Mandel-owitz; builder, Jacob Cohen. Plan No. 198.

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TRADE LITERATURE

Edison Mazda and Gem Lamps.

Bulletin 4947, just issued by the General Electric Company is devoted to the illumination of electric railway cars and the advantages possessed by Edison Mazda and Gem lamps for this service. The bulletin contains illustrations showing the illumination of cars by these two types of lamps, as compared with that resulting from the use of the old carbon filament lamp. The bulletin should be of great interest to railway men and should help solve their lighting problems.

"Municipal Market Policy."

Under the auspices of the City Club of New York, a pamphlet under this title has been prepared and is being distributed by Hon. Cyrus C. Miller, President of the Borough of The Bronx. Copies may be obtained by addressing the Borough President.

Mining Engineers' Bulletin.

The May issue of the "Bulletin of the American Institute of Mining Engineers" is being distributed from the offices at 29 West 39th street, New York. The bulletin contains interesting articles by Charles A. Stewart, B. G. Klugh, Walter S. Landis, Felix A. Vogel, Joseph W. Richards and N. V. Hansell.

"The Production of Mica in 1911."

An advanced chapter in the "Mineral Resources of the United States for 1911," entitled "The Production of Mica in 1911," by Douglas B. Stewart is ready for distribution. The publication is issued by the Department of the Interior—U. S. Geological Survey, George Otis Smith, director, Washington, D. C.

Testing of Clay Refractories.

Bulletin number 7, Technologic Papers of the Bureau of Standards is being distributed by the Department of Commerce and Labor, S. W. Stratton, director, from the Government Printing Office at Washington. This bulletin treats of tests of clay refractories, with special reference to their load carrying capacity at furnace temperatures. The work is by A. V. Bleininger, Ceramic Chemist, and G. H. Brown, Assistant Ceramic Chemist of the Bureau of Standards.

Wood-Using Industries.

"Wood-using Industries and National Forests of Arkansas" is the title of advanced bulletins just issued by the United States Department of Agriculture of which Henry S. Graves is Forester. It is divided into two parts; part one, "Uses and Supply of Wood in Arkansas" by J. T. Harris, Statistician, and Hu Maxwell, Expert, and part two, "Timber Resources of the National Forests in Arkansas" by Francis Kiefer, Forest Supervisor.

Electrical Engineers.

The amendments to the constitution of the American Institute of Electrical Engineers are included in the contents of the May bulletin of the American Institute. Copies may be obtained by addressing the secretary of the American Institute of Electrical Engineers at 33 West 39th street, New York. Price per copy, \$1.00.

The Production of Graphite.

The Department of the Interior—U. S. Geological Survey, Washington, D. C., is issuing advanced chapter from "Mineral Resources of the United States" by Edson S. Bastin. Copies may be obtained by addressing the bureau at Washington.

Paving and Roads.

The Texas Company is issuing a booklet describing roads made with their Texaco road compound and announces that they have changed the date of publication to quarterly. The next issue will be dated at August 1st, but issued in July. The size will be altered to agree with standard catalogue file size 2-in. by 9-in. All communications should be addressed to editorial department, Texas Company, 17 Battery place, New York.

New Concrete Mixers.

The Ransome Concrete Machinery Co. are putting on the market two new types of portable concrete mixers, Nos. 60 and 61. These designs embrace many new ideas collected by the Ransome Company in cooperation with street paving engineers and contractors. Full descriptions will be sent on request to the Ransome Concrete Machinery Co., Dunellen, N. J.

Personal and Trade Notes.

J. H. SCHEIER, the builder, has removed his offices to 12 East 42d street.

C. YINGLING & SON, manufacturers of the Yingling double action shaking gate, have moved their offices from 150 Broadway, New York City, to 1166 Broad street, Newark.

STERLING CEILING & LATHING CO. recently moved from 18 East 42d st to 349 East 23d st, where they occupy much larger quarters than formerly and carry a large stock of furring and lathing.

THE UNITED STATES CIVIL SERVICE COMMISSION announces an examination July 10 to secure eligibles from which to make certification to fill a vacancy in the position of laboratory aid and engineer at \$900 per annum, in the forest products laboratory at Madison, Wis.

S. PEARSON & SON, the contractors who constructed the Pennsylvania East River tunnels and the National Harbor at Dover, have secured the contract for the new port of Valparaiso. Four firms, including a British, a Franco-Dutch combination of contractors and a German firm, tendered for the work. The amount of the contract is about \$14,000,000 and the time allowed for the construction of the port is seven years.

DE WITT CLINTON OVERBAUGH, formerly president of the Building Material Exchange, died last Friday night at his residence at Nyack, N. Y. He was born at Saugerties in 1840, and before coming to New York he was a builder in Ulster County, and was president of the company which built the Grand Hotel at Summit station in the Catskills. In the early eighties he engaged in the business of dealing in building materials in this city, as a member of the Overbaugh-Camp Company, which is now engaged in a different line.

THE HILL DRYER CO. of Worcester, Mass., and the Hill Canton Dryer Co. of Canton, Ohio, and Worcester, Mass., have obtained contracts for the installation of their dryers in 15 of the new fire houses in New York City. Mr. B. P. Hill, vice-president of both companies, will in the future spend the greater portion of his time at the New York offices of both companies, 83-85 6th st, Long Island City. Associated with him in the selling end will be Mr. John Doherty, who has acted as office manager for the past three years, and Mr. E. R. Rogers, who has just joined the firm's New York office.

Dyckman Tract Activity.

A building movement of distinctive importance is about due for the Dyckman section. Recent announcements are to the effect that Morris Freeman, who owns the plot of six lots at the southwest corner of Broadway and 207th street, plans to erect a six-story elevator apartment house. The new structure will have a frontage of 100 feet on Broadway and 150 feet in 207th street. Directly opposite, at the southeast corner of Broadway and 207th street, 100x90 feet, T. S. Galardi has had plans prepared for a six-story structure. A few blocks to the north, at the northeast corner of Broadway and 212th street, the Hazel Real Estate Company will build a six-story elevator house, 118.7x197.9 feet.

A Change of Base.

The Paterno Construction Co., of which Charles V. Paterno is the head, has branched out from Morningside Heights, and will build an apartment house at the southwest corner of Seventh avenue and 58th street. Morningside Heights has nearly reached its limit as a building field. It is only about ten years since the movement for the erection of apartment houses began there, and the Paternos have had a large part in it. Now that there are few available sites left, they have had to change the scene of their operations.

Chief Croker's Consistency.

Ex-Fire Chief Edward F. Croker will be true to his professions in building his new home at Long Beach. It will be a fire-proof dwelling, built of the National Fireproof Company's hollow tile. The doors, window frames and sashes will be of metal and the beams will be of fire-proofing material. Not a piece of wood will be used in the construction of the house. In case of fire in one room the door can be closed and the fire will burn itself out.

Canada Cuts Duty on Cement and Lime.

The Canadian government makes the important announcement that it has decided "to grant for a limited period, a remission of one-half the duty paid upon Portland cement and hydraulic or water lime in barrels, bags or casks." The reduction is made in response to an overwhelming demand from the West, where sufficient Canadian cement cannot be had for building operations.

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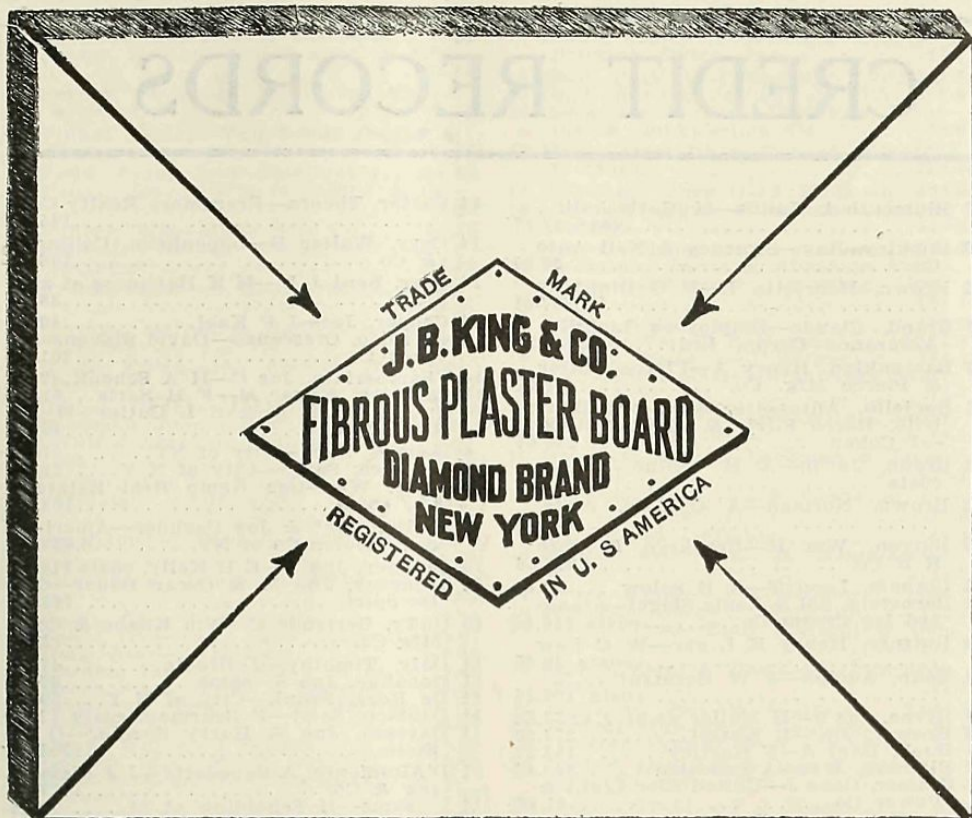
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Leavy, Benj., 35 Nassau st.
Lummis, B. R., 25 West 33d st.
McLaughlin, T. F., 2687 Broadway.
McNally, G. V., 47 West 34th st.
Mable & Co., W. B., 1178 Broadway.
Manning, E. A., 489 5th ave.
Martin, S. H., 150 Columbus ave.
Muhlfelder, L. J., 681 Broadway.
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Polizzi & Co., 192 Bowery.
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Price, George, 138th st and 3d ave.
Read & Co., Geo. R., 20 Nassau st.
Rickert-Finlay Realty Co., 45 West 34th st.
Roome & Co., W. J., 177 Madison ave.
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Schmuck, A. J. C., 47 West 34th st.
Schrag, L., 142 West 23d st.
Schwiebert, H., 3271 3d ave.
Seeligberg, W., 35 Nassau st.
Sheeran Jas. F., 1250 Lexington ave.
Simmons, E. de Forest, 2 East 58th st.
Smith, F. E., 3 Madison ave.
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Ware, William R., 451 Columbus ave.
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Whiting & Co., W. H., 41 Park Row.
Wilcox & Shelton, 245 West 125th st.
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Wissman, F. De R., 149 Broadway.
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(Brooklyn)

Bulkley & Horton Co., Myrtle & Clinton aves.
Chauncey Real Estate Co., 187 Montague st.
Clark, Inc., Noah, 837 Manhattan ave.
Corwith Bros., 851 Manhattan ave.
Henry, John E., 1251 Bedford ave.
James & Sons, John F., 193 Montague st.
Ketcham Bros., 129 Ralph ave.
Morrisey, Wm. G., 189 Montague st.
Noonan, S., 75 6th ave.
Porter, David, 189 Montague st.
Pyle Co., H. C., 199 Montague st.
Rae Co., Wm. P., 180 Montague st.
Realty Associates, 176 Remsen st.
Small, Fenwick B., 939 Broadway.
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Tyler, Frank H., 1183 Fulton st.
Welsch, S., 207 Montague st.
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Electrical Testing Laboratories, 80th st and
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Table listing various companies and their associated values, including Electrical Consumers Adjustment Co, Penn-Liberty Co, and others.

Table listing various companies and their associated values, including Schmidt, Geo & David, Strompf, Adolph, and others.

Table listing various companies and their associated values, including Black, David, Bornbach, Jno, and others.

SATISFIED JUDGMENTS.

Manhattan and Bronx.

JUNE 8, 10, 11, 12, 13, 14.

Table listing satisfied judgments in Manhattan and Bronx, including names like Andron, Jacob L, Aue, Ferdinand, and others.

CORPORATIONS.

Table listing corporations, including Bellwood Constn Co, City of N Y, Chas S Merton, and others.

Table listing corporations, including Lacy, Caroline E, Lebowitz, Bertha, and others.

CORPORATIONS.

Table listing corporations, including General Iron Works, Oberly Salesbook Co, and others.

1Vacated by order of Court. 2Satisfied of appeal. 3Released. 4Reversed. 5Satisfied by execution. 6Annulled and void.

JUDGMENTS IN FORECLOSURE SUITS.

Manhattan and Bronx.

JUNE 6.

182D st, ns, lot 45, 50x100; Saml Hollander agt Jno J Glynn et al; Louis M Shimel (A); Melvin H Dalberg (R); due, \$2,088.91.

JUNE 7.

22D st, 457 W; Edw H Burger agt Hortensia Daussa et al; Adolph & Henry Bloch (A); Jno H Rogan (R); due, \$1,920.30.

JUNE 8.

No Judgments in Foreclosure Suits filed this day.

JUNE 10.

Lot 330, map of McGraw Est, Van Nest Sta., Bronx; Chas A Robinson agt Alice M Lynch et al; Rollins & Rollins (A); Chas L Cohn (R); due, \$4,248.33.

JUNE 11.

109TH st, 127 E; Metropolitan Securities Co agt Christopher F Campbell et al; Louis B Hasbrouck (A); Nathan A Smith (R); due, \$23,403.28.

JUNE 12.

119TH st, ss, 265 e Park av, 20x100.11; Edw Roesler et al agt Middletown Realty Co; Middleton S Borland (A); Walter B Caughlin (R); due, \$17,125.62.

Borough of Brooklyn.

JUNE 6, 7, 8, 10, 11 and 12.

Table listing satisfied judgments in Borough of Brooklyn, including names like Abraham, Abr, Annie M Creighton, and others.

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RECORDS SECTION

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REAL ESTATE RECORD AND BUILDERS GUIDE.

This section includes all recorded Conveyances, Mortgages, Leases, in the Boroughs of Manhattan and Bronx and the recorded Wills in the Borough of Manhattan.

"Entered at the Post Office at New York, N. Y., as second class matter."

Vol. LXXXIX No. 2309

New York, June 15, 1912

(49) PRICE 20 CENTS

BLOCK AND LOT INDEX OF RECORDED CONVEYANCES

The following is the block and lot order of the Recorded Manhattan Conveyances arranged numerically for the current week.

The first figure indicates the official Block number.

The second figure indicates the official Lot number of the property changing ownership.

69-16	636-40	1239-30	1649-7	2007-26
136-7	643-39	1242-28A	1655-21	2057-33½
159-30-32	716-26	1245-19	1660-pt Lt 18	2063-35
166-4-5	736-39	1248-59	1662-41-42	2074-1 & 61
168-26	737-14	1260-66	1666-40	2089-24
199-18	742-3-4	1262-41	1711-41-43½	2090-21
200-30	743-7	1273-19	1722-19	2099-40-43
205-8-9	760-32-36 & 62	1318-26	1729-19	2107-68
243-17	779-78	1340-25	1730-56½ & 57	2117-22
266-54	794-5	1345-24½	1746-15 & 42	2128-pt 1t 10
281-20	806-60-61	1395-37 & pt Lt 41	1751-1	2141-49-50
295-23	819-27	1407-30	1754-15	2152-17
297-4	858-6	1412-27	1755-25	2157-45 & 47
304-21	876-1	1431-10	1757-39-40	2163-21
311-14	884-24	1441-35	1772-40½	2170-3
339-10-11 & 67	909-36	1443-34½ & 47	1777-61-62	2203-1-5
354-20	911-36	1444-35	1792-27	2232-6-12
359-46	944-39	1446-37½	1809-38-38½	3402-547
365-7-9	972-31	1466-31	1820-45	
377-9-10	974-34	1500-8	1822-37 & 40	
390-58	49-49½	1513-16	1848-46	
428-40	1001-47-48	1517-7	1869-61	
438-18	1013-55	1531-16-18	1872-4 & 61-64	74-35
449-3	1022-6-9	1560-29	1907-1-4, 40 & 63-64	300-19
460-58	1031-8-9½	1605-33	1915-40	313-15
477-47	1055-23½	1615-60-61	1916-15½	421-24-27
481-pt Lt 1	1072-45	1627-31	1921-48	914-55
528-89	1086-10-11	1628-20	1926-47½	972-3
529-15-16	1122-6½	1631-68-72	1946-10½	1148-33
536-32	1139-15½, 16, 51 & pt	1634-50	1951-51	1413-11
627-5-6, 15 & 17-22	Lts 14¼-15	1640-10	1964-32	1681-3
630-45	1198-46	1646-33	1971-5	1776-37½
631-35	1235-2-4½	1647-21 & 41	2002-101	1928-30
634-51				2044-17

WILLS.

EXPLANATION OF TERMS USED AND RULES FOLLOWED IN COMPILING RECORDS.

Q. C. is an abbreviation for Quit Claim deed, i. e., a deed wherein all the right, title and interest of the grantor is conveyed omitting all covenants and warranty.

C. a. G. means a deed containing Covenant against Grantor only, in which he covenants that he hath not done any act whereby the estate conveyed may be impeached, charged or encumbered.

B. & S. is an abbreviation for Bargain and Sale deed, wherein, although the seller makes no expressed consideration, he really grants or conveys the property for a valuable consideration, and thus impliedly claims to be the owner of it.

The street and avenue numbers given in these lists are, in all cases, taken from the insurance maps when they are not mentioned in the deeds. The numbers, it will occasionally be found, do not correspond with the existing ones, owing to there having been no official designation made of them by the Department of Public Works.

The first date is the date the deed was drawn. The second date is the date of filing same. When both dates are the same, only one is given. When the date of drawing is other than in the current year the stated year is given. When both the dates are in the same year the year follows the second date.

The figures in each conveyance, thus, 2:482-10, denote that the property mentioned is in section 2, block 482, lot 10.

It should also be noted in section and block numbers that the instrument as filed is strictly followed.

A \$20,000-\$30,000 indicates the assessed value of the property, the first figures being for the lot only and the second figures representing both lot and building. Letter P before second figure indicates that the property is assessed

as in course of construction. Valuations are from the assessment roll of 1911.

T. S. preceding the consideration in a conveyance means that the deed or conveyance has been recorded under the Torrens System.

Flats and apartment houses are classified as tenements.

Residences as dwellings.

All Christian names, streets, avenues, states and months are abbreviated when possible, also in some instances names of Banks, Trusts and Insurance Companies.

The number in () preceding the serial number to the right of the date line, at head of this page, is the Index number for the Checking Index.

The Star following name of street or avenue in the Bronx Conveyances, Leases and Mortgages indicates that the property recorded is in the annexed district, for which there is no section or block number.

KEY TO ABBREVIATIONS USED.

(A)—attorney.
A.L.—all liens
AT—all title
ano—another
av—avenue
adm—administrator
admtrix—administratrix
agmt—agreement
A—assessed value
abt—about
adj—adjoining
apt—apartment
assign—assignment
asn—assign
atty—attorney
bk—brick
B & S—Bargain and Sale
bldg—building
b—basement
blk—block
Co—County
C a G—covenant against grantor
Co—Company
constn—construction

con omitted—consideration omitted
corp—corporation
cor—corner
c l—centre line
ct—court
certf—certificate
dwg—dwelling
decd—deceased
e—East
exr—executor
extrx—executrix
et al—used instead of several names
foreclos—foreclosure
fr—frame
ft—front
individ—individual
irreg—irregular
impt—improvement
installs—installments
lt—lot
mtg—mortgage
mos—months
mfg—manufacturing
Nos—numbers
n—north
nom—nominal
pt—part
pl—place
PM—Purchase Money Mortgage.
QC—Quit Claim
R T & I—Right, Title & Interest
(R)—referee
rd—road
re mtg—release mtg
ref—referee
sobrn—subordination
sl—slip
sq—square
s—south
s—side
sty—story
sub—subject
strs—stores
stn—stone
st—street
TS—Torrens System.
tns—tenements
w—west
y—years
O C & 100—other consideration and \$100

*Map Showing
May-1912 Conveyances.*

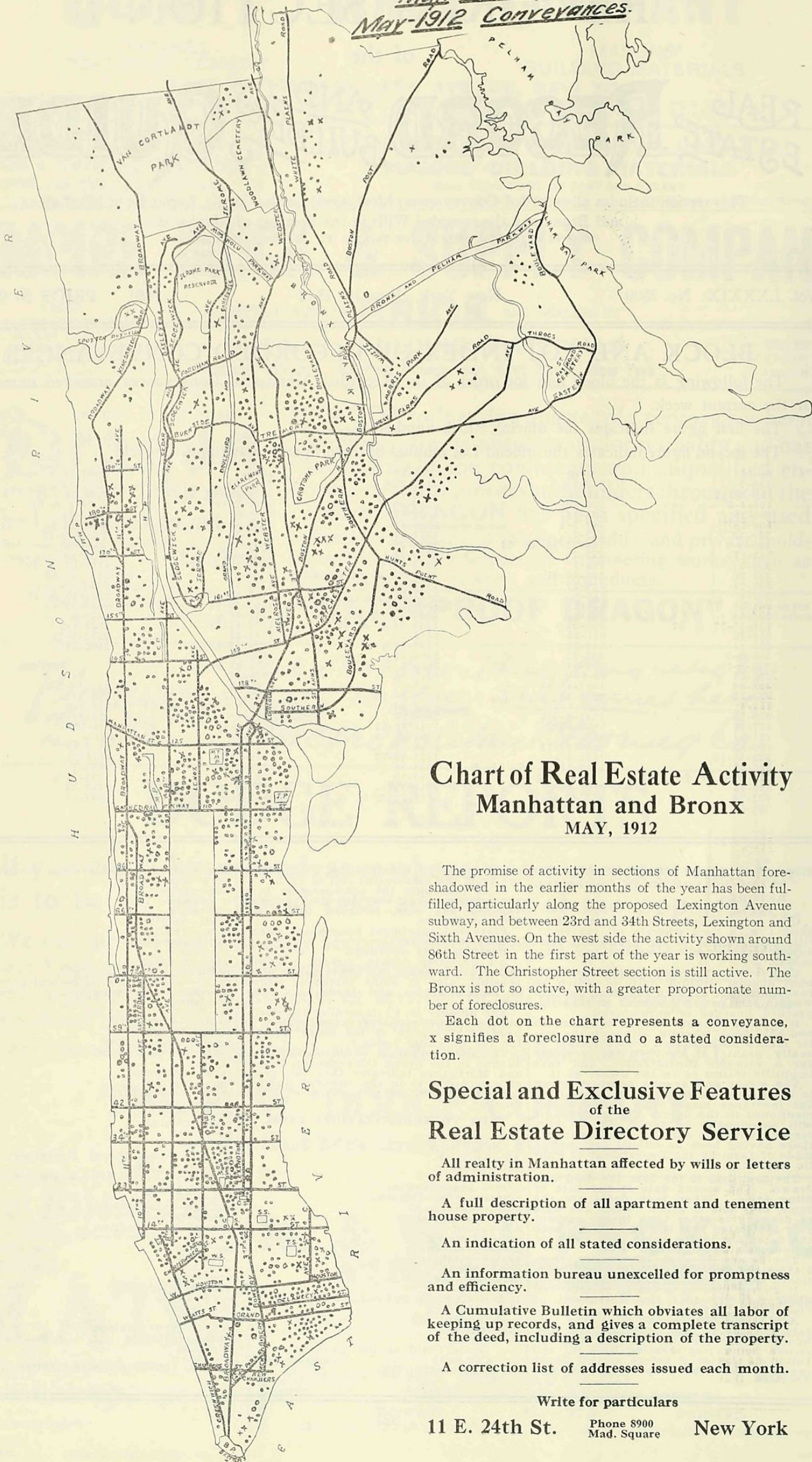


Chart of Real Estate Activity Manhattan and Bronx MAY, 1912

The promise of activity in sections of Manhattan foreshadowed in the earlier months of the year has been fulfilled, particularly along the proposed Lexington Avenue subway, and between 23rd and 34th Streets, Lexington and Sixth Avenues. On the west side the activity shown around 86th Street in the first part of the year is working southward. The Christopher Street section is still active. The Bronx is not so active, with a greater proportionate number of foreclosures.

Each dot on the chart represents a conveyance, x signifies a foreclosure and o a stated consideration.

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MISCELLANEOUS MORTGAGES.

Borough of Manhattan.

St Nicholas av, 364 (7:1955), es, 40.4 n 128th, 20.2x83.7x20x86.6; pr mtg \$16,000; June6; June7'12; installs; 6%; Nellie Sandy, 364 St Nicholas av to Alema Realty Exchange Co, 1 W 34. 760

Certificate (file) as to mtg of \$18,000 covering land in Kings Co, NY; June7, June8'12; Rotary Realty Co to Title Guar & Trust Co, 176 Bway. 4,000

MORTGAGES.

Borough of the Bronx.

Bonner pl, (9:2423), ns, 300 e Morris av, or pl, 100x75; bldg loan; Jun7'12, demand, 6%; Thos D Malcolm Constn Co to City Mtg Co, 15 Wall. 40,000

150TH st, E (9:2410), ns, 100 w Courtlandt av, 25x118.5; pr mtg \$—; May10; Jun7'12, 2y5%; Louis Peroni & Pietro Rezoagli to Annunziata Mulassi, 280 E 153. 2,000

OGDEN AV (9:2525), ws, 225 s 165th, 25x90; Jun10'12, 3y5%; Jno J Mackin to Lawyers Mtg Co, 59 Liberty. 5,500

POPHAM AV (11:2877), ns, 469.10 e 176th, 50x122.2x50.6x128.4; Jun1; Jun10'12, 1y6%; Wallace G Geety to Frank L Graham, 68 W 128. 3,000

PROSPECT AV, 1036 (10:2691), es, 192.1 n 165th, 16.8x81.5; PM; June5; June8'12; 3y5%; Wm V Kiehnle, 1034 Prospect av to Jennie McCormack, 1036 Prospect av. 5,500

PALISADE AV (13:3411), ws, at s line property David M Morrison, runs w208 to es River dr xs166.1xe207 to av xn165.11 to beg; PM; June2; June12'12, 4y5%; Junius J Pratt of Buenos Aires, Argentine Republic, to Along the Hudson Co, 84 Wm. 20,000

PROSPECT AV, 914 (10:2690), sec 162d (No 850), 25x99.11; PM; pr mtg \$7,000; June 11'12; due &c as per bond; Reuben E Fichthorn to Gertrude Boecher, 914 Prospect av. 42,500

PROSPECT AV (10:2682), ws, 71.5 n 168th, 40x100; ext of \$6,000 mtg to June15'14 at 6%; June6; June13'12; Anna Weiler to Louis A Hoffman, 1327 Prospect av. nom

SPUYTEN DUYVIL RD (13:3407), nws, 39 sw land now or formerly Jas A Church, 60x75; pr mtg \$10,000; May31; June12'12; 5y5%; Underwriters Press, a corp, 84 Wm, to Alfd Themans, — Spuyten Duyvil Pkway, 7,500

SPUYTEN DUYVIL RD (13:3407), same prop; pr mtg \$15,000; Aug10'11; June12'12, 4y5%; same to Edgehill Terraces Co, 84 Wm. 4,500

SOUTHERN BLVD, 2435 (11:3115), ws, 337.7 n 187th, 18.9x78.1x18.6x81; May23; June12'12, due July'15, 5%; Bertha M M Liebertz to Henry Wakeling at New Rochelle, NY. 6,500

SOUTHERN BLVD, 2435; sobrn agmt; May23; June12'12; Margt Nealis with same. nom

SOUTHERN BLVD, 2437 (11:3115), ws, 356.4 n 187th, 18.7x75.3x18.4x78.1; May23; June12'12, due July'15, 5%; Bertha M M Liebertz to Henry Wakeling at New Rochelle, NY. 6,500

SOUTHERN BLVD, 2437; sobrn agmt; May23; June12'12; Margt Nealis with same. nom

TAYLOR AV (*), es, 150 s McGraw av, 50 x100, except part taken by City NY; two mtgs, ea \$4,000; June6'12, due, &c, as per bond; Agnes C Murray, 1805 McGraw av, to Lambert S Quackenbush, 78 E 96; corrects error in last issue when amount of mortgage was \$2,000. 8,000

TREMONT AV, SWS, APT 48.6 NW GRAND BLVD & CONCOURSE, see 177th E, ns, 29.7 w Grand blvd & concourse.

TOWNSEND AV (11:2850), sec 176th, 59.1x100x83.4x102.11; given as collateral security for payment of \$8,372.10; June11'12; due July10'13; 6%; Mary Ehrmann to Lulu Weinstein, 1184 Mad av. 8,372.10

TIEBOUT AV, (11:3143), nec 180th, 90x20; pr mtg \$3,750; Apr30; June8'12; 1y6%; Fredk Donnelly, Bklyn, to Robt Sauter, 19 Belvedere, Bklyn. 500

TREMONT AV, 943-9, see Vyse av, nwc Tremont av.

VALENTINE AV (11:3142), nec 179th, 50x87.11x50x85.11; bldg loan; Jun10'12, 1y6%; H F English Bldg & Contracting Co to Greenwich Mtg Co, 391 E 149. 40,000

VALENTINE AV (11:3142); same prop; certf as to above mtg; Jun10'12; same to same. —

VYSE AV (11:3126), nwc Tremont av (Nos 943-9), runs w73.10xn43.2xw74xn50xe145.7 to av, xs93.1 to beg; PM; Jun10'12, due, &c, as per bond; E S Prince Co, 1870 Webster av, to Francis A E Meyer, at Closter, NJ. 25,000

VERLO AV (12:3397), nec 235th, 110.2x88.10 x100x135; May6; June12'12, 1y6%; Chas F Jacobs, New Rochelle, NY, to Edmund Powers, 176 Garfield pl, Bklyn. 1,500

WASHINGTON AV (9:2389), swc 168th, runs w91.1xs9.7xe1.4xs33xe89.9 to av xn 42.7 to beg; PM; pr mtg \$7,000; June10; June11'12; due Sept10'12; 5%; Corner Constn Corpn to Alois L Ernst, 541 W 113. 5,000

WASHINGTON AV (9:2389), same prop; certf as to above mtg; June8; June11'12; same to same. —

WASHINGTON AV (9:2389); same prop; sobrn agmt; June7; June11'12; Model Construction Co & Robt H Oakley trstes Thos F Cock & Mary E Goodwin trstes Cath L Goodwin with same. nom

WHITLOCK AV, 957 (10:2735), ws, 180 n Barretto, 20x100; PM; pr mtg \$7,500; June 1; June11'12; installs; 6%; Hunts Point Club a corpn to Michl Meehan, 953 Whitlock. 2,500

WESTCHESTER CREEK (*), also DOCK ST; also LAND under water, Westchester Creek, same prop; certf as to above mtg; June10; June11'12; same to same. —

WESTCHESTER AV, nec Glebe av, see Glebe av, nec Westchester av.

WALTON AV, 961-7, see Gerard av, es, 132.11 s 164th. 2,007.26

WHITE PLAINS RD, WS, APT 100 N SAGAMORE, see Sagamore, nec Birchall av.

WASHINGTON AV (11:3040), swc 187th, sal Ls; Jun7; Jun10'12, demand, 6%; Michl J Conway to Lion Brewery, 104 W 108. 2,007.26

WOODYCREST AV (9:2512), ws, 151.2 n 164th, 25.2x85; pr mtg \$—; May29; Jun 10'12, due Mar1'13, 6%; Kath B Potter at Saranac Lake, NY, to Wm V Simpson, Matawan, NJ. 1,000

WEBSTER AV (12:3331), ws, 175 s Woodlawn rd, 50x120; pr mtg \$—; Jun10'12, due, &c, as per bond; German Real Estate Co to Manhattan Mtg Co, 200 Bway. 30,000

WEBSTER AV (12:3331); same prop; certf as to above mtg; Jun5; Jun10'12; same to same. —

WEBSTER AV (12:3331); same prop; sobrn agmt; Jun6; Jun10'12; Geo W Rooper with same. nom

WHITLOCK AV (10:2735), ws, 438.6 n Barretto, 38.5x100; ext of mtg for \$3,000 to Jan1'14; 6%; June10; June13'12; Elias A Goldstein, 51 Clark, Bklyn &ano with Wolf Burland, 801 Cauldwell av. nom

WHITLOCK AV (10:2735), ws, 400 n Barretto, 38.5x100; ext of mtg for \$21,000 to July14'15; 5%; June10; June13'12; Title Guar & Trust Co with Wolf Burland, 801 Cauldwell av. nom

WHITLOCK AV 10:2735, same prop; ext of mtg for \$3,000 to Jan1'14; 6%; June8; June13'12; David Schwartz, 107 6 av; with Wolf Burland, 801 Cauldwell av. nom

2D AV (*), swc 224th, 50x105, Wmsbridge ext of \$5,000 mtg to July'16 at 5½%; July1; June13'12; Nicholas Sofka to Albt Millke, 3945 Carpenter av. nom

3D AV, 4177 (11:2924), ws, 108.3 n 176th, 27x91.10x27x93; Jun8; Jun10'12, 3y5%; Oscar & Aaron Bartelstone to Jos H Wake-ling, 1156 Stebbins av. 12,000

3D AV (11:3061), sec 180th; sal Ls; June 12'12, demand, 6%; Patk F Conroy to Geo Ehret, 1197 Park av. 4,000

3D AV, 2578-80 (9:2314), es, 28 n 139th, 28x80x25x93.2, except land conveyed by Andrew J Rogers to Thos F Coleman by deed recorded in Liber 1336 Cp 72; June7 '12, 1y5%; Eliphalet L Davis to Wm S Patten, 235 W 75. 12,000

3D AV (11:3051), ws, 94 s 183d, 36x120; pr mtg \$8,250; June4; June8'12; 1y6%; Edmund Powers, 176 Garfield pl, Bklyn, to Walter J White, 2123 Blackrock av. 1,000

3D AV (11:3052), ws, 87.6 n 183d, runs w 99.11xn12.6xw20xn25xe119.11 to av, xs37.6 to beg; June13'12, due, &c, as per bond; Louis E Kleban & Wm & Morris Ettinger to Title Guarantee & Trust Co. 16,000

3D AV, 11:3052, ws, 87.6 n 183d, runs w 99.11xn12.6xw20xn25xe119.11 to av, xs37.6 to beg; pr mtg \$16,000; June13'12, demand, 6%; Morris & Wm Ettinger to Matilda Kleban, 1130 Union av. 4,000

3D AV, (11:3052), ws, 50 n 183d, 37.6x 99.11; June13'12, due, &c, as per bond; Louis E Kleban & Wm & Morris Ettinger to Title Guarantee & Trust Co. 16,000

LOTS 147 B & 148A (*), map 1108E, part Penfield prop, Wakefield; ext of \$1,000 mtg to July22'15, at 6%; June12'12; Louis Grees with Clara F Liebman, 745 Riverside dr. nom

LOTS 162-64 (12:3393), map (163), part Hyatt Farm; PM; June12; June13'12, due &c as per bond; Wm Chapman to Peter Goodwin, 506 W 29. 1,900

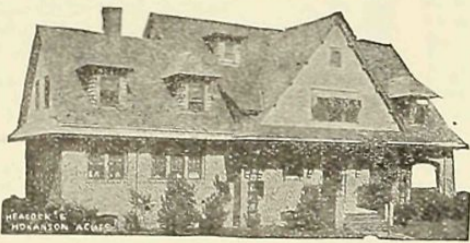
LAND UNDER WATER, WESTCHESTER CREEK, see Westchester Creek, ws, at sec lot 7 map Bowne prop.

PLOT (*), begins 340 e White Plains rd at point 820 n along same from Morris Park av, runs e100xn25xw100xs25 to beg, with right of way over strip to Morris Park av; PM; pr mtg \$3,500; June11; June12'12, due, Dec11'16, 6%; Chas H Greer to Mary Reiling, 1881 Holland av. 750

WESTCHESTER CREEK (*), ws, at sec lot 7 on map part Bowne prop, Westchester, runs ne153.6xnw75.2xnw127.6xsw215.8 x s e 24.2xne83xse29.7xse40 to beg, being lot 7 on said map; also DOCK ST (*), nes, 200 from sec Thomas, runs ne130.5xsw181.9 to Dock xnw126.6 to beg, except part bet lots 7 & 16 on said map distant 96.6 from ns Dock, runs n85xsw79x— to beg; also LAND under water, Westchester Creek, begins at high water mark at sec land late occupied by Alex J Howell, runs ne6.6 xse9.3xnw27.5xne94.8xnw14.8xnw81.10 x se 39.5xsw73.5xsw55.9xse41.2xse50.5 x nw30.10 to beg; contains 1101-1000 acres; June10; June11'12; due &c as per bond; E S Prince Co to Title Guar & Trust Co. 40,000

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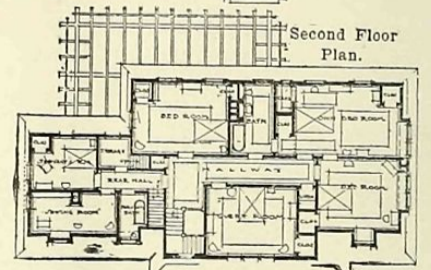
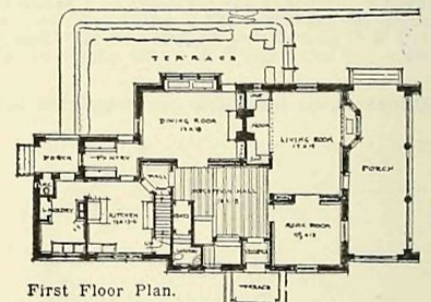
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