

REAL ESTATE RECORD AND BUILDERS GUIDE

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A PROMISING AVENUE FOR FINE APARTMENTS

The Lenox and Carnegie Hill Districts of Madison Avenue Will Feel the Benefit of New Subways--Stores for Local Trade Will Be a Feature.

IN a recent issue of the Record and Guide a contrast was drawn between the past and present characteristics of Madison avenue south of 59th street. It was pointed out that, whereas the avenue from 23d to 59th street had originally been occupied entirely by private dwellings, whose occupants were mostly of the fashionable set, only a few blocks on Murray Hill still remain undisturbed by business. It was shown that below 34th street the thoroughfare is strongly feeling the effect of the recent Fourth avenue improvements and becoming a center for wholesalers and high-class manufacturers, while between 41st and 59th streets the Fifth avenue influence is more distinctly felt, and the avenue is rapidly being taken over by business houses formerly located on the latter thoroughfare.

The avenue was not looked upon with the same degree of favor as the adjoining avenues or the nearby side streets, and this in spite of the fact that the greater part of the social colony has in the last decade been driven to locate in the district bounded by 59th and 95th streets, from Central Park to Lexington avenue.

The surface cars on the avenue were undoubtedly mainly responsible for this fact, as the noise made by them was objectionable to the residents and the tracks seriously interfered with carriage travel. Property owners who had acquired holdings at high figures were slow to realize this change in feeling and complained bitterly of the prices offered when they attempted to sell. Some builders even, who had always been credited with good judgment in their selection of sites

of Madison avenue will in the near future experience a resumption of activity, and that the prosperity which has struck the avenue below 59th street will reach above in the next few years.

The changes are not likely to be as rapid nor are the prospects for great enhancement in land values as promising as in the zone immediately under the influence of the Grand Central Station, but a normal growth is now looked for and speculative builders are beginning to interest themselves in good sites for new structures.

There are two principal factors at work for the good of this district and their influence is already being felt. The one is the change in feeling of fashionable folk as regards apartment living and the other the construction of the Lexington avenue subway.



MADISON AVENUE--NORTH OF 59TH STREET.
(Showing business section and traffic.)



MADISON AVENUE, LOOKING SOUTH FROM 67TH STREET.
Transitory conditions are apparent here. On the left is the only store within three blocks, and some modern apartments among old brownstone dwellings.

The influence of the new Grand Central depot and the subway was also discussed.

That portion of Madison avenue lying above 59th street, and as far north as 95th street, presents another problem with slightly different conditions. While the entire district mentioned is similar in character, it is divided into two portions known locally as Lenox Hill and Carnegie Hill. Lenox Hill embraces the territory around 72d street and is a part of the old Robert Lenox holdings purchased about 1822. The entire block between Madison and Fifth avenues, 70th and 71st streets, was afterwards occupied by the Lenox Library and became one of the best-known blocks in the city. Carnegie Hill lies north of 72d street and reaches to about 96th street.

Many years ago both of these districts were pretty solidly built up with private dwellings, and several on Madison avenue were among the most noted in the entire city. Property values rose to a high point and desirable sites were in good demand. This condition, however, did not persist to the same extent as it did further down, and about ten years ago the demand for Madison avenue dwellings fell off to a considerable ex-

for improvement, also failed to see the change and erected a number of modern American basement residences, which proved to be their undoing, as no market was to be found.

Further south, when property became undesirable for living purposes, business was always ready to step in, but, with few exceptions, shops were not in evidence above 59th street. Here and there a few business places were opened, but most of the inhabitants of the surrounding territory preferred to do their buying on Fifth avenue or in the larger markets further downtown. One or two apartments and a few apartment hotels were erected several years ago, but Madison avenue did not appeal strongly to the speculative builder and no extensive building movement of this nature was inaugurated. Prices remained stationary or receded to a certain extent, and altogether the outlook was not a particularly promising one. A number of restrictions were also to be found in various places, and these helped to hold back any possible developments.

New York City property, however, if it be at all advantageously located, seldom marks time for very long, and present indications are that the northern part

A few years ago apartments were rather frowned upon by members of the social colony, but of late there has been a marked revulsion of feeling in this respect. Nearly all the wealthy East Side residents own suburban homes, and the tendency each year is for them to remain longer away from the city. This makes the maintenance of a town house an expensive luxury, and as the modern apartment offers all the convenience of a private house, with much less labor and expense, many of the most conservative members of society are giving up their city houses and spending the winter in apartments or apartment hotels.

Park avenue has been given over largely to high-class apartment houses, and these are nearly all well filled with tenants of high social standing. Since Park avenue has been so largely built up and the demand for apartments continues, it is reasonable to expect that Madison avenue will go the same way, and the Lexington avenue subway is sure to play a large part in bringing this about. The existing subway was the immediate cause of the building up of the West Side and Washington Heights, but on the East Side no additional lines of transit have been installed in at least two decades.



MADISON AVENUE—NORTH FROM 71ST ST. A FINE RESIDENTIAL SECTION.



MADISON AVENUE—NORTH FROM 81ST STREET. Showing big apartment houses.

The present subway plans call for a line on Lexington avenue from 42d street to the northern end of The Bronx and will furnish adequate rapid transit to the entire East Side. Indications are that the first and most decided revival of activity will take place in the Carnegie Hall blocks and will afterwards move down towards 59th street, the private dwellings being gradually supplanted by large apartments.

The most recent indication that Madison avenue will be rebuilt was furnished by the sale of the old Marquand mansion at 68th street. When this dwelling was erected in 1884 it was considered by many the finest type of dwelling in the city.

It is now a heap of ruins and before long a tall apartment house will take its place.

As apartments increase in number, more shops will be needed to supply the wants of the various tenants, and there is little doubt that these will locate principally on Madison and Lexington avenues. Land values on the avenue and side streets are high, but not at all prohibitive for apartment building, being no greater than those on Boardway and other prominent thoroughfares of the West Side. Expert real estate men in the vicinity do not hesitate to predict that property values throughout the district will double in five years' time, and while this may be a rather extravagant

prediction for Madison avenue itself, a substantial increase over present prices does not seem at all improbable. The region is healthful, being about the highest point in Manhattan south of 110th street, and by the express service of the Lexington avenue subway will be nearer to Wall Street than the middle West Side.

Above 96th street the land slopes quickly down, and there is little hope that this part of the avenue will see any radical improvement. Cheap flats with small stores are the rule there to-day, and it is doubtful if the subway influence will do more for this section than to bring to the neighborhood sufficient tenants to fill the existing or similar new structures.

PAYING THE BILLS FOR CITY IMPROVEMENTS

A Boston Street Commissioner's Views on How Assessments Should Be Laid.—No Great Benefit from Excess Condemnation Except in Isolated Cases.

By JAMES A. GALLIVAN*

AT the city planning conference held in Philadelphia it was decided that, in the scheme of city planning or replanning, the cost of local improvements should be paid for by special assessments upon the benefited districts. In our theory of law this form of tax represents an enhancement of private values. Boston's special assessment law was enacted in 1891 and was designed to return to the city practically the entire cost of such work, but ten years after its passage, during which time millions had been expended for improvements, litigation and the importunate demands of realty owners for a change in the law led to the enactment of legislation which compelled the city to assume at least one-half of the cost of every street improvement it affected, and to limit its assessable districts to within 125 feet of the street opened or improved; it is under such unwise restrictions that this city to-day is laboring. Forty millions of Boston's outstanding funded debt has been issued for street and sewer improvements from which tremendous private profits have resulted.

I believe it is fundamentally wrong for a State legislature to compel a city to assume a mixed proportion of the cost of its street improvements. This should be determined by the municipal body or officers charged with the duty of making the assessment. The Federal Supreme Court has laid down the rule that these charges must be limited by the measure of the benefit conferred, but this principle was enunciated, I submit, no more to afford protection to the owner of land against the imposition of oppressive charges than to indicate to what extent cities might justly demand reimbursement for those expenditures of public funds which result in private gain. If the right of the city to assess for local improvements is to be qualified in the authorizing statute the classes of street improvements

should be differentiated for assessment purposes according to functional needs.

The cost of constructing a forty-foot residential street should be borne entirely by the abutting land owners. In some cities the entire expense of street openings and widenings up to sixty feet in width are assessed on contiguous land. The streets exceeding forty feet in width are usually built in response to general public demands, not alone to furnish ordinary street facilities to abutting land, and as the width increases so the direct benefit to abutting land becomes a proportionately smaller part of the whole cost and the benefited district expands. It is only fair to expect the city to assume a part of the cost of the more pretentious improvements, such as boulevards, main highways and traffic thoroughfares, but the point I wish to emphasize is, that the practical determination of special assessments should be delegated to the municipality whose officials are of necessity familiar with the nature and scope of the work for which the charges are levied as well as the character and value of properties within the assessable districts.

Obligations of Abutting Property Owners.

These restrictions are usually imposed by legislative bodies at the behest of real estate interests, and the lack of wisdom shown by such laws is well evidenced by that provision in our Massachusetts statute which compels a limitation of assessable districts to a distance of 125 feet from the improvement in entire disregard of the actual distance and area of the benefit conferred. The inadequacy of the law delimiting assessable districts is well shown by the assessment levied on account of the Bennington street boulevard constructed in this city a few years ago at a cost of \$700,000. An assessment was made of \$56,000, about 8 per cent., and the Legislature, at the request of persons assessed, has recently passed an act recommending the abatement of even this meager sum. The fact that the legislative enactment, according to our

Federal Supreme Court, as far as assessable districts are concerned, is not open to review by the court, does not justify such a law.

The truth of the matter, in regard to this method of financing local improvements, is that the ordinary taxpayer looks with particular resentment upon special assessments of any kind. General taxation is regarded and anticipated as an incident to the ownership of real estate, a pure civic responsibility, but it is an extremely different matter to convince owners that the construction of local improvements enhances the value of their holdings, and the frankest professions and assurances of willingness to pay assessments made at the time these improvements are sought, very frequently are transferred, after completion of the work, into feelings of antagonism which often culminate in long drawn out litigation. In many instances, I will admit, this antagonism is justified. The restriction of assessments to a radius of 125 feet necessitates the limitation of the amount assessed to 50 per cent. of the cost, because it seldom happens (and then only in 40-foot residential street openings) that the benefit of the improvement within the limited radius exceeds or even equals this percentage. This is particularly true in those parts of Boston where the benefit, as measured by the rise of valuations in the immediate vicinity, proves disappointing. So that, after all, there is a perverse consistency in the yoking together of these two limitations, each of which in itself is unjust to the city as a whole.

The logical result of the inability of the city to get back even a reasonable percentage of its outlay from the property owners has been a reduction of activity in this direction. In other cities, as, for example, in New York, where the property owners over a wide area pay the larger part of the cost, the authorities may go ahead boldly and satisfy the demands of traffic by laying out new thoroughfares at will; but in Boston every such venture

* Member of the Board of Street Commissioners of Boston.—From an address before the Boston National Conference on City Planning.

means a considerable addition to the debt of the city. * * *

Undoubtedly there are opportunities to invoke the excess condemnation provision of our Massachusetts laws in the improvement of highways without great cost to the city. The business centers of large and growing cities undergo changes every few years, due largely to expansion of trade. If this expansion could be gauged with some degree of accuracy, a few years in advance, the street improvements necessary to bring about the best results could probably be made so as to give the city the fullest returns on the expenditure required.

A Study of Excess Condemnation.

Soon after the adoption of the constitutional amendment, about which I am speaking, the Board, of which I am a member, made an exhaustive study of this method of city highway development, with results which I think will interest you. I will take but two examples of the study, and I select them because they are widely different in the manner in which they work out.

Nothing is more needed in this city than a broad highway connecting the two terminal stations. Such a highway is particularly needed for teaming traffic and for the transportation of passengers. A plan for such a highway has been prepared. It proposes not only the widening of existing thoroughfares but also the making of an entirely new way through property which has a high market value. The proposition is for a way 100 feet wide. It would be without doubt of tremendous value to a very large section of the city. The assessed value of the property which would be taken for the way itself is \$3,118,811. If only remnants of estates which would be affected by the improvement were taken \$3,804,889 would have to be added.

It is thought that, if the fullest use of the excess condemnation principle is to be applied, takings for a distance of 125 feet from the line of the improvement ought to be made. To make such a taking would involve property having an assessed value of \$7,875,700, making a total assessed value of all the property involved, \$19,799,000.

This is a pretty large sum for a city whose borrowing capacity is less than one-quarter of that sum. Bear in mind that this is only the assumed value. When property is taken for public purposes it is rarely obtained for the assessed value. Perhaps in a case such as I am discussing, where the property has a large and sure rental value, the city might be required to pay as high as 50 per cent. over the assessed value for such as would be taken. This would add \$9,899,500 additional to the foregoing figures, making the total about \$28,698,500 for land and buildings.

To get this vast sum back into the city treasury it has been estimated that the excess land would have to sell at 153 per cent. over its present assessed value. Can you conceive of such a tremendous enhancement of values merely because the city has laid out a broad highway which would be devoted largely to transportation purposes? For myself I confess I cannot see such a great increase in values immediately following such an improvement. If such an improvement should be made, under the conditions I have described, ought the city to hold the excess property taken until such time as it would be sold at the advance named? What would the city do with the property while awaiting a favorable market? Ought the city to put it in order for occupancy and rent it during the time it has on its hands? It seems to me that our constitutional amendment does not contemplate anything of the kind. I doubt that the city could even put new fronts into buildings that had been partially destroyed, and if it cannot do this, imagine what an unsightly condition a street would be in with the interiors of buildings exposed with hideous effect.

Unless the city could improve such buildings and rent them while awaiting a favorable market, the disadvantages of such a method of street improvements would be far greater than any possible benefits. There would, in addition, be the loss of taxes, no inconsiderable item, and the interest on the money borrowed for the undertaking.

A Boston Proposition.

As showing that there is some merit in the principle of excess condemnation, I have in mind a street in this city which it is proposed to improve, and which, judging by the estimates, it seems can be made under excess condemnation proceedings to the great advantage of the city. This street is in line of the development of the Park square lands, so called, the abandoned site of a railroad station.

It is proposed to widen this street, taking property which, it is estimated, will be damaged to the extent of about \$900,000. It so happens that a large portion of the property to be taken is either owned or controlled by the New Haven Railroad, whose representatives show a disposition to treat with the city on an extremely liberal basis.

The total cost of this improvement, including excess takings, is estimated at \$950,000. It is further estimated that the net cost to the city would be but \$100,000, because it is believed a ready market at a good price would be found for the excess land which would be sold by the city.

A betterment assessment is involved in the foregoing, which is an important factor in bringing the net cost of this improvement down to the low sum of \$100,000. For this improvement it is proposed to allow the city authorities to assess wherever they may find a benefit, and to assess the full benefit, which in my judgment is the right way.

Now, in addition, this would be an improvement which would aid in bringing into the market a large tract of land which has been dormant for many years, and, perhaps, the creation of a new retail center, carrying its benefits far beyond the street itself, thus adding greatly to the taxable value of the city and in a short time wiping out every expenditure which the city has made.

If a broad highway, such as is proposed between the north and south terminals, is to be laid out, I believe it can be done without great cost to the city and without invoking the aid of the excess condemnation law, by extending the assessable area and by assessing the benefit rather than 50 per cent. of the cost. I would create a zone for assessing purposes. This zone could be made wide enough to recover back practically all that the improvement would cost. If a tunnel is to be constructed under the street for the railroad, as has been proposed, I would have the railroad pay a fair portion of the cost of construction of the highway.

The zone system of assessments could be justly applied to an improvement of this character because it would be an improvement which would be of benefit to almost the entire business district of the city by giving the wholesale, and retail houses better and more rapid facilities for carrying on their business.

A London Experience.

On the whole, however, I do not see any great benefit in excess condemnation methods except in isolated cases. The advocates of this method, from what I have been able to glean, have had the impression that it was a great success abroad. The principle has been well tried in London, and it is not a success there, viewed from the standpoint of cost. As showing its failure in this respect, I will quote a paragraph from the report of the London Traffic Branch of the Board of Trade, made in 1908, as follows:

"It is difficult to make any direct comparison of the relative advantages of widening old and making new streets. Both operations are necessarily costly. It is often supposed to be more economical to make a new street if enough land is taken, but the expectation that the disposal of valuable sites fronting an improvement repays, or nearly repays, the original outlay is seldom borne out by experience. The most striking example of success attending an operation of this kind is Northumberland avenue, where the amount realized by the disposal of surplus land exceeded the cost of the improvement by 119,000 pounds (\$595,000). This amount was, however, arrived at without taking the charges for interest on the outlay into account, and these charges could not have been small, since some six years elapsed after the completion of the improvement before any of the surplus land was let. The satisfactory result in this case was due mainly to the fact that the operation did not involve the acquisition of valuable trade interests, and that land in such a central situation was much in request. The street, moreover, is short. A new street of considerable length is apt to fill up slowly, and as years may elapse before all the building sites are disposed of, a large addition to the net cost may have to be made by way of interest."

From the studies of the Board, of which I am a member, I am convinced that here in Boston we would get similar results.

Answering, then, the query, who shall pay the cost of city planning, I believe there is no good reason, moral, legal or economic, why the millions expended by our American municipalities for streets, sewers, parks, sidewalks, water-front improvements and subways should not be returned to them in generous proportion by land owners who reap such tremendous resultant profits.

OWNERS' OBLIGATIONS.

Laws Against Permitting Buildings or Apartments to Be Used Improperly.

The scandal in the Police Department has led up to the publication by Commissioner Waldo of a list of the names of owners of houses and buildings which are used in any part for gambling purposes. The list is remarkably free from the names of large property owners. Any one knowing the great difficulty which owners and agents have in keeping premises in central sections clear of disreputable tenants will accept the Waldo list as a certificate of high character for the recognized real estate interests of the first city on the American continent.

It is hardly possible for a large real estate dealer, operator or agent, constantly engaged in buying, selling, improving or leasing premises, to know the secret history of every piece of property that may pass through his hands, especially in those midway sections which are partly residential and partly commercial, and are in process of transformation and improvement. Under the penal code of the State of New York a person who is the owner or agent of a building, or any part thereof, used for gambling, or for making wagers or bets, and knowingly permits the same to be so used, is guilty of a misdemeanor (Sec. 973).

"A person who is the owner, agent or superintendent of any device or apparatus for gambling, or who hires, or allows to be used a room, table establishment or apparatus for such purpose" * * * "is a common gambler and punishable by imprisonment for not more than two years or by a fine not exceeding one thousand dollars, or both." (Sec. 970.)

A person who as owner or agent lets a building, knowing it is to be used for an immoral purpose, or who permits a building or a portion of a building to be so used, is guilty of a misdemeanor under the Penal Code. (Sec. 1146.)

The law protecting tenement houses is far more severe than the general law. Under the Tenement House law a tenement house or any part thereof is subject to a penalty of one thousand dollars if any part of it shall be used for immoral purposes with the permission of the owner or his agent, and the penalty will be a lien upon the house and the lot. (Sec. 151.)

The owner can terminate the lease and recover possession of the premises by summary proceedings. (Sec. 152.)

A tenement house will be deemed to have been used for the purpose specified with the permission of the owner or lessee thereof if summary proceedings for the removal of the tenants who are breaking the law are not commenced within five days after notice of such unlawful use is served by the Department of Health. (Sec. 153.)

In a prosecution against the owner or agent of a tenement house under Section 1146 of the Penal Law, or in an action to establish a lien under Section 151 of the Tenement House Law, the general reputation of the premises in the neighborhood shall be competent evidence, but shall not be sufficient to support a judgment without corroborative evidence; and it shall be presumed that the use of the premises was with the permission of the owner or lessee; provided, that such presumption may be rebutted by evidence. (Sec. 154.)

Action for a violation of the law may be brought against a tenement house as defendant. It is only necessary to describe the house by its street number. The plaintiff will be the Department of Health. If the department will not institute an action after being requested by a taxpayer, then the taxpayer himself may institute and maintain an action in his own name against the tenement house. (Sec. 155.)

If a judgment be obtained establishing a lien upon the property, the Department of Health will appoint a receiver of the rents pending appeal; or otherwise apply to the court to sell the property at public auction, subject to taxes, assessments, mortgages and liens, and the deed to the purchaser will be made by the Department of Health.

—The preference of high grade business for East Fifty-seventh street is reflected in higher prices about Madison avenue. About eighteen months ago the northwest corner of Madison avenue and Fifty-seventh street was sold at a record price of \$400,000, or \$16,000 a front foot.

—The money market shows a hardening tendency. Bank reserves are lower than for the last two years.

OCEAN FRONT PROPERTY.

A Growing Fancy and Demand For It Have Raised Values to a High Level.

The demand for ocean front property for residential uses in and near the City of New York is a feature of real estate development that was practically unknown a decade ago. Until that time the ocean front of Brooklyn, of Queens and the ocean front east of the city line was utilized only for large summer hotels or amusement resorts, with a few cottages scattered here and there as a mere incident of improvement. During the last ten years, however, the investing public has seen the advantages of the ocean front for home purposes during the warm months of the year, with the result that Sea Gate and Brighton Beach became transformed cottage colonies, the Rockaway peninsula became built up with homes, and the demand overflowed to Long Beach.

When Austin Corbin built the old Long Beach Hotel and a few cottages on leasehold from the town of Hempstead he thought that the last effort had been expended in the creation of ocean front attractions. Railroad improvements and enormous growth of population in the City of New York, however, have been the impetus to real estate demand and improvement along the ocean coast line of the western part of Long Island. They gave to real estate developers new opportunities and to property values a strong upward trend. Today Long Beach is a great taxable asset to the town of Hempstead, whereas seven years ago it was an intangible area whose future improvement seemed remote.

Nothing except the finest class of cottages are available now on the ocean front of and contiguous to New York City, with the result that fee values have advanced to a point where the man of ordinary means cannot afford to build or reside there. Consequently there has arisen a demand for home sites within the ocean front zone or a few miles removed from, and yet easily accessible to, the ocean. As a result land developers have acquired tracts of land for development in the vast area back of Long Beach along the electrified Long Beach division of the Long Island Railroad, notably at East Rockaway and at Oceanside. The trolley road between Rockville Centre and Brooklyn passes through Oceanside and makes it easily accessible to various points. An extensive waterway and harbor for yachts is being built at East Rockaway by the Windsor Land and Improvement Company.

The development of the territory just north of Long Beach has served a twofold purpose. It has provided a new area for improvement by persons of modest means who desire to be near the sea and it has provided a section sufficiently removed from the ocean front to allow for all year occupancy. A community that has derived great traffic advantage from the new mode of operation of the Long Beach division of the Long Island Railroad is Lynbrook, which is at the junction of that branch with the Montauk division of the system. Most of the express trains to Long Beach stop at Lynbrook, with the result that the latter place receives a twofold service. Lynbrook is growing rapidly. It is one of the communities in Nassau County that is fast enlarging the commutation traffic of the railroad.

New Map of Old Steinway.

The Topographical Bureau of Queens Borough expected to forward to the Borough President this week the final map of Section 318, which includes an area of about 387 acres of the upper part of Long Island City. The Borough President will send the map to the Board of Estimate for approval, and it will be the subject of a report by Chief Engineer Nelson P. Lewis. The section of the city included in the new map is bounded by Howland, Winthrop and Riker avenues, Theodore street and Potter avenue, and is more particularly a part of Steinway. The engineers have adhered to the old grades as far as possible, in order to save needless expense to the owners of existing structures.

Auction Prices at Edgemere.

On last Saturday, Bryan L. Kennelly disposed of 101 lots at Edgemere for a total of \$83,460. The highest prices paid were for lots on Wave Crest and Rochester avenues, near the ocean, where \$1,050 each was realized. Between the railroad tracks and the bay lots sold at from \$575 to \$800.

THE VERONA'S CORNICES.

Projected Over Mrs. Mills' Residence and She Has Had Them Trimmed Off.

The wide and heavy cornices that have been an architectural feature of the Verona apartment house, on Madison avenue, at the southeast corner of 64th street are being partly cropped off. Most buildings have cornices, but those on the Verona were the subject of numerous approving comments among architects because of their symmetrical proportions. New York Chapter of the American Institute of Architects awarded a medal to the owner of the Leland two years ago for erecting in the opinion of a jury of experts the best apartment house over six stories in height of its period, judged by its appearance from the street, and on account of the simple materials employed in a graceful composition.

The cornices on the south side of the house were this week shaved off close to the wall upon the order of Mrs. Harriet May Mills, whose private residence adjoins the Verona. Mrs. Mills obtained the permission of the courts to have this done after Col. Francis L. Leland, the owner of the big apartment house, had neglected to do it.

Justice Pendleton heard the case in June and gave judgment for Mrs. Mills, under which Col. Leland was directed to begin to remove the cornice within a month. In case he did not do so the court gave to Mrs. Mills permission to do the work herself and charge the cost to Col. Leland. She hired a contractor and he has constructed a scaffolding from the top of the Mills house, and from the sidewalk, and has about completed the operation. Justice Delany this week decided that Mrs. Mills is acting within the terms of the decree in her favor, and refused an injunction to Col. Leland to restrain Mrs. Mills from proceeding with the operation. The projections extended over the line of her property.

Street Cars on the Manhattan Bridge.

After having been completed two years, the Manhattan Bridge began to be used by a car line this week. No corporation is to have the exclusive use of the tracks on the bridge. Any transportation service may use them if it gets a franchise from the Public Service Commission. The Three Cent Car Line is the first to find its way through the legal entanglements strewn in its path and secure a franchise. Its cars run only from end to end of the bridge as yet, but it hopes that after a while they will go to the Long Island depot in Brooklyn and to the North River in Manhattan. They issue no transfers. The company pays for its franchise \$15,000 in cash and 3 per cent. of the gross receipts for the first five years, no annual payment to fall below \$4,000. In the second five-year period the payments are to be 5 per cent. of the gross receipts, or not less than \$7,000 per annum. Only six cars were in service the first day and the patronage was light.

Pennsylvania Acquiring Richmond Land.

It is reported on Staten Island that the Pennsylvania Railroad is acquiring land on Staten Island for a right-of-way and for terminal facilities at Clifton. It is said that the line will follow the old Erastus Wiman route, from Rossville, on the Kill-von-Kull (which will be reached by a bridge from the Jersey side) through Concord to or near the foot of Maple avenue, in Clifton. From there Pennsylvania freight trains will reach Brooklyn by the tunnel under the Narrows, which is to be used both for trunk line freight service and the Brooklyn Rapid Transit service for local passengers.

Bronx River Parkway.

The Westchester County Board of Supervisors will meet next Monday. It is expected that the board will take favorable action on the Bronx River Parkway project, the expense of which is to be borne jointly by the City of New York and the County of Westchester.

—The Public Service Commission has approved the plans of the New York Railways Company for the proposed extension of the 116th Street Crosstown line from Pleasant avenue to the East River. The company was ordered by the commission to make this extension principally to serve the ferry that runs from 116th street to Ward's Island, as the franchise covered the whole route and the company was not operating clear to the East River. The company took this order into court, but the commission was sustained. The company now proposes to build the extension as ordered.

LAND SUBDIVISIONS.

The Best Method of Handling Them, According to a Great Developer.

J. J. Nichols, a big real estate developer at Kansas City, who has invested between two and three millions of dollars there in developing a famous residential tract of one thousand acres in the suburbs, gave the National Association of Real Estate Exchanges, in convention at Louisville, his views on the best manner of handling subdivisions. Mr. Nichols is well known to William E. Harmon and other New York developers. Mr. Harmon once predicted that Mr. Nichols would go broke on his big development because of its elaborate nature, but the prediction is not likely to be fulfilled, Mr. Nichols says. In the course of the paper which he read before the convention he says:

The thought of the great city planners of to-day seems to be centered around the location of civic groups of buildings, the establishment of parkways and boulevards, the creation of traffic ways for increasing the efficiency of the transportation of their cities—all splendid works; yet these are no more important to the future of American cities than the guarantee to the man who puts \$1,000 in his cottage or \$100,000 in his mansion that his surroundings will remain permanently good and attractive for residence purposes.

To settle that need is the work of the real estate man who is endeavoring to devise the most efficient method of platting residence property. I believe the city planning idea is growing throughout the country, and will soon extend into the subdividing of residence property.

The best manner of subdividing land should not necessarily mean the quickest sale. The destiny and growth of your town is largely affected by the foresight of the man who subdivides the land upon which you live. The most efficient manner of platting land should be the plan which gives the greatest value and security to every purchaser, adds the greatest amount of value and security to the city as a whole, yet produces a big profit to the man who plats the land. To follow this method one must have supreme imaginative confidence in his city and its future.

Can a man afford to follow this policy on a small 5, 10, 20 or even 100 acre tract? Can he afford even to do it on a large tract if all his competitors are platting on a hand-to-mouth plan? I should say yes.

And, if you will pardon my personal reference, I have worked out in Kansas City a method of platting a thousand acres of restricted residence property and developed ideas which I believe can be profitably applied in every city.

Delightful Work.

To me there is no more delightful work than creating a city. The most highly civilized people of the world have centered in the cities. The very words city—citizen—urban—derive their meanings from the same Latin words which indicate refinement, enlightenment, civility and courtesy.

In the beginning I did not feel I could afford to set aside the low and broken lands for parks and boulevards; now I am paying enormous prices for the privilege of affording my customers these parks.

I used to feel the road must be the shortest route between two points; now the longer I can make it with curves, the more trees I can preserve by winding the drive, the more rocky ledges I can have along the way, the more it appeals in a home district.

When I first suggested to those interested with me that we would take 100 acres of our land, thoroughly beautify and improve it, and obligate ourselves for a period of twenty-five years to sell none of this 100 acres for homes costing less than \$3,000 each, or having lots less than fifty feet wide and 150 feet deep, they ridiculed the possibility of success.

The old plan in our city had been to restrict only deed by deed, as they sold the land; and if depression came before the property was all sold they would offer to sell the remaining lots with no restrictions whatever. These restrictions would expire in different years, and there was a constant lack of uniformity.

We now restrict certain large tracts of our land in 200 foot lots, 200 to 300 feet deep, to \$10,000 to \$25,000 homes, and find the more restrictions we can put upon that plat the more this property is sought by those wishing to build permanent residences.

When we first began to elaborate upon restrictions which would safeguard the beauty and permanence of the home cen-

(Continued on page 434.)

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 RESOLUTIONS.

The following petitions were acted upon at the meetings of the various Local Boards held in the different districts as indicated below:

Local Board of Flatbush.

AT BOROUGH HALL, BROOKLYN, ON AUG. 30.

EAST 35TH ST.—To amend resolution of May 4, 1910, initiating proceedings to construct a sewer in EAST 35TH ST, bet Clarendon rd and Newkirk av, and an outlet sewer in NEWKIRK AV, bet East 35th st and New York av, by including therein provisions for a sewer in EAST 35TH ST, from Newkirk av to a point about 215 ft south of Newkirk av, and to make the amended resolution read as follows:

"To construct a sewer in EAST 35TH ST, bet Clarendon rd and a point about 215 ft south of Newkirk av, and outlet sewers in NEWKIRK AV, bet East 35th st and New York av." Adopted.

AV O.—Recommending to the Board of Estimate and Apportionment a reduction in the roadway width of AV O, bet the Brighton Beach Railroad and Kings Highway, from 44 ft to 34 ft. Adopted.

CANARSIE LA.—To construct a sewer in CANARSIE LA, from Bedford av to Rogers av. Adopted.

CANARSIE LA.—To regulate, grade, set curb on concrete or cement curb and lay cement sidewalks bet Flatbush and Nostrand avs. Adopted.

CANARSIE LA.—To amend resolution of July 10, 1907, initiating proceedings to regulate, grade, set cement curb on concrete and lay cement sidewalks on CANARSIE LA, bet Flatbush and Schenectady avs, by excluding from the provisions thereof that portion of CANARSIE LA, bet Flatbush and Nostrand avs, and to make the amended resolution read as follows:

"To regulate, grade, set cement curb on concrete and lay cement sidewalks on CANARSIE LA, bet Nostrand and Schenectady avs." Adopted.

EAST 37TH ST.—To construct sewers in EAST 37TH ST, from Av G (Glenwood rd) to Av H; in EAST 38TH ST, from the sewer summit about 412 ft south of Av G (Glenwood rd) to Av H; in AV H, from Brooklyn av to East 39th st, and thence in AV H, southeast to and across the land and right of way of the New York, Brooklyn and Manhattan Beach Railway Co., to a point in EAST 40TH ST, about 675 ft north of Av I. Adopted.

EAST 37TH ST.—To rescind resolution of August 14, 1912, initiating proceedings to construct a sewer in EAST 37TH ST, from Av G (Glenwood rd) to Av H, and in AV H, from Brooklyn av to East 39th st; thence in AV H, southeast to and across the land and right of way of the Brooklyn and Manhattan Beach Railroad to a point in EAST 40TH ST, about 675 ft north of Av I. Adopted.

OCEAN AV.—To lay cement sidewalks on the west side bet Emmons av and Neck rd. Laid over.

OCEAN AV.—To rescind resolution of June 9, 1909, initiating proceedings to set curb on concrete and lay cement sidewalks on OCEAN AV, bet Emmons av and Neck rd, where not already done. Adopted.

NEW YORK AV.—To lay a preliminary or permanent granite pavement or a preliminary or permanent asphalt pavement on NEW YORK AV, from Crown st to Sterling st, and to set stone curb on concrete foundation, from Montgomery st to Malbone st. Laid over.

EAST 13TH ST.—To construct a sewer from Av J to Av K. Adopted.

EAST 38TH ST.—To construct a sewer from Av J to Av K. Adopted.

78TH ST.—To construct a sewer bet 17th and 18th avs. Adopted.

NEWKIRK AV.—To construct sewer basins on NEWKIRK AV at the southeast and southwest corners of East 31st st, and at the northeast corner of East 32d st, at the expense of the owner or owners of lots fronting on the portions of the streets draining into said basins. Estimated cost, \$600; assessed valuation, \$112.088. Adopted.

OCEAN AV.—To construct sewer basin at the southwest corner of Ocean av and Av K, at the expense of the owner or owners of lots fronting on the portions of the streets draining into said basin. Estimated cost, \$200; assessed valuation, \$32.175. Adopted.

CLARA ST.—To regulate, grade, set cement curb and lay cement sidewalks from 36th st to West st. Adopted.

EAST 12TH ST.—To regulate, grade, set cement curb, lay cement sidewalks and lay a preliminary asphalt pavement on a 4-inch concrete foundation, bet Ays N and O. Adopted.

AV I.—To regulate, grade, set cement curb and lay cement sidewalks from East 19th st to Ocean av. Adopted.

PUBLIC HEARINGS.

One or more hearings are granted in connection with all proposed improvements. In the case of local improvements, the first hearing is by the Local Board. Such hearings are noted in this news department of the Record and Guide under the general head of Local Board Calendars. Hearings by all other bodies are noted in the present column.

In acquiring title to land for streets, sewers, parks, approaches to bridges, etc., condemnation proceedings are commonly resorted to. A proceeding having been authorized by the Board of Estimate, the Corporation Counsel makes application to the Supreme Court for the appointment of three commissioners. If the cost of the land is to be paid wholly or in part by property owners benefited, the commissioners are known as commissioners of estimate and assessment. They hold their meetings at the Bureau of Street Openings, a clerical and legal organization under the supervision of the Corporation Counsel charged with the management of all legal proceedings which involve awards for damages or assessments for benefit to land.

If the cost of the land is to be paid by the city as a whole, as in the case of school sites, dock property, etc., the commissioners are known as commissioners of estimate and appraisal, whose place of meeting is at 258 Broadway.

In the case of assessments for local improvements of a physical nature which do not have to be confirmed by a court of record, the assessments come before three permanent commissioners appointed by the Mayor. They constitute the Board of Assessors, which has to do with assessments for such improvements as the regulating and grading of streets, the laying of sewers, etc.

By the Supreme Court.

APPLICATIONS FOR APPOINTMENT OF COMMISSIONERS.

SILVER LAKE RESERVOIR, RICHMOND.—Application will be made to a Special Term of the Supreme Court for the hearing of motions in the County Court House, Brooklyn, on Oct. 14, for the appointment of commissioners of appraisal in the following matter: "City Aqueduct Department, SECTION 2, Board of Water Supply of the City of New York, map of real estate situated in the City of New York, County of Richmond and State of New York, to be acquired by the City of New York under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of a pipe line, SILVER LAKE RESERVOIR and appurtenances, in the Borough of Richmond."

By the Board of Assessors.

CHANGE OF GRADE CLAIMS.

All persons claiming to have been injured by a change of grade in the regulating and grading of the following named streets must present their claims, in writing, to the secretary of the Board of Assessors, 320 Broadway, Manhattan, on or before September 10, at 11 a. m., at which time and place testimony will be taken of the nature and extent of such injury:

MANHATTAN.

217TH ST.—Bet Park Terrace and Park Terrace West. List 2683.

BRONX.

BROWN PL.—Bet East 132d st and East 133d st. List 2721.

CASTLE HILL AV.—Bet West Farms rd and the public place at its south terminus, and bet West Farms rd and Lafayette av. List 2723.

BROOKLYN.

CARROLL ST.—Bet Nostrand av and a point 200 ft. west of New York av. List 2629.

DOBBIN ST.—Bet Meserole and Nassau avs. List 2630.

SNYDER AV.—Bet Nostrand and New York avs. List 2639.

AV I.—Bet Brooklyn av and East 40th st. List 2642.

ATLANTIC AV.—Bet Berriman st and the county line. List 2643.

AV S.—Bet Coney Island av and Ocean Parkway. List 2644.

ATKINS AV.—Bet Pitkin and Sutter avs. List 2645.

BENSON AV.—Bet 20th and 21st avs. List 2647.

CARROLL ST.—Bet Utica and East New York avs. List 2648.

DOSCHER ST.—Bet Liberty and Belmont avs. List 2650.

EAST 5TH ST.—Bet Foster av and the Long Island Railroad. List 2652.

East 21ST ST.—Bet Emmons av and Voorhies la. List 2653.

83D ST.—Bet 18th and 21st avs. List 2654.

44TH ST.—Bet 6th and Fort Hamilton avs. List 2657.

50TH ST.—From Fort Hamilton av to a point 215 ft. west of 11th av, and bet New Utrecht av and 17th av. List 2658.

FENIMORE ST.—Between Nostrand and New York avs. List 2660.

MALTA ST.—Bet Hegeman and Vienna avs. List 2665.

PRESIDENT ST.—Bet New York and Nostrand avs. List 2666.

66TH ST.—Bet 5th and 6th avs. List 2667.

SENATOR ST.—Bet 4th and 5th avs. List 2670.

12TH AV.—Bet 60th and 63d sts. List 2671.

38TH ST.—Bet Fort Hamilton and 13th avs. List 2672.

WARWICK ST.—Bet Belmont and Sutter avs. List 2674.

WILLOUGHBY AV.—Bet Irving and Wyckoff avs. List 2675.

CHESTER AV.—Bet Church av and Louisa st. List 2685.

OAKLAND PL.—Bet Tilden av and Albemarle rd. List 2691.

AV X.—Bet Sheepshead Bay rd and 14th st. List 2697.

BELMONT AV.—Bet Snediker and Alabama avs. List 2698.

85TH ST.—Bet 18th and 22d avs. List 2699.

43D ST.—Bet 8th and 10th avs. List 2701.

59TH ST.—Bet 12th and Fort Hamilton avs. List 2702.

SUYDAM ST.—Bet Irving and Wyckoff avs. List 2705.

64TH ST.—Bet 4th and 5th avs. List 2706.

TILDEN AV.—Bet Rogers and Nostrand avs. List 2707.

13TH AV.—Bet 37th st and New Utrecht av. List 2708.

AV O.—Bet East 15th st and Coney Island av. List 2724.

BAY 29TH ST.—Bet 86th st and Cropsey av. List 2725.

CHURCH AV.—Bet Stratford rd (East 11th st) and Ocean Parkway. List 2726.

EAST 8TH ST.—Bet Church av and Av C. List 2727.

59TH ST.—Bet 14th and 15th avs. List 2728.

GERMANIA PL.—Bet Kenilworth and Amersfort places. List 2729.

MASPEITH AV.—Bet Kingsland and Morgan avs. List 2731.

NEWKIRK AV.—Bet Coney Island av and the bridge over the Brighton Beach Railroad. List 2733.

QUEENS.

ELY AV.—Bet Paynter av and a point 148 ft. north of Harris av, First Ward. List 2624.

REMSEN PL.—Bet Grand st and Hull av. List 2626.

WOODWARD AV, ETC.—WOODWARD AND GREENE AVS, northwest corner; southwest side of SENECA AV, bet Bleecker st and DeKalb av; MYRTLE AV, south side, bet Madison st and Putnam av; southwest side of ST. NICHOLAS AV, bet Palmetto st and Myrtle av; northeast corner of SENECA AV AND HIMROD ST. List 2627.

By Comm'rs of Estimate and Assessment.

MALTA ST, ETC., BROOKLYN.—Acquiring title to the lands, etc., required for an easement for sewer purposes to a width of 30 ft, located approximately in the center of each of the following streets: MALTA ST, from Wortman av to Fairfield av; FAIRFIELD AV, from Malta st to Van Siclen av, and VAN SICLEN AV, from Fairfield av to the 26th Ward Disposal Works, in the 26th Ward. Eugene F. O'Connor, Edward Lazansky and Clarence B. Smith, commissioners of estimate in the above matter, have completed their estimate of damage, and all persons who are opposed to the same must present their objections, in writing, to the commissioners at their office, 166 Montague st, Brooklyn, on or before September 19; and they will hear all such parties, in person, on September 20, at 2 p. m.

Eugene F. O'Connor, commissioner of assessment in the same proceeding, has completed his estimate of benefit, and all persons who are opposed to the same must present their objections, in writing, to the commissioner at his office, 166 Montague st, Brooklyn, on or before September 19; and he will hear all such parties, in person, on September 23, at 2 p. m.

BRONXWOOD AV, ETC., BRONX.—Acquiring title to the lands, etc., required for opening and extending BRONXWOOD AV, from Burke av to Gun Hill rd; BARNES AV, from Williamsbridge rd to Tilden st; WALLACE AV, from Williamsbridge rd to Gun Hill rd, 24th Ward. John V. Sheridan and George V. Mullan, commissioners of estimate in the above matter, have completed their estimate of damage, and all persons who are opposed to the same must present their objections, in writing, to the commissioners, at their office, 50 West Broadway, Manhattan, on or before September 24; and they will hear all such parties, in person, on October 7, at 2 p. m.

George V. Mullan, commissioner of assessment in the same proceeding, has completed his estimate of benefit, and all persons who are opposed to the same must present their objections, in writing, to the commissioner, at his office, 90 West Broadway, Manhattan, on or before September 24; and he will hear all such parties, in person, on October 8, at 3 p. m.

By Comm'rs of Estimate and Assessment

AT BUREAU OF STREET OPENINGS, 90 WEST BROADWAY, MANHATTAN.

MONDAY, SEPT. 9.

HAVILAND AV, ETC., BRONX.—HAVILAND AV, from Virginia av to Zerega av; BLACKROCK AV and CHATTERTON AV, from Virginia av to the bulkhead line of Westchester Creek; WATSON AV, from Clason

Point rd to Havemeyer av, and from the unnamed street west of Zerega av to the bulkhead line of Westchester Creek. At 3.30 p. m.

TUESDAY, SEPT. 10.

CANAL ST, MANHATTAN.—Widening bet the Bowery and Chrystie st. At 11 a. m.

THERIOT AV, ETC., BRONX.—THERIOT AV, from Gleason av to West Farms rd; and LELAND AV, from Westchester av to West Farms rd. At 11 a. m.

HAVEMEYER AV, ETC., BRONX.—Bet Lacombe av and Westchester av. At 2 p. m.

ROCKAWAY BEACH, QUEENS.—In the matter of the PUBLIC (SEASIDE) PARK, etc. At 3 p. m.

HOUGHTON AV, ETC., BRONX.—HOUGHTON AV, from Bolton av to the bulkhead line of Westchester Creek; QUILBY AV, STORY AV, HERMANY AV and TURNBULL AV, from White Plains rd to the bulkhead line of Westchester Creek. At 3.30 p. m.

BEACH AV, ETC., BRONX.—BEACH AV, from Gleason av to West Farms rd; and TAYLOR AV, from Westchester av to West Farms rd. At 2 p. m.

CASTLETON AV, RICHMOND.—From Richmond av to Jewett av (assessment). At 3 p. m.

CASTLETON AV, RICHMOND.—From Richmond av to Jewett av. At 1.45 p. m.

CROCHERON ST, RICHMOND.—Sewer easement in CROCHERON ST and along NORTHFIELD DITCH, from Richmond av to Blackford av. At 11 a. m.

ROSEDALE AV, ETC., BRONX.—ROSEDALE AV, COMMONWEALTH AV and ST. LAWRENCE AV, bet Westchester av and West Farms rd. At 11.45 a. m.

LIEBIG AV, ETC., BRONX.—LIEBIG AV from Mosholu av to the city line; and TYNDALL AV, from Mosholu av to West 260th st. At 10 a. m.

COTTON ST, RICHMOND.—From Arrietta st to Griffin st. At 3 p. m.

THURSDAY, SEPT. 12.

EAST 190TH ST, BRONX.—EAST 190TH (ST. JAMES) ST, from Jerome av to Creston av. At 2 p. m.

NORH ST, BRONX.—Bet Jerome av and Aqueduct Av East. At 2 p. m.

VICTOR AV, ETC., BRONX.—VICTOR AV, from Van Nest av to Rhineland av; RHINELANDER AV, from Old Unionport rd to White Plains rd; and CRUGER AV, from White Plains rd to Rhineland av. At 11 a. m.

WEST 254TH ST, BRONX.—From Broadway to Fieldston rd. At 10 a. m.

ST. RAYMOND AV (4TH ST), BRONX.—Bet Protective av and Williamsbridge rd. At 2 p. m.

WADSWORTH TERRACE, MANHATTAN.—WADSWORTH TERRACE, from West 188th st to Fairview av; BROADWAY TERRACE, from West 193d st to Fairview av; WEST 188TH ST and WEST 190TH ST, from Wadsworth av to Wadsworth Terrace; and WEST 193D ST, from Broadway to Broadway Terrace. At 10 a. m.

GARFIELD ST, ETC., BRONX.—GARFIELD ST, from West Farms rd to Morris Park av; and FILLMORE ST, from Van Nest av to Morris Park av. At 2.30 p. m.

FRIDAY, SEPT. 13.

EAST 190TH (ST. JAMES) ST, BRONX.—From Jerome av to Creston av (assessment). At 2 p. m.

NORTH ST, BRONX.—Bet Jerome av and Aqueduct Av East. At 2 p. m.

Richmond County Court House Commissioners.

The Richmond County court house commission—consisting of George S. Scofield, Frank H. Innis and Horatio J. Sharrett—will meet on Wednesday, October 9, at 2 o'clock p. m., in room 404, No. 258 Broadway, Manhattan, to hear evidence and proof of title. The work of the commissioners will be facilitated if all the owners are present there at that time.

Manufacturers' Convention.

The third annual convention of the American Manufacturers' Export Association is to be held at the Hotel Astor, beginning Friday evening, September 20, and ending Saturday evening, September 21. Persons prominent in the manufacturing world will be present to discuss the progress of manufacturing conditions throughout the country. A special feature of the convention will be the development of extensive plans under way to produce higher efficiency in trade expansion which it is believed will follow the opening of the Panama Canal.

Activity at Clifton.

Daniel T. Cornell, real estate broker, of Stapleton, S. I., says there are more improvements going on around Clifton than at any time in twenty-five years past, and the Staten Islander notes the following operations: Five handsome cottages are going up opposite St. John's Church; L. Mendelowitz is erecting a dwelling on New York avenue, near Pennsylvania avenue; Al. Simonds is building on New York avenue, near Clifton avenue, and down by Willow avenue; near New York avenue George Goelz is building a fine three-story brick dwelling.

REAL ESTATE NEWS.

The Week's Brokerage Sales, Leases and Public Auctions.

Lower West Side Corner Bought—Numerous East Side Dwellings Change Hands.

The total number of mortgages recorded in Manhattan this week was 88, and in the Bronx 78. The total amount was \$3,951,614.

The amount involved in auction sales this week was \$212,747, and since January, \$35,791,226.

PRIVATE REALTY SALES.

Manhattan—South of 59th Street.

BANK ST.—The State and City Realty Co., Frederick C. Gilsey, president, bought from C. Gaston Barclay 96 and 98 Bank st, southeast corner of Greenwich st, a parcel 32x52x irregular, containing about 2,000 sq. ft. It is within one block of the proposed new market. The F. W. Benner Co. represented the buyer.

CHRYSTIE ST.—David Chenken sold for Maud Brevoort Barclay to Max Cohen 135 and 137 Chrystie st, two 6-sty tenements, with stores, on plot 46.8x100.7, between Delancey and Broome sts.

DOMINICK ST.—Adam A. Schopp sold for Mrs. J. W. Morse to the Church of Our Lady of Vilna, for use as a parsonage, 32 Dominick st, lot 20x85.5.

HENRY ST.—The H. D. Jackson Co. sold to Louis Olson 94 Henry st, a 6-sty front and 5-sty rear tenement, with stores, on lot 25.8x100. The seller acquired the property about two months ago. S. Jaffe was the broker in the present transaction.

LAFAYETTE ST.—Charles Laue bought from the Silas Wood estate and the Mission of the Immaculate Virgin the southeast corner of Lafayette and 4th sts, a plot 79x120. The property secured from the Wood estate is 383, 387 and 389 Lafayette st, 385 was secured from the trustees of the Mission of the Immaculate Virgin. The corner, which is covered with two old buildings, will be improved with a 12-sty loft building.

30TH ST.—Charles J. McKenna sold for William L. Schearer 315 East 30th st, a 4-sty dwelling, on lot 19.6x98.9, to Mrs. L. Emerson, late of Boston, for occupancy.

30TH ST.—The Allwin Realty Co., Inc., Adolph Humpfer, president, resold for Mrs. L. Emerson, of Cambridge, Mass, the 4-sty dwelling at 315 East 30th st, on lot 19.6x98.9, to John Eisemann, who after extensive alterations will occupy the house.

33D ST.—The John P. Peel Co. sold 424, 426 and 428 West 33d st, three 3-sty buildings, on plot 56.3x98.9, near 9th av, to the McKeon Realty Company. The sellers were Benjar Y. Hyde, Josef T. and James J. Carroll and W. P. Pulles, respectively. The property abuts the yards of the Pennsylvania Railroad at the mouth of the tunnel. The Rudolph Wallach Co. in March sold the site adjoining, at Nos. 430 to 438, through the same brokers, to Edward L. Larkin, of the McKeon Realty Co. The combined properties occupy a frontage of 131.3 ft.

35TH ST.—Bernard J. Foss sold, in connection with Theodore Ortman, the 5-sty flat 436 West 35th st, on lot 25x100.

37TH ST.—Jacob Herb sold 439 West 37th st, a 4-sty tenement, on lot 25x98.9, between 9th and 10th avs, to a Mr. Drucker.

3D AV.—The Howard Hudson Co., which bought the Twelfth Ward Bank Building, at the northeast corner of Lexington av and 125th st, for about \$300,000, bought from the Security Bank the 5-sty building, on plot 50x90, at the northeast corner of 3d av and 57th st, the lower part of which is occupied by the Nineteenth Ward Bank, one of the chain controlled by the Security Bank. The property was held at \$205,000.

Manhattan—North of 59th Street.

64TH ST.—Mrs. Ernesto G. Fabbri sold the three dwellings at 11, 13 and 15 East 64th st, which she acquired in May from Charles Steele of the J. P. Morgan banking firm. The houses cover a plot 60x100.5 on the north side of the street, between 5th and Madison avs, and are under lease to October, 1914. Mrs. Fabbri took the three dwellings in part payment from Mr. Steele, who bought the Fabbri house at 11 East 62d st, a plot 45.6 front, for his home. He had previously purchased the 64th st plot with the intention of erecting a residence there.

64TH ST.—Orme Wilson, Jr., bought from Mrs. Ernestus G. Fabbri part of the property at 11 to 15 East 64th st, as a site for a dwelling. The parcel taken by Mr. Wilson is 29 ft. wide and 100 ft. deep and is part of the 60-foot frontage Mrs. Fabbri took in trade from Charles Steele last May in part payment for her dwelling, at 11 East 62d st. The site obtained by Mr. Wilson adjoins a large plot bought by James J. Hill some time ago.

140TH ST.—David Stewart sold for the Hoguet estate the plot of about 103-4 lots, 135x200, running through from 140th to 141st sts, 90 ft. west of Broadway. The buyer is the Dayton Realty Co., Harris Maran president. The new owner will improve the plot with two elevator apartment houses.

140TH ST.—Nail & Parker sold for Ada Brouer 60 West 140th st, a 6-sty tenement, on plot 37.6x99.11, to George A. Sipp, who gave in part payment his residence at Englewood, N. J.

BRADHURST AV.—A. C. & L. A. Marks sold for Alfred Bloch, 200 Bradhurst av, a 6-sty new apartment house, on plot 57.9x124.6, to a client, who gave as part payment the plot of land at Edgemere, Long Island, bounded by the Ocean Boulevard, Jamaica Bay, Sea View av, and the Atlantic Ocean, together with all riparian rights, the plot comprised over 35 lots.

EDGECOMBE AV.—Richard Croker, Jr., gave the plot, 99x200, on the west side of Edgewood av, running through to St. Nicholas av, 75 ft. south of 153d st, in part payment for the loft building at the northwest corner of East End av and 79th st, which he bought recently from Joseph Hamerslag.

FORT WASHINGTON AV.—David Stewart sold for the Dayton Realty Co. to the Hoguet estate the 6-sty elevator apartment house at the northwest corner of Fort Washington av and 160th st, known as Dayton court. The property fronts 102 ft. on Fort Washington av and 121 ft. on 160th st. The house, which was recently completed, stands on part of the Loyal L. Smith estate, bought at auction by the buyers about 18 months ago. The property was held at \$300,000. In part payment the Hoguet estate gave the vacant plot, 135x200, running through from 140th to 141st st, 90 ft. west of Broadway, the sale of which was recently reported. The latter parcel will be improved with two elevator apartment houses.

LEXINGTON AV.—The Security Bank sold the 6-sty structure, named after and for many years occupied by the Twelfth Ward Bank, at the southeast corner of 125th st and Lexington av, on a plot 60x100. The property has been held at \$300,000. The bank will continue the occupancy, having closed a three year lease with the newly formed Howard-Hudson Co., F. E. Sturgis, W. Dupree and R. Bennett the new owners.

ST. NICHOLAS AV.—George F. Denhard and George Wesslau sold for Joseph Brucker to Jacob Ruppert the 5-sty apartment with stores, on plot 45x100, at the northeast corner of St. Nicholas av and 171st st.

Bronx.

HOFFMAN ST.—Arnold, Byrne & Baumann and William Stonebridge sold the plot on the west side of Hoffman st, 170 ft. south of 187th st, to Alfonso Espesite and others, who will erect a bakery.

157TH ST.—Kurz & Uren sold for Charles Dammeyer a plot 75x95.9x irregular, on the south side of 157th st, 100 ft. west of St. Ann's av, to a builder.

163D ST.—The Henry Morgenthau Co. sold to the Simbar Realty Corporation the block front on the south side of 163d st, between Kelly st and Intervale av, in the Hunt's Point section. The property has frontages of 199 ft. on 163d st, 131 ft. on Kelly st and 100 ft. on Intervale av, and will be immediately improved with 5-sty apartment houses with stores. The site and buildings will involve more than \$350,000. The Simbar Realty Corporation bought from the Morgenthau company the adjoining plot on Kelly st, now under improvement.

222D ST.—Charles Metzger & Co. sold for Leo Hemmerling 657 East 222d st, a dwelling, Morris Wetzel.

ARTHUR AV.—The Bronx Embroidery Works bought, through William Stonebridge and Arnold, Byrne & Baumann, a plot on the east side of Arthur av, 100 ft. south of 183d st, for improvement with a factory building.

BROOK AV.—William J. Nolan sold for the John H. Buscall Co. to Miss Katherine A. Mahoney 1262 and 1264 Brook av, through to Park av, a 5-sty new law apartment, on plot 45.6x100.6. Miss Mahoney gave in part payment the southeast corner of 216th st and Barnes av, 3-sty apartments and stores on plot 50x81, also the two-family house adjoining in Barnes av.

SOUTHERN BOULEVARD.—Kurz & Uren and Isaac Levy sold the 5-sty tenement at 559 Southern Boulevard for Hensol-Powell Realty Co.

TELLER AV.—Kurz & Uren sold for Sarah Arnold the six lots on the southeast corner of 167th st and Teller av.

Brooklyn.

PROSPECT PL.—Thomas Rosencrans sold the 4-sty single flat at 157 Prospect pl to Anna G. Aukam.

2D ST.—E. T. Newman sold the 3-sty brownstone dwelling at 494 2d st, Park Slope section, for E. M. Heard to a client for occupancy.

54TH ST.—Tutino & Cerny sold two lots on the south side of 54th st, 90 ft. west of 16th av, plot 40x100.

BROADWAY.—Fenwick B. Small sold to Louis Beers Sons, the well-known Brooklyn builders, the Hicks' property, being the entire block front 281 ft. on Broadway, Chauncey to Marion sts, for immediate improvement. The property has been in one family for over 40 years. Three of the houses to be erected have already been sold. This is the only unimproved block in the entire length of Broadway. The Broadway elevated station is at the property. The surrounding property is improved with 3 and 4-sty flat houses, and there is a great demand for stores in this vicinity.

CARLTON AV.—Henry Pierson & Co. and Charles E. Rickerson sold 581 Carlton av, a 3-sty stone dwelling, to John B. Harper.

CHURCH AV.—Tutino & Cerny sold for Daves Becker, to a client for investment, the 4-sty, 16-family brick apartment house, on plot 40x100, known as 2812 Church av.

GRAND AV.—The American Show Case Co. sold to Zeman Brothers the 3-sty brick factory and the adjoining plot at 127, 129, 131 and 133 Grand av. The buyers are manufacturers of women's wear, and will occupy the building as soon as the necessary alterations are complete.

The Land Value Maps Of Greater New York For 1913

WILL BE PUBLISHED BY THE

RECORD AND GUIDE

As a Subscription Supplement to Its Issue for September 28, 1912

There will be 140 maps and an index map, showing the front foot values of inside lots on each side of every block and of acreage where the land has not been subdivided into blocks and lots, in the Boroughs of Manhattan, Bronx, Brooklyn, Queens and Richmond, as assessed for the year 1913.

The unit values of property shown on these maps will be of great assistance to Owners, Brokers, Operators and Appraisers in computing values, and, as each map shows the value of property over a large area, it affords an excellent opportunity to compare values of adjoining or adjacent property, as they will show at a glance the land values in different neighborhoods.

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56 West 11th st to C. E. McManus, J. P. A. Narizzano and M. C. Horton; in 145 East 35th st to Mrs. Starking Walker; store in 11 West 37th st for Mrs. Valentine G. Hall to B. R. Gordon for a tea-room.

M. & L. ROSENTHAL leased a basement store in 83 Nassau st for Charles W. Platt to Robert Lowenthal for a term of years; also the store in 859 Broadway for the Washburn estate to the Unique Cigar Co.

FREDK. SOUTHACK & ALWYN BALL, JR., leased for the Marion Realty Co. the store in 78 West 125th st to the Hanover Shoe Co.; for the 37 West 36th Street Co. the 5th loft in 35 to 39 West 36th st to Adolph Breslauer; for the Improved Property Holding Co. space in 395 to 399 Broadway to Gans, the tailor.

EDWIN H. WENDELL leased floors and apartments in 30 West 47th st to Mrs. Mae Sleeper, corsetier; Mme. Helene, hair culturist; Capt. Walter S. Brown, of the United States Army, retired; Miss Ludmila Vojacek; Justus M. Forman, author; Mrs. Selma Lewis, and Dr. Leroy R. Stoddard.

H. C. SENIOR & CO. rented for the Blendemann estate the 3-sty dwelling at 119 West 83d st to Emile Genre; for Anna Murphy the 3-sty dwelling at 314 West 71st st for a term of years to Susie Hueston; for the Arkenburgh estate the 4-sty business building at 1987 Broadway to the Edw. M. Senior's Sons Co.; for Dennis Ryan and Kathryn Shanley the stores in 212 and 214 West End av, south-east corner of 70th st, to John H. Hageler and Gustave Rautenberg for a term of years. We have also sold the stock and good will of the stores to the above parties, who will continue business under the name of John H. Hageler & Co., grocers; for Frank R. Houghton the parlor floor store in 206 Amsterdam av to E. H. McCann; for Anna Pomares the 4-sty dwelling at 136 West 78th st to A. L. Reynolds for a term of years.

SPEAR & CO. rented for Henry C. Lytton, of Chicago, 10,000 ft. in the building 18 to 22 West 20th st to Joseph Wien; for the Rexton Realty Co. the 14th loft in 34 West Houston st to Schwarzbard & Zimmerman; for G. Tripari the 4th loft in 372 Broome st to Leo Pohl; the 1st loft in 61 West 14th st to the Oriental Upholstering Co. for John Armstrong; for the Nathan Harrison Realities Co. a loft in 132 Bleecker st to M. Payat; and the entire dwelling at 26 Grove st for Charles Manierre to Mrs. Stock.

THE FRANK L. FISHER CO. leased for the R. S. S. Co., Robert Smith, president, the 3-sty dwelling at 72 West 92d st for a term of years.

THE LOUIS BECKER CO. leased for the Riverside Viaduct Realty Co. the plot 75x100, on the north side of 157th st, 75 ft. west of Amsterdam av, for the term of 21 years, to the Palace Theatre, Inc. The owners will build for the lessees a first-class Photo Playhouse, warranted to be the best on Washington Heights. The theatre, which immediately adjoins the northwest corner of 157th st and Amsterdam av will have a large entrance on the Amsterdam av side and 2 large exits on 157th st. The lease involves an aggregate rental of \$126,000.

DOUGLAS L. ELLIMAN & CO. leased a large apartment in 960 Park av to William H. Davidge; an apartment in 875 Park av to Walter B. Cowperthwait; and apartments in 718 5th av for Charles A. Duvée, to Baron Frederick Von Schroder and Theodor Siedenburg; also an apartment in 55 East 65th st to John D. Lannon.

THE LOUIS BECKER CO. leased for John C. Rodgers, for a term of years, the large store in 1929 Amsterdam av, immediately adjoining the corner of 155th st, to Herman Witenberg, who will open a first class furniture store.

VASA K. BRACHER rented the 4-sty dwelling at 143 West 70th st, for the Allendale Building Co., to Mary A. Watson.

MAX DANN AND KATHRYN GILLMAN, successors to Francis A. Harris, in the millinery departments of Bonwit, Teller & Co., of New York and Philadelphia, Franken-Steinberg Co., and formerly of John Forsythe, leased from the Cross & Brown Co. the stores in the Columbia-Knickerbocker Trust Company Building, 34th st and 5th av, opposite Waldorf-Astoria, occupied by the latter firm as their offices. Ignace Irving Apfel was attorney for the lessees.

THE DUROSS CO. and the Cross & Brown Co. leased the building at 406 and 408 West 45th st to the West Shore Garage Co.

DOUGLAS L. ELLIMAN & CO. leased for a long term of years a large apartment comprising an entire floor in the new building to be erected at 635 Park av, the southeast corner of 66th st, by the Fullerton Weaver Realty Co., to William L. Rich, of Black, Starr & Frost. This we believe is a record in early renting as the tenants in the old fashioned apartment house now on this site are still in possession, and the new building will not be completed until October 1, 1913.

BENJAMIN ENGLANDER leased to Miller & Ct. the 1th loft in 127 th 133 West 26th st; also the 9th loft in 116 and 118 West 29th st to D. & L. Herman, and the top loft in 130 to 134 West 17th st to M. Ulanoff.

THE FRANK L. FISHER CO. leased for the R. S. S. Co. the 3-sty dwelling 72 West 92d st for a term of years.

LOWENFELD & PFEIFFER leased the store in 1,403 Madison av for a Mr. Arnstein.

THE CHARLES F. NOYES CO. leased for Theodore Burt Sayre to the Roneo Co. the recently completed 3-sty building, 117 and 119 Leonard st for ten years, at an aggregate rental of about \$50,000. The property is in the County Court House zone and adjoins the northeast corner of Lafayette and Leonard sts. Opposite is the New York Life Building. Mr. Sayre recently bought the property through the same brokers and the new building has just been completed.

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193 MONTAGUE ST
BROOKLYN

PEASE & ELLIMAN leased space in the new Aeolian Building, 25 to 29 West 42d st, to Charles B. Hawley and Frederick A. Hannah.

EDWIN H. WENDELL leased for Henry Erskine Smith, 52 West 55th st, a 4-sty private dwelling, on lot 20x100.5, to Eugene Hale, Jr., son of the United State Senator from Maine, for five years.

MOORE, SCHUTTE & CO. leased for Thomas McBride the store in 1691 Amsterdam av to Thomas Ballinger, for a term of years; also 467 West 147th st, a 3-sty private dwelling, for R. E. Weldon to Abraham Greenberg.

THE JULIUS FRIEND-EDWARD M. LEWIS CO. leased for the F. & L. Building Co. the 6th loft in the building now in course of construction at 115 to 125 West 30th st to the Senner & Kaplan Co., manufacturers of dresses.

LEASES—BROOKLYN.

HOWARD C. PYLE & CO. leased the Clafin mansion at 53 to 57 Pierpont st for Sarah Furst to Jean Bazerque, furnished, for a term of years.

THE BULKLEY & HORTON CO. leased 344 Park pl, corner Underhill av, a 3-sty limestone, to Mrs. Schwartz; 110 Hancock st, near Bedford av, a 3-sty brownstone, to C. H. King; 49 Jefferson av, near Franklin av, a 3-sty brownstone, to Walter H. Johnston; also an apartment in the Stratford Arms, 1108 Dean st, at an annual rent of \$1,350.

REAL ESTATE NOTES.

L. H. LOWENSTEIN negotiated the sale of the 5-sty plot at 92 East End av for the estate of Max Lowenstein to Mary Milleg.

MAURICE W. HALPIN, formerly of 9 Church st, will after September 1 be connected with the firm of J. Romaine Brown & Co.

ARNOLD, BYRNE & BAUMANN were associated with William Stonebridge in the recently reported sale of the lot on the west side of Arthur av, 170 ft. south of 187th st to Alfonso Espesite.

THE CROSS & BROWN CO. has increased its office space by the acquisition of temporary offices at 22 and 24 West 58th st, pending the completion of its permanent offices, which will be located in the neighborhood of Madison av and 42d st.

THE HAFEN REALTY CO. has filed incorporation papers at Albany. It is capitalized at \$250,000, with Mathias Haffen, William A. A. Kunz and George J. Lambert as officers. The company was formed to take over all the real estate holdings of the firm of J. & M. Haffen.

PEASE & ELLIMAN have been appointed agents of the Prasada, a modern 12-sty fireproof apartment house on lot 100x125, at 50 Central Park West, corner of 65th st, overlooking Central Park. Also been appointed agents for the 5-sty apartment building at 571 Amsterdam av for Richard H. Hunt, and for the 100-ft. 6-sty apartment house at 551 West 170th st for the Farnon Realty Co., and for the 5-sty apartment house at 2380 Old Broadway for a client of Rounds, Sherman & Dwight.

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LAWRENCE B. ELLIMAN, of Pease & Elliman, has been elected a director of the Title Insurance Co. of New York.

PEASE & ELLIMAN have been appointed agents for the new store and apartment building to be erected at 170 and 172 West 72d st by W. J. M. Donovan; also for the store and apartment building at 136 and 138 West 65th st; also of the apartment building at 64 West 77th st by Judge Addison Brown.

I. FRIED is the buyer of 46 Fulton st sold recently through Charles F. Noyes Co.

LOUIS F. SOMMER was the broker in the sale of the property in the south side of Barclay st, between West Broadway and Greenwich st.

THE JOHN P. PEEL CO. were the brokers in the sale of the premises 424 to 428 West 33d st, title to which was closed this day. The premises were purchased by the McKeon Realty Co. who also bought through the same brokers some time ago the five houses adjoining on the west.

New Jersey's Roads.

Notwithstanding the fact that New Jersey was the pioneer in the construction of improved highways under county and State aid, she has permitted them to deteriorate since the automobile became so common, and now she is far behind the procession of progressive States in the condition of her roads. Experts are urging the necessity of immediate action to save her highways from destruction. The State contributes the automobile tax, which is several hundred thousand dollars, and a good deal besides, but the stream of machines is so continuous throughout the length and breadth of the State that the roads are going to pieces despite this action. Some more modern course will have to be provided, such as permanent brick paved highways.

Some experts are urging experimenting with brick, pointing out that other States have found it satisfactory, but so far it has been impossible to secure acquiescence in this proposition. Perhaps this will come later. In the meantime she is watching her highways being ground to powder as fine as flour and carried away by the winds. Macadam will not stand the wear, and amasite is too smooth for horses, particularly when wet. There are still a good many horses used. Indeed, the residents of the State are quite apt to point out the fact that they are forced to build expensive roads for the benefit of automobile tourists who at best make but a short stop in the State. And there

is some truth in the assertion. The location between New York and Philadelphia makes it a favorite for tourists, while the coast resorts draw thousands during the summer months. It is a problem which New Jersey must solve without being able to fall back upon precedent, since no other State has such a problem confronting its road builders.—"The Clay-worker."

How to Land a Tenant.

Renting offices is a matter of salesmanship after all. You must know your goods and be able to present them in an attractive manner. You must have confidence in the goods you have to offer, said a speaker at the national convention of building managers, as reported in Building Management.

A card system or index of prospective tenants with the amount of space they will require and the expiration of their lease with a reminder to them at the proper time is the most efficient method of reaching your man. The ability to "size up" your man and take him immediately to a suite that is going to please him, without showing him all you may have vacant at the time, and to show him how he can most economically use the space, is most essential, for it is a fact, that if you show him several spaces he will put off renting, thinking you have plenty of vacancies and he can take his time to decide. Hence, when he returns, if he ever does, it is to find that the only space which appealed to him is gone and you have lost a tenant thereby.

Removing Encroachments.

For the third time the Knickerbocker Trust Company's building at Fifth avenue and 34th street is the subject of alterations on account of encroaching on the sidewalks. This company fought a long legal battle and lost, in defense of its architectural projections. It was in this case that the Court of Appeals made its famous decision that nobody, not even the Board of Aldermen or the Legislature, had the right to give anybody leave to usurp part of the public streets for permanent occupation with stoops, porticos or other architectural projections. The present alteration is to the basement on the 34th street side.

LAND SUBDIVISIONS

(Continued from page 428.)

ter in detail we were accused of transgressing upon property rights, and attempting to dictate the family affairs of our purchasers.

In the meantime, however, some of Kansas City's good residence centers were being ruined by the building of tall flats, cutting off the air and sunshine from adjoining homes; the crowding of residence and business houses out beyond the building line; the misfrontage of residences, throwing the rear into the fronts or sides of otherwise beautiful homes, the key lot evil, and the other dangers so frequent in a rapidly growing city, and with which you are all familiar.

All of this has been creating a constant demand in our city, as in others, for some more efficient method of platting residence property. It is easy enough to name your addition, file your plat, stake your lots and advertise them for sale to whomsoever may wish to buy, but it is a more difficult matter to decide just what should be within that property, not only to-day, but twenty-five years from to-day—the class of houses, distance from the street, what character of outbuildings, location of telephone poles, location of churches and school, provision of playgrounds, open centers for flowers and shrubbery, concealing of the street car lines in parkways, and erection of suitable shelters along the line, the decoration of the streets with ornamental lights, placing of neighborhood stores in unobjectionable points, selection of the best type of street improvements for residence streets, and the creation of civic and local improvement associations that will be sufficiently alert to protect every restriction and keep alive the interest and enthusiasm that exists in the addition when new.

And this same man of the honored real estate profession, in subdividing land for residence purposes, must constantly study the rapidly increasing means of transportation, and, if I mistake not, must expect a greater and greater tendency for suburban and outlying development. The automobile has revolutionized the location of residence centers, and the effect of the aeroplane may within a few years carry residence development further into the country, demanding new features in subdividing.

In Kansas City we have a town of only about 250,000 inhabitants, growing 10,000 to 15,000 a year; and yet this city is successfully absorbing a thousand acres of land being developed on this plan.

Beginning with only small tracts of ten and fifteen acres each, we developed our holdings gradually, in many cases paying three and four prices to rid ourselves of hog, cow pens, chicken ranches or gardeners' tracts, and mould away scores of houses not fitting to our plan.

In some places to control a stream for sanitary or aesthetic purposes we acquired large tracts of low land. Often to make a winding road, so as to avoid the monotonous rectangular blocks and create lots of irregular lines, I have spent thousands of dollars in laying the road through the rougher sections of my land. We built one drive a mile long that cost us \$40,000.

In this connection I believe there is no one feature of more importance in successful marketing of your platted land than the establishment of the main line of travel of the city through the heart of your property.

Put your addition on the map. At whatever cost make at least one of your important streets an integral part of your city's boulevards or important thoroughfares.

In order to immutably establish our residence section we deeded to the city for parks and boulevard purposes more than one-half million dollars' worth of land.

Look ahead and provide in the very beginning all the land ultimately needed for park and boulevard property, because your greater profits within a very few years will far more than repay you.

The same was true as to street car service. We extended two car lines into our properties at a cost of \$60,000. We absolutely deeded one of these lines to the street railway system in return for their agreement to operate it. This we did at the cost of not over 15 or 20 cents a front foot on our holdings.

Any group of real estate men could combine their holdings in our city or any other city and do the same thing. Co-operation is surely one of the main essentials in the efficient method of platting land, and it always pays.

To further establish the tone of our property, we have leased to a country club one hundred and eleven acres in the center of our land absolutely without

rent, for a period of twenty-five years, the only cost to this club being the maintenance of the grounds, the erection of attractive club houses and the payment of the general taxes during the term of the lease.

Three hundred of the leading families of Kansas City are members of this club, and even if the value of this ground does not increase sufficiently during this twenty-five years to justify its carrying charges to us, I believe it has already more than repaid us by the increased value and prestige it gave all the surrounding territory.

We established our own nurseries and planted more than 15,000 trees. We placed our own stone crushers and macadamized our streets from the rock that was on our properties. We have never offered a lot until every street improvement was complete, and every purchaser has a guarantee for several years of these improvements. As far as possible all underground pipes, etc., are laid in advance of paving.

We have never sold two lots adjoining one another unless we had an agreement that the houses built upon these adjoining lots would not be duplicates. There is not a builders' row in all of our property; and right here I might add that I think every city should have a law prohibiting the "Builders' Row." Such lack of individuality oppresses and stultifies the citizen. Who would attempt to prescribe the same uniform of dress for every man, woman and child in the same block?

The Protection a Fire-Wall Gives.

The twenty-four-story office and loft building which Asa G. Candler, of Atlanta, Ga., is erecting on the south side of 42d street, near Times Square, will be notable as an exponent of two of the most modern ideas of fireproof construction, the fire wall and the fire tower. The sixteen floors of lofts and showrooms in the 41st street extension will be divided from the similar space in the 42d street portion by means of a fireproof partition containing self-closing metal doors; thus, in case of fire in the contents of any floor containing a large open space, the fire and smoke will be confined to the division of the floor where it originated and ample time will be given the occupants of that portion to escape to safety beyond the fire wall and thence by elevator or stairs to the street.

In addition to this means of protection to life and property, a fire tower will be erected the entire height of the building. This will consist of a stairway enclosed in masonry walls having no connection with the interior of the floors except by means of a balcony in the open air having a door entering the fire tower ten feet away from the walls of the building.

This plan is essentially on the lines which have been recommended by the Superintendent of Buildings for Manhattan and were illustrated with a floor plan in last week's Record and Guide.

—The Borough President of The Bronx has recommended as the best site for the proposed Bronx Public Market the Harlem River waterfront near 149th street.

—July exports of merchandise exceeded imports by \$6,941,000. In the first half of the current calendar year exports of merchandise exceeded imports by \$214,702,000.

—The transformation of Coney Island avenue into a parkway, with a grass strip between the tracks, and no dust and little noise from the trolley cars, is something that is solemnly promised, devoutly hoped for and patiently awaited.

AUCTION SALES OF THE WEEK.

MANHATTAN AND BRONX.

The following is the complete list of property sold, withdrawn or adjourned during the week ending Sept. 6, 1912, at the New York Real Estate Salesroom, 14 and 16 Vesey st, and the Bronx Salesroom, 3208-10 3 av. Except where otherwise stated, the properties offered were in foreclosure. Adjournment of legal sales to next week are noted under Advertised Legal Sales.

* Indicates that the property described was bid in for the plaintiff's account.

JOSEPH P. DAY.

*Home st, ns, 25 e Fox, 50x91.2x42.9x97.2, vacant; due, \$2,693.87; T&c, \$216.83; sub to 1st mtg \$4,500; withdrawn.

126TH st, 117 W () ns, 196.5 w Lenox av, 17.10x99.11, 3-sty & b stn dwg; sub to two pr mtgs aggregating \$13,000 (partition); Martin T Mantou. \$14,974

*Burnside av, 101, see Morris av, 2054-6.

Morris av, 2054-6, on map 2050-6 (), n ec Burnside av (No 101), 94x20.2x91.1x20.4, 3-sty bk tnt & str; due, \$13,920.70; T&c, \$445.99; Henry R Sutphen et al. 5,000

D. PHOENIX INGRAHAM.

140TH st, 903 E (), ns, 100 w Locust av, 25x100, 2-sty fr tnt & str & 1-sty fr bldg; due, \$2,244.23; T&c, \$158.67; Geo B Lowerre trste. 1,800

2D av, 912-4 (), es, 75.4 s 49th, 33.4x 100, 6-sty bk tnt & str; due, \$37,430.85; T&c, \$1,623.34; Orphans Homes & Asylum of Protest Episcopal Church in NY. 35,000

HERBERT A. SHERMAN.

Ludlow st, 138-40 (), es, 102.6 n Riving, 48x89, 6-sty bk tnt & str; due, \$21,644.13; T&c, \$1,452.02; sub to pr mtg \$57,000; Moses M Valentine. 77,973

Boone av, 1513, on map 1505 (), ws, 100 s 172d, 25x100, 3-sty fr dwg; due, \$6,726.95; T&c, \$516.60; M Anderson Shaw trste. 5,000

H. C. MAPES & CO.

Pilgrim av (), ws, 21 s Liberty, 45x 100x50x100, Throggs Neck; due, \$1,196.69; T&c, \$20.86; Eudora A Cornelius et al. 1,000

HENRY BRADY.

*76TH st, 171 W, ns, 100 e Ams av, 20x 102.2, 4-sty & b bk dwg; Sheriff's sale A R T, &c; adj sine die.

BRYAN L. KENNELLY.

113TH st, 230 W (), ss, 200 w 7 av, 50x 100.11, 6-sty bk tnt; due, \$68,861.63; T&c, \$2,342.52; Josephine E Carpenter trste etc. 72,000

Total \$212,747
Corresponding week, 1911.... 363,326
Jan. 1st, 1912, to date..... 35,791,226
Corresponding period, 1911.. 33,611,920

AUCTION SALES OF THE WEEK.

BROOKLYN.

The following are the sales that have taken place during the week ending Sept. 4, 1912.

WM. H. SMITH.

St. Andrews pl (*) ws, 83.7 s Herkimer, 18x85; Jas J Dugan 4,750

St. Andrews pl (*), ws, 101.7 s Herkimer, 18x85; Jas J Dugan. 4,750

1ST st, sws, 117.10 se 7 av, 16.3x100; AB Roberts 6,850

Bay 13TH st, ses, 95 sw 86th, 40x108.4; Federal Holding Co. 4,785

53D st (*), ns, 180 e 7 av, 20x100.2; Lizzie Prinz. 3,950

53D st (*), ss, 160 e 7 av, 20x100.2; Lizzie Prinz. 3,925

57TH st, ss, 80 e 21 av, 40x100.2, being lots 320 & 321 blk 7, map of 937 lots of New Utrecht Impvt Co; Federal Holding Co. 485

59TH st, sec 13 av, 100x100; Paul C Bahrenberg. 5,465

Eastern Parkway, ss, 20 e Albany av, 40x120.7; also EASTERN PKWAY, ss, 120 e Albany av, 20x120.7; also EASTERN PKWAY, ss, 160 e Albany av, 40x120.7; Emil Mayer. 36,750

Eastern Parkway, ss, 120 e Albany av, see Eastern Pkway, ss, 20 e Albany av.

Eastern Parkway, ss, 60 e Albany av, see Eastern Pkway, ss, 20 e Albany av.

Fort Hamilton av, ws, 20.10 s 97th, 20x 82; Wm L McGuire. 1,000

Nostrand av (*), ws, 62.6 n Lincoln rd, 20x85.6; Henry Oberscheimer. 6,000

St. Marks av (*) ss, 100 e Nostrand av, 33.4x107; Jas B Coombs et al. 65,000

14TH av (*), nws, intersec sws 42d, 20.2 x80; Danl W McWilliams, trste. 5,000

JAMES L. BRUMLEY.

92D st (*), sws, 400 se 2 av, 20x100; Church Charity Foundation of Long Island 4,000

Neptune av, swc W 35th, 237.7 to W 36th, x100; withdrawn.

WM. P. RAE.

Beach 46TH st, ss, 326 w Surf av, 60x 118.1; Philip Torchio. 10,250

Lots 567 to 590, 594 to 635, 829 to 884, map of property of Bensonhurt Land Co; Jno L Russell. 30,424

CHARLES SHONGOOD

W 5TH st (*), ws, 522 n Av T, 18x100; Claris Realty Co. 2,300

Nostrand av (*), es, 140 s Maple, 20x 100; Johanna Balaban. 4,850

Total \$200,534
Corresponding week, 1911 48,575

ADVERTISED LEGAL SALES.

MANHATTAN AND BRONX.

The following is a list of legal sales for Manhattan and the Bronx to be held at the Real Estate Salesroom, 14 and 16 Vesey st, and the Bronx Salesroom, 3208-10 3 av, unless otherwise stated.

SEPT. 7 & 9.

No Legal Sales advertised for these days.

SEPT. 10.

Carlisle pl, 10, es, 125 s Randall, 25x 125, Wakefield; Jas F Waldron agt Geo Zuelch et al; Chas G Wheeler (A), 299 Bway; Frank E Sweetser (R); due, \$3,368.55; T&c, \$209.87; mtg recorded July 30'10; Jos P Day.

Grand st, 35, sec Thompson (Nos 18-20), 26x72.8, 3 & 4-sty bk tnts & str; Chas Warnecke agt Nicholas Meyer et al; Wood, Cooke & Seitz (A), 63 Wall; Ely

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AUCTION SALE 19 lots, Richmond Terrace, Nicholas Street and Carroll Place, St. George, on premises, 3 P. M., Saturday, September 14, 1912. Installment payments permitted. About 800 feet from new Tunnel—4 minutes walk to ferry. All improvements.

H. J. Sharrett, Auctioneer
1975 Richmond Terrace, Port Richmond, N. Y.

Neumann (R); due, \$15,119.51; T&c, \$957.82; Herbert A Sherman.

Thompson st, 18-20, see Grand, 35.

4TH st, 165 E, ns, 200 w Av A, 25x96.2, 5-sty bk tnt & str; Jos Horner agt Michael Hendzes et al; Max G Wildnauer (A), 299 Bway; Peter J Everett (R); due, \$2,258.97; T&c, \$1,702.22; J H Mayers.

46TH st, 326-38 on map 328-38 E, ss, 180 w 1 av, 145x100.5, 1, 2, 3 & 4-sty bk bldgs of brewery; Bank for Savings in City N Y agt Hermann Hugel et al; Strong & Cadwalader (A), 40 Wall; Henry W Unger (R); due, \$86,450.05; T&c, \$9,511.69; Jos P Day.

62D st, 314 E, ss, 475.6 w 1 av, 25x100.5, 5-sty bk tnt; Sigmund Tynberg agt Israel Tamases et al; Lewis M White (A), 7 Beekman; Frederic J Swift (R); due, \$22,208.45; T&c, \$336.10; mtg recorded May 16'04; Joseph P Day.

81st st, 115 E, ns, 165 w Lex av, 20x102.2, 3-sty & b bk dwg; Albt Hochenberg agt Emma F Mulvany et al; Max Arens (A); Leopold W Harburger (R); due, \$3,236; T&c, \$565.37; sub to a first mtg of \$18,000; Saml Marx.

104TH st, 128 W, ss, 275 w Col av, 20x100.11, 3-sty & b bk dwg; Mary A Kaufman agt Eliz A Weabber; Sigmund Wechsler (A), 32 Bway; Louis B Hasbrouck (R); due, \$2,226.11; T&c, \$402.29; sub to first mtg \$10,500; mtg recorded Mar16'08; Herbert A Sherman.

Beaumont av, 2304, es, 112.6 n 183d, 37.6 x100, 4-sty bk tnt; Jennie Ettinger et al agt Montefiore Bldg Co et al; Feiner & Maass (A), 100 Bway; Frank H Richmond (R); due, \$2,655.14; T&c, \$257.50; sub to first mtg \$21,000; J H Mayers.

Decatur av, 2766, es, 155.3 s 198th, 37x100.7, 2-sty fr dwg; Ada M Saurman agt Chas C Warren et al; Harold Swain (A), 176 Bway; Michl J Driscoll (R); due, \$3,055.75; T&c, \$220; mtg recorded May25'09; Henry Brady.

Park av, 4200-2, es, 125 s 179th, 41x100, 5-sty bk tnt; Helene Fuld agt Wm H Masterson et al; Kurzman & Frankenhaimer (A), 25 Broad; Wm L Levy (R); due, \$6,547.93; T&c, \$1,200; sub to first mtg \$30,000; Herbert A Sherman.

Wickham av, es, 125 s Nereid av, 25x97.6, Wakefield; Egbert Winkler Sr agt Vincenzo Manzione et al; Matthies & Eisner (A), 41 Park row; Roger Wood (R); due, \$3,608.23; T&c, \$170; Joseph P Day.

3D av, 3748-50 on map 3750, es, 87.4 n St Paul's pl, 40x100, 5-sty bk tnt & str; Sarah L Taylor agt Jno F H Demarest et al; Geo R Coughlin (A), 49 Wall; John J Hynes (R); due, \$36,299.16; T&c, \$456.33; mtg recorded July16'06; Herbert A Sherman.

3D av, 1791, es, 100.11 s 100th, 25.2x105, 5-sty bk tnt & str; Rector, Churchwardens & Vestrymen of Grace Church in City N Y agt Saml Jaffe et al; Middleton S Borland (A), 31 Nassau; Arthur D Truax (R); due, \$20,911.27; T&c, \$884.49; Joseph P Day.

SEPT. 11.

Lafayette st, 184, ws, 114.2 s Broome, 25 x100, 5-sty bk tnt & str; Emma Ziegel extrx agt Michl Brigante Co et al; Eisman, Levy, Corn & Lewine (A), 135 Bway; Manton M Wyvell (R); due, \$5,116.18; T&c, \$325.50; mtg recorded Apr5'09; J H Mayers.

43D st, 305-9 E, ns, 100 e 2 av, 75x100.5, 5-sty bk loft bldg & 2-sty bk rear stable; Guardian Trust Co of N Y agt American Mineral Water Machine Co et al; Barber, McGuire & Ehlermann (A), 165 Bway; Wm Klein (R); T&c, \$47,611.38; T&c, \$7,439.60; sub to first mtg of \$40,000; Joseph P Day.

57TH st, 563 W, ns, 50 e 11 av, 16.8x75.5, 3-sty bk tnt & str; also 11TH AV, 844, es, 75 n 57th, 25x66.8, 5-sty bk tnt & str; Kath E Reynard agt David T Blount et al; McEniry & Reynard (A), 149 Bway; A Henry Mosle (R); due, \$16,161.16; T&c, \$523.03; mtg recorded Jan26 '11; Joseph P Day.

99TH st, 54 W, ss, 200 e Col av, 25x100.11, 5-sty bk tnt; Morris S Thompson et al trstes agt Navarre Realty Corp et al; Geo F Warren, Jr, (A), 256 Bway; Alfred Steckler Jr (R); due, \$19,083.30; T&c, \$2,446.76; mtg recorded Nov22'1900; Saml Goldsticker.

11TH av, 844, see 57th, 563 W.

11TH av, 842, es, 50.5 n 57th, 25x50, 5-sty bk tnt & str; Kath F Reynard agt Michl E Sullivan et al; McEniry & Reynard (A), 149 Bway; Walter S Brewster (R); due, \$16,142.66; T&c, \$378.59; mtg recorded May6'11; Joseph P Day.

SEPT. 12.

Loring pl, es, 95.6 s Fordham rd, 75x124.3x75x129, vacant; Security Mortgage Co agt Thos B Watson et al; Fletcher, McCutchen & Brown (A), 128 Bway; Hyman Turchin (R); due, \$7,663.70; T&c, \$223.65; Joseph P Day.

18TH st, 221 E, ns, 326 w 2 av, 23x92, 3-sty & b bk dwg; Annie B Kruger agt Julius W Kruger; Jno J Sullivan (A), 203 Bway; Thos N Cuthbert (R); (partition); Joseph P Day.

75TH st, 327 E, ns, 256.8 w 1 av, 28.4x102.2, 4-sty stn tnt; Lizzie Van Boskerck agt Wm L Hayward et al; Jas J Thornley (A), 51 Chambers; Jas S McDonough (R); due, \$14,914.20; T&c, \$1,300; Joseph P Day.

100TH st, 108-10 E, ns, 76 e Park av, 38 x100.11, 2-4-sty bk tnts; Theresa Lewy agt Rike Cohn et al; Henry S Dottenheim (A), 15 William; Raymond V Ingersoll (R); due, \$4,496.68; T&c, \$—; sub to two pr mtgs aggregating \$16,000; Jos P Day.

223D st, ss, 224.4 e junction of Corsa lane, 25x161.2 to Corsa lane x30.2x144.5, Wakefield; Ferdinando Martignetti agt Louise K Ringelstein et al; Bernard Shaw (A), 42 Bway; Jno H Judge (R); due, \$1,172.53; T&c, \$9.15; Saml Marx.

Clay av, 1325, ws, 339.10 n 169th, 25x81.10x25x82.1, 2 & 3-sty & b fr dwg; Benj W B Brown agt Ida Abelman et al; B W B Brown (A), 52 Wall; J Campbell Thompson (R); due, \$5,482.61; T&c, \$273.25; Bryan L Kennelly.

Newbold av, ns, 255 e Havemeyer av, 25x100, Unionport; Poughkeepsie Trust Co agt Adam Mink et al; C W H Arnold (A), Poughkeepsie, NY; Wm O Campbell (R); due, \$4,019.44; T&c, \$170.53; H C Mapes & Co.

SEPT. 13.

130TH st, 19 E, ns, 174 w Mad av, 16x99.11, 3-sty & b stn dwg; Broadway Savings Institution of City N Y agt Anna M Low et al; Richd Kelly (A), 170 Bway; Wm T Quinn (R); due, \$7,602.15; T&c, \$87.68; mtg recorded Feb10'98; Jos P Day.

Vyse av, 2007, ws, 45.9 n 178th, 75x143.3, 2-sty fr dwg; Annie T Reynolds agt Chas H Connor et al; Wm D Cameron (A), 154 Nassau; Theo K McCarthy (R); due, \$1,846.21; T&c, \$755.15; Jos P Day.

SEPT. 14.

No Legal Sales Advertised for this day.

SEPT. 16.

Faile st, 617, ws, 125 n Randall av, 25 x100, 2-sty bk dwg; Hunts Point Estates agt West Mt Vernon Realty Co et al (action No 1); Simon T Stern (A), 41 Park row; Percival H Gregory (R); due, \$2,541.29; T&c, \$204; sub to a prior mtg \$5,000; Jos P Day.

Faile st, 619, ws, 150 n Randall av, 25x100, 2-sty bk dwg; same agt same (action No 2); same (A); same (R); due, \$1,405.33; T&c, \$204; sub to a prior mtg \$6,500; Joseph P Day.

Faile st, 621, ws, 175 n Randall av, 25x100, 2-sty bk dwg; same agt same (action No 3); same (A); same (R); due, \$2,488.10; T&c, \$204; sub to prior mtg \$5,000; Joseph P Day.

Madison av, 413, nec 48th, 22x100, 5 & 7-sty stn office & str bldg; Sheriff's sale of all R T & I which Lesk Realty Co had on May31'11 or since in a lease; Henry Woog (A), 149 Bway; Julius Harburger, Sheriff; Henry Brady.

Manhattan av, 521, ws, 68.11 s 122d, 16 x90, 3-sty & b stn dwg; German Savgs Bank in City N Y agt Ludwig G Gloeckner et al; Alfd Roelker, Jr, (A), 62 William; Jno H Rogan (R); due, \$10,761.41; T&c, \$352.50; mtg recorded Apr21'05; Jos P Day.

Washington av, 1071, ws, 192.8 s 166th, 25x200, 5-sty bk tnt & str; Clara Dellac et al trstes agt Clarice M Cassot et al; H A Vieu (A), 320 Bway; Arthur M Levy (R); due, \$7,929.19; T&c, \$1,061.59; sub to pr mtg \$26,000; mtg recorded Mar18'07; J H Mayers.

3D av, 3400-2, es, 35 s 166th, 40x70, 2-3-sty fr tnts & str; Harlem Savgs Bank agt Henry I Smith et al; Edw S Clinch (A), 41 Park row; Chas L Hoffman (R); due, \$5,462.60; T&c, \$855.40; Jos P Day.

3D av, 3404-6, sec 166th (No 530), 35x70, 3-sty fr tnt & str; Harlem Savings Bank agt Emilie W Kerr et al; Edw S Clinch (A), 41 Park row; Chas L Hoffman (R); due, \$6,520.96; T&c, \$1,055.36; Jos P Day.

48TH st E, nec Mad av, see Mad av, 413.

137TH st, 251 W, ns, 542 w 7 av, 18x99.11, 5-sty & b bk dwg; Sarah M Mygatt trste agt Otilie Heumann; Chas P & Wm W Buckley (A), 141 Bway; Bernhard Rabbino (R); due, \$15,890.82; T&c, \$160; mtg recorded Apr17'03; Saml Marx.

144TH st, 469 W, ns, 83 e Ams av, 17.6x99.11, 3-sty & b stn dwg; Henrietta L Ungrich extrx et al agt Mario Carrillo y Aldama et al; Johnston & Johnston (A), 256 Bway; Percy J King (R); due, \$3,141.71; T&c, \$37.80; sub to a first mtg of \$12,000; Henry Brady.

166TH st, 530 E, see 3 av, 3404-6.

168TH st, 414 E, see Brook av, 1221.

Brook av, 1221, swc 168th (No 414), 71.1 x30, 4-sty bk tnt & str; Jaque Cohen agt Fredk G Lax et al; Otterbourg, Steindler & Houston (A), 200 5 av; Julius H Rosansky (R); due, \$1,950.35; T&c, \$—; sub to two mtgs aggregating \$20,000; Jos P Day.

Bronx Park av, es, whole front bet 178th & Walker av, 62.5x100x102.6x107.9; Maurice W Levy agt Chas Brogan et al; partition; Michl J Sullivan (A), junction 3 av; Willis av & 148th; Franklin Leonard Jr (R); Joseph P Day.

ADVERTISED LEGAL SALES.

BROOKLYN.

The following advertised legal sales will be held at the Brooklyn Salesrooms, 189 Montague st, unless otherwise stated:

SEPT. 7.

No Legal Sales advertised for this day.

SEPT. 9.

Fulton st, swc Rockaway av, 20x80; Cath Imhof agt Christina Feldman et al; Theo Burgmyer (A), 40 Court; Jos F Maguire (R); Wm H Smith.

Marion st, ns, 275 w Rockaway av, 25x100; Conrad G Saxon agt Margarate A McFadden et al; Aug G Beyer (A), 1323 Greene av; Lewis C Grover (R); Wm H Smith.

E 15TH st., nec White, 136.11x—; also E 15TH ST, nwc White, 136.11x19.6; also E 16TH ST, nwc White, 80x—; Wood Harmon Warranty Corp agt Creekhurst Realty Co et al; Isaac Roth (A), 261 Bway, Manhattan; J Gardner Stevenson (R); Wm P Rae.

E 31ST st., ws, 200 n Vernon av, 20x100; Lucy E Ongley agt Leah Langdon et al; Edmund J Donegan (A), 189 Montague; Abr Rockmore (R); Wm H Smith.

60TH st., ns, 260 w 13 av, 20x100.2; Francis F Ripley agt Almerinda Prete et al; Henry J Davenport (A), 375 Pearl; Bernard I Finkelstein (R); Wm H Smith.

SEPT. 10.

Essex st., nec New Lots rd, 109.10x74.6; also Essex st, es, 109.10 n New Lots rd, 112x100; Horace G Teele agt Fahie Berkeley et al; Henry J Davenport (A), 375 Pearl; Jno MacCrate (R); Wm H Smith.

Pacific st., ns, 226.6 w Hopkinson av, 24.6x100; also PACIFIC ST, ns, 351 w Hopkinson av, 24.6x100; also PACIFIC ST, ns, 375.5 w Hopkinson av, 24.6x100; North Side Bank of Bklyn agt Monaton Realty Investing Corp et al; Sylvan Bier (A), 37 Liberty, Manhattan; Sidney W Fry (A); Wm H Smith.

E 22D st., es, 240 s Ditmas av, 50x100; also E 22D ST, es, 290 s Ditmas av, 56.19x109.6; Walter F Brush agt Alois Weimuller et al; Appleton L Clark (A), 79 Wall, Manhattan; Wm A Moore (R); Chas Shongood.

Bedford av., ws, 132.9 n Myrtle av, 25x100; Emma P Ames et al agt Jennie M McCreery et al; Rose & Putzel (A), 128 Bway, Manhattan; Abr H Spiegelglass (R); Wm H Smith.

Jefferson av., ns, 375 e Knickerbocker av, 25x100; Methodist Book Concern in City NY agt Geo Ganzle et al; Harry L Thompson (A), 175 Remsen; Jacob L Holtzmann (R); Chas Shongood.

New York av., ws, 267.6 s Av G, 40x102.6; Eliz W Clark agt Irene Hennig et al; Edwin Kempton (A), 175 Remsen; Jacob L Holtzman (R); Wm P Rae.

SEPT 11.

Hooper st., swc Harrison av, 33.6x100x irreg; Tessie Koropcheck agt Benj Fechter et al; Aeonson & Salant (A), 34 Pine, Manhattan; Edw Kelly (R); Wm H Smith.

Pulaski st., ns, 518.9 e Stuyvesant av, 18.9x100; Mary J Mayne agt Cornelia Marks et al; John T Eno (A), 44 Court; Edw C Cunningham (R); Wm H Smith.

Van Brunt st., ec Dikeman, —x65; Wm Ditzenberg et al agt Chas Carroll et al; Reynolds & Geis (A), 359 Fulton; Fredk H Van Houten (R); Wm H Smith.

E 14TH st., es, 280 s Dorchester av, 40x100; Jas Dreghorn agt Walter W Travis et al; Henry J Davenport (A), 375 Pearl; Max E Lehman (R); Wm H Smith.

E 29TH st., ws, 140 n Tilden av, 23.3x163.3x irreg; Lorenzo O'Connor, jrste, agt Richd B Maloon et al; Henry J Davenport (A), 375 Pearl; Wm R Dorman (R); Wm H Smith.

44TH st., ss, 360 e 15 av, 20x100.2; Helen C Gannon agt Audley Clarke Co et al; Action No 1; Elek J Ludvigh (A), 31 Nassau, Manhattan; Alfred F Upson (R); Chas Shongood.

44TH st., ns, 120 e 15 av, 20x100.2; Helen C Gannon agt Audley Clarke Co et al; Action No 2; same (A); same (R); Chas Shongood.

Av S., ss, 52 e W 9th, 16x100; Antonio Nitti agt Highlawn Constn Co et al; Louis F Hollenbach (A), 367 Fulton; Walter G Rooney (R); Wm H Smith.

Putnam av., ns, 260 w Central av, 20x100; Margt E Farrell agt Thaddeus J G Stack et al; John A Holzapfel (A), 260 Bway; Warren I Lee (R); Chas Shongood.

Saratoga av., ws, 70 s Atlantic av, 26.8x100; Max Kobre agt State Bank et al; Saml A Telsey (A), 1779 Pitkin av; Isidor F Greene (R); Chas Shongood.

Stone av., es, 100 s Dumont av, 25x100; Saml Weil agt Isaac Kahn et al; Jos G Abramson (A), 30 Church, Manhattan; J Philip Berg (R); Chas Shongood.

SEPT. 12.

Pacific st., 2250, ss, 340.8 e Rockaway av, 19.4x107.2; Laurent S Mitchell agt Alessio Accardi et al; Jos G Giambalvo (A), 26 Court; Andw F Van Thun Jr (R); Chas Shongood.

43D st., ns, 220 w 8 av, 20x100.2; Emma Hoecker agt Wm Ware et al; W A Fischer (A), 359 Fulton; Peter P Smith (R); Wm H Smith.

Av Y., ns, 280 e E 7th, 40x100; Henry A McQuade agt Anna M Wingerath et al; Henry J Davenport (A), 375 Pearl; Reuben Wilson (R); Wm P Rae.

Coney Island av., ws, 80.3 n Neck rd, 20x80; Henry C Read Jr agt Coney Island Constn Supply Co et al; Henry J Davenport (A), 375 Pearl; Reuben Wilson (R); Wm P Rae.

Coney Island av., ws, 100.3 n Neck rd, 20x80; same agt same; Action No 2; same (A); same (R); Wm P Rae.

SEPT. 13.

So 5TH st., ns, 61.6 e Rodney, 22.6x101.4; Security Bank of N Y agt Annie Deitchman et al; I Gainsburg (A), 271 Bway; Manhattan; Harris G Eames (R); Wm H Smith.

52D st., ns, 120 e 8 av, 20x100.2; Carl E Froberg agt Matilda Wilkman et al; John J Bakerman (A), 5014 5 av; Grover M Moscovitz (R); Chas Shongood.

Classon av., es, 75.2 n Fulton, 20x54.11; Germania Savgs Bank, Kings Co, agt Annie E Wilkins et al; Wingate & Cullen (A), 20 Nassau, Manhattan; Francis S McDivitt (R); Wm H Smith.

SEPT. 14.

No Legal Sales advertised for this day.

SEPT. 16.

White st., ns, 45.6 e E 16th, —x125x24.1 x—; Albertine S Beyer agt Jno Luck et al; August G Beyer (A); Henry E Wilke (R); Chas Shongood.

E 16TH st., nec White, —x46.6; Albertine S Beyer agt John Luck et al; Action No 1; August G Beyer (A), 1323 Greene av; Reuben Wilson (R); Chas Shongood.

Flatbush av., es, 370.1 s Clarendon rd, 47.3x100.1x40x125.3; East River Savgs Inst agt Jeanette Gutman et al; Omri F Hibbard (A), 56 Pine, Manhattan; John C Stemmermann (R); Wm H Smith.

Myrtle av. nec Walworth, 20x101; Jessie E Van Ausdall agt Henty Knebel et al; Furst & Furst (A), 215 Montague; Louis R Bick (R); Wm H Smith.

Lot 34., sec 10, blk 3116; Lipman Lipsitz agt Hector Beere et al; David Zirinsky (A), 67 Morrell; Howard E Green (R); Chas Shongood.

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The will of William Hawkins, a wealthy leather goods manufacturer of Philadelphia, who died in 1910 at the age of 98 years, was offered for probate this week. It left eighteen houses in Germantown to as many families which had occupied them under leases from Mr. Hawkins. Each house is valued at about \$4,000.

Just what influence the New York, Westchester and Boston Railroad is exercising, or is likely to exercise, on suburban real estate has not yet become apparent. Valuable evidence on this point will be presented soon by the results of a notable auction sale which is to be held in White Plains. The offering consists of 110 plots within a few minutes walk of the Mamaroneck avenue express station of the new road.

The members' notice of the next regular meeting of the United Real Estate Owners' Associations, which is to take place at 110 East 59th street on Sept. 10 at 8.15 P. M., contains this reminder: "Now is the time for us to get very busy, for the budget estimates for 1913 are in, and from all appearances we shall have a \$200,000,000 budget for 1913, which means increased taxes. It is too late to cry after the damage is done." The first step should be to develop a plan for co-operation on the part of all the real estate owners' associations in the city in the matter of studying budget estimates.

Consul J. I. Brittain, of Prague, in response to inquiries from American manufacturers of fly paper, writes in the U. S. Consular and Trade Reports that there is no chance of working up an extensive trade in insect-destroying devices in Bohemia, as there are "not sufficient flies to exterminate." In Prague the buildings are all constructed of brick, stone, or concrete. The docks along the river front are of granite. The pavements and sidewalks are made of granite blocks. There are no wooden sidewalks, stairways, or buildings in the city. The streets are frequently cleaned during each day and there are no open drains in the city to attract and breed flies. The Consul ascribes the virtual absence of flies to lack of breeding places.

The newly organized Broadway Improvement Association sent out circulars this week, inviting property owners along the subway route in Broadway to attend a meeting of the association at the Imperial Hotel next Monday at 2 P. M. "If the disastrous conditions which obtained during the building of the McAdoo tunnel on Sixth avenue and the subway through Forty-second street are to be prevented," says the circular, "drastic and energetic measures by this association are imperative, and co-operation of the property owners, merchants and business men along Broadway is essential. The large percentage of failures of firms on Forty-second street during the subway construction has taught a lesson." The purpose of this meeting is to appoint a committee to discuss with the Public Service Commission means of keeping down as far as possible the disturbance of traffic unavoidable in subway construction. Subways, however, desirable, are a nuisance until finished. So well is this fact understood that suburban builders are making a special canvass among apartment house tenants in and adjacent to Lexington avenue,

Public Interest In City Planning.

Mr. George B. Ford, who is the lecturer on City Planning at Columbia University, made at the last meeting of the New York Academy of Political Science an earnest plea for the appointment of a permanent commission on the City Plan for New York City. In the course of the address he went fully into the many reasons which make such a commission desirable and he showed clearly how necessary it was to have some authority in existence whose specific business it would be to coordinate the various schemes for municipal improvement that would constantly be undertaken. The functions of such a commission would, of course, be advisory.

None of the actual responsibility now possessed by the Mayor or the Board of Estimate could be delegated to it. It would consist practically of a board of experts who, when any public improvement was under consideration, would be able to give an opinion not merely on its intrinsic merits but also upon its relation to a general plan for the future development of the whole city.

Mr. Ford points out, for instance, that new streets are being laid out all the time. Each of the five boroughs has its own topographical department or bureau of surveys, which is engaged constantly in drawing new lines on the city map. But this work is not being done on any established scientific principle, and the work of the several bureaus are not sufficiently coordinated. The engineering department of the Board of Estimate exercises some kind of supervision and is working hard to unify the street development of the whole city. Attempts are being made to study the problem in a scientific way, particularly in the Borough of Manhattan, but so far with small results. The local interests are too strong and the city is powerless to control local subdivisions.

One of the great obstacles in the path of a comprehensive plan of municipal improvement for New York has been the apparent public indifference to the whole question. Interest in city planning, as Mr. Ford says, has been of slow growth in New York as compared with some other cities of the country. Some ten years ago the Pendleton Commission was appointed by Mayor McClellan for the purpose of suggesting desirable changes in the city plan, and the friends of better New York hoped that its report would at least stimulate public interest in the matter. But the actual result proved to be a sad failure. The report itself compared very favorably with similar reports which had been made in other cities. It dealt principally with the creation of new diagonal avenues in Manhattan and Brooklyn, the improvement of the bridge approaches, the designing of civic centres and the extension of the park system. Practically none of the suggestions was carried into effect, and public interest, instead of being stimulated, was, on the contrary, discouraged. The report was based on the general idea of a handsome, spacious, metropolitan New York, which might have been possible to realize in case New York, like Paris, were the national capital, or even the State capital, but which looked fantastic and visionary to the public opinion of an essentially industrial and commercial city. It was not based upon an exhaustive scientific analysis of existing conditions and it provided for no increase in industrial and commercial efficiency comparable to the large amount of money which the proposed improvements would have cost.

Since then the general idea of a city plan or a city planning commission has been dead. Special commissions have accomplished something, not in the direction of better planning, but at any rate in the direction of improving the looks of the city and its sanitary condition. The Municipal Art Commission, for instance, has been in existence a good many years and has fully justified its original constitution. It has unquestionably raised the standard of the public monuments of New York City and it could accomplish still more in this respect in case its functions were positive rather than negative,

It should not only have the power of preventing the display of inferior public art of all kinds, but its advice should also be taken in the case of any important public improvements as to the best means of securing good designs.

Abortive, however, as the whole movement has been hitherto, it is possible that very much more will be accomplished during the next two decades than has been accomplished in the past two decades. More will be accomplished because practical conditions will necessitate facing the problems which heretofore could be postponed and evaded; and the very exigency of the problems will create the necessary public spirit and public interest to enable them to be satisfactorily solved. In this regard the admirable solution which was finally reached of the subway question should be very encouraging. When the present administration came into office it seemed inevitable that the city would devote its resources to the construction of an independent triborough route that would leave large parts of the city wholly unprovided with rapid transit, and which would merely add another to the disconnected local transit systems, of which the city already possessed four. Instead of so doing, however, the new city government had the courage and the good sense to assign the new subway to the two most important of the existing systems, and in this way to obtain enough additional capital to provide for the construction of a really comprehensive plan of transit development. A city whose government has sufficient knowledge to plan and sufficient will to carry out the new dual subway system should also be able to meet with a similarly satisfactory solution the almost equally pressing problem of arranging for the future industrial and commercial development of the city.

The immediate and fundamental object of any city plan commission should be that of drawing up a comprehensive scheme for the promotion of the business efficiency of New York City. It is evident that private individuals and corporations cannot be trusted to take care of this essential matter. Even if the city had not already interfered and involved itself in the matter by the purchase of the Manhattan waterfront it would still be obliged to arrange that the work of private corporations was properly coordinated and that their plans met the needs of the situation; but the city's ownership of the Manhattan waterfront gives its officials an immediate and not merely a supervisory responsibility. Upon the proper development of this waterfront depends the ultimate prosperity of the central borough and its inhabitants. It is, consequently, the duty of the city to prepare a plan for the transportation and handling of freight in and around the city as comprehensive as its plan for the transportation of passengers. Such a plan is essential to the commercial future of New York. Its inhabitants have the right to demand of the administration some arrangements for the transportation of food supplies which will reduce the cost of living. The experience of other cities has proved that the municipal government can accomplish much in this respect, and that unless it assumes the responsibility the food supply of the community is burdened on an inefficient and costly method of distribution. The city's business men also have the right to demand the same conveniences for receiving and shipping freight that its competitors have. Such conveniences they cannot create for themselves. Neither could any combination of private corporations engaged in the business of transportation create them, except with the assistance of the municipal government. The preparation of such a plan is so difficult and so complicated that it should not be left to any one department. It requires an exhaustive investigation of the conditions in every part of New York harbor bearing upon the handling of freight, a comprehensive view of the future possibilities of the port, and a complete knowledge of the best engineering methods and results which have been reached under similar circumstances all over the world. Such an investigation should be under-

taken by a body of experts which would constitute a permanent commission on the industrial and commercial development of the city. That is the sort of plan which needs most of all to be devised at the present time.

The remarkable thing about politics this year is the strong social reform sentiment which is finding expression not only in the new Bull Moose party but also in the older national organizations. Indeed, the leaders of each of the three parties that have to be reckoned with profess virtually the same aims and differ fundamentally only as regards the means of bring them about. It is evident that whichever party obtains control of the New York State government, the temper of the Legislature at Albany will be favorable to ideas not heretofore in the ascendant there. If business men have reason to be concerned about the probable consequences of the Presidential election with respect to Federal legislation, owners of real estate have not less reason for concern over the probable complexion of the next State Legislature. Social justice is something all right thinking men must advocate, but not every new scheme to abolish "preventable causes of poverty" is social justice.

The Week in Real Estate.

The seasonably few private sales reported this week were worthy of the professional order, with a fair sprinkling of purchases by business concerns. The sales branch of the market is, of course, expected to remain quiet for some little time after Labor Day. Both investor and operator will naturally postpone buying in the residential sections until the results of the apartment house renting for the season now under way are known.

At present all that can be said of the current renting is that it has not yet developed any degree of activity. Tenants, possibly, are late in beginning to look up new apartments, in which case September will be busier than usual as a renting month; or, it may be, the suburbs are having the call this year over apartments. Which of these explanations is correct will be made clear in the next few weeks, and until there is a consensus of opinion on this head there will be no considerable buying movement in apartment house districts.

Meanwhile investment bargains will continue to be picked up there, as elsewhere, and builders will be quite ready to undertake new enterprises in rising neighborhoods. Building sites constituted a rather large proportion of the realty bought during the week, notably in Manhattan and the Bronx; in Queens and Brooklyn purchases of dwelling houses were, as one would expect, relatively more numerous.

The most noteworthy among the building operations foreshadowed by the week's private sales are concerned with sites in the old mercantile district and the Pennsylvania section. A 12-story loft building will go up on the southeast corner of Lafayette and Fourth streets, which were acquired by Charles Laue, who within the year has made several purchases in the mercantile district south of Fourteenth street. In the Pennsylvania section the McKeon Realty Company finished buying up a plot at 424 to 438 West 33d street, on which it is proposed to erect a 10-story loft building. Still another brokerage deal that will be followed by a building operation was the negotiation of a ground lease of a plot of eight lots on the north side of 56th street, 175 feet west of Seventh avenue, running through to 57th street. The lease was taken from John A. Chanler by the Mason Seaman Transportation Company, which occupies adjoining premises on 57th street and which will build a big garage on the Chanler leasehold.

Important building enterprises were announced also in connection with purchases of large plots in upper Manhattan, the Bronx, Brooklyn, Queens and the suburbs. The building industry, indeed, made a good showing for this time of year.

Encouraging indications of the probable trend of the real estate market during the remainder of the year were observed in the behavior of the building material market. Both inquiry and buying are stimulated somewhat just now by the fear of a possible car shortage during the four months following October 1, but after allowing for this artificial stimulation, the reports made by officials of the steel companies and the increasing call for Portland cement, lumber, both soft and hard, roofing materials, paints, oils and varnish, coupled with increased mill

capacities in operation, not only for immediate delivery but for shipments running well into the first part of 1913, promise better times for the building industry.

The present demand for basic materials is accounted for mainly by loft building, apartment house and office building construction in Manhattan between 23d street and 96th street, multi-family and private house construction in Queens and Brooklyn, high-class residential construction in Westchester County and some activity in East Jersey. It is due not only to a desire to rush existing operations through to completion before the end of the fall renting season, but also to new projects which are to be ready for occupancy by the opening of the spring renting season.

Heavy material manufacturers report a large proportion of their present inquiry as coming from industrial interests. Stone men report a good inquiry from apartment house operators, front brick and terra cotta producers say their inquiry is remarkable for the requirements of business buildings, and general contractors are figuring on big railroad and municipal work requiring tremendous quantities of materials.

All this indicates that the present new construction is being well taken, showing that the existing lull in real estate activity is only temporary. It is partly due to the tightness of money just now and partly to a desire to await the passing of October to discover what trend, if any, will be developed among rent payers in Manhattan and other congested centers with the expiration of their leases and the prospect of easy transportation to the outlying sections of the city upon the completion of the vast transportation facilities now in progress of formation.

Operators are waiting to get some basis for figuring out the effect of the new subways upon rent payers in Manhattan. If abnormal vacancies do not occur there will be a revival of activity in the real estate market. Such activity will not confine itself merely to land buying, but to immediate improvement, which will create a heavy demand for materials which should continue all through 1913.

The comparative inactivity of builders in East Jersey this year has been attributed to doubt as to what effect the new subways will have upon the movement of buyers and rent payers from New York to New Jersey. If it is shown that the migration to New Jersey is not to be affected by new transit facilities in New York, heavy winter construction will proceed in the Jersey commuting zone.

It will be at least five years before the new facilities are ready for public use. In the meantime there will be great discomfort among thousands of New York residents past whose homes subway digging must proceed. During 1913, 1914 and 1915 this annoyance will be at its maximum. It is therefore probable that the current of rent payers departing from Manhattan will be divided between the Hudson and Manhattan Railroad and the Pennsylvania-Long Island system.

Upon this exigency building material distributors in Queens and East Jersey are basing their estimates for an active building winter and an early continuous building season in 1913. Hence heavy buying and inquiries from these centers.

Prices cannot remain at present levels much longer. It will be only a few months before Hudson River brick will be under cover, steel will be higher, Portland cement at least stiffer; lumber cannot remain at present levels much longer, and such commodities as lime, plaster, fireproofing, sand, gravel and building metals are likely to advance.

Moving Picture Shows.

Editor of the RECORD AND GUIDE:

Is there a law regulating the issuing of a license for a moving picture show? If there is, please state what the law is.

W. H. L.

The ordinances governing the issuance of licenses for motion picture theatres and shows will be found printed in full in the City Record of May 16, 1912, and a synopsis thereof in the Record and Guide of May 18. If it is intended to erect a new building, plans and specifications must first be filed with the Superintendent of Buildings and approved by him. If the show is to be in an existing building, then the building must be inspected and passed by the Bureau of Buildings, the Fire Department, the Department of Water Supply, Gas and Electricity, and the Department of Health. Existing places of entertainment seating three hundred persons or less, where motion pictures are exhibited in conjunction with any other form of entertainment, must comply with the provisions of section 109 of the Building Code covering theatres seating more than three hundred persons.—Editor.

State Tax Rate Increased This Year.

The State Board of Equalization has adopted the equalization table for the tax year 1912, on which will be based the direct State tax of one mill imposed by the last Legislature. The ratio of percentage of equalization for this year is 87.74 per cent., as compared with 87.67 in 1911.

The total assessed valuation of real and personal property this year is \$11,023,802,214, as compared with \$10,121,501,061 last year. There is an increase in the assessed valuation of real property of \$922,489,505 and a decrease in personal property of \$1,180,352.

Budget Estimates

The Committee on Budgetary Publicity made public the estimates for the year 1913, which have been submitted to the Board of Estimate by George McAneny, Borough President of Manhattan, and Cyrus C. Miller, Borough President of the Bronx.

The budget estimate of Mr. McAneny is about \$100,000 less than was required the present year. He asks for \$2,687,738.54. Saving is to be effected in the matter of fuel for public buildings and offices, for which item \$55,000 has been asked for 1913, against \$60,000 for 1912.

Increases have been asked for repairing sheet and block asphalt—\$450,000 is asked in place of \$400,000 in 1912—and an increase is asked for repairing "cuts other than in pavements of stone."

The Borough President of the Bronx has requested an appropriation of \$1,271,797.39. The allowance to Mr. Miller's department for this year's expenses was \$1,120,332.19. The item of biggest increase asked for is that of salaries. He requests \$910,326.30 for the pay roll, an increase of \$101,569.14. He wishes to raise the salaries of many employes.

An entirely new item of expenditure to be provided for is the asphalt plant which Mr. Miller hopes to have in operation soon. Wages in this plant will be \$10,314.75, according to the statisticians; but the return to the borough, it is stated, will more than offset this item.

Mr. Miller requests an increase in the salaries of his personal service force from \$73,350 to \$82,450.

The Color of the Woolworth Building.

The color scheme of the Woolworth Building has struck the popular fancy. The Atlantic Terra Cotta Company, which furnished the material, has two large orders that specify "Woolworth Building color." The cream color harmonizes well with the faience colors employed for the ornamental features.

Cass Gilbert, the architect, says the cream color was chosen because it could be produced in terra cotta, is agreeable to look upon, and because the moulded ornamental work shows to advantage in light-colored material. There are several building stones similar in color to the Woolworth Building, but they do not retain their original color for any length of time when exposed to the atmosphere.

Terra cotta, the manufacturers say, is impervious and will not change in color. White marble exteriors rarely retain that color for long in New York, though there are some exceptions to this rule known to every reader. Most often the white becomes a grey, but sometimes, as in the case of the Tuckahoe marble of the Metropolitan Building, it takes on a cream tint in time. New York has many buildings apparently of grey stone that were pure white when first built. A notable exception to the general order is the residence on Riverside Drive at the corner of 107th street, built four years ago of white marble, and quite as fresh-looking and unstained as when set in the building.

Large Spaces in the Guaranty Trust Building.

Some unusually long span trusses and girders are used in the Guaranty Trust Building, at Broadway and Liberty street. The total weight of the structural steel in the eight-story building (91x135 ft.) is two thousand tons. A feature of the building will be its wide unobstructed floor spaces. Running the full depth of the building on the middle line in the first, second and third floors will be a clear space 51 ft. wide.

The second and third floors over this space are supported on heavy plate girders 33 ins. deep and 17 ft. apart, and the fourth and fifth floors are suspended from six transverse trusses which also carry the sixth and seventh floors and support on their top chords the columns for the eighth floor attic and roof. The building is an exceptional one in that it will be occupied exclusively by the one corporation, and will, therefore, be adapted solely to its own purposes.

THE TEAMSTER'S STRIKE HALTS.

Builders Come Again Into the Market Pending Arbitration of Terms.

A temporary halt in the teamsters' union strike against the Contractors' Protective Association became effective yesterday. The status of the trouble now centers in whether the union men and the contractors can arbitrate their differences.

The builders look upon this temporary halt as a fortunate turn of affairs, because many new projects which were being rushed to completion were threatened with serious delay. This action on the part of the teamsters also proved disturbing to the subway contractors, which were threatened with its first serious tie-up.

The strike had already tied up the work on the Lexington Avenue Subway, Manhataan, and the Fourth Avenue Subway in Brooklyn, and 312 buildings were reported as having been affected up to Friday. The strikers by returning to work yesterday saved the situation and prevented the disorganization of contractors' forces.

The labor interests report that about 20,000 employees had been laid off and had the strike continued until the end of the week, when the supply of stone, sand, cinders and concrete materials had become exhausted on the jobs, the total lay off would have approximated between 80,000 and 90,000 members of the building trade, including the bricklayers, masons, stonemasons, plasterers and incidentally steel erectors, but would have been delayed by reason of failure to obtain concrete ingredients for foundation work.

The sand and foundation teamsters' strike was called for a renewal of a compromise which was made last November by the Contractors' Association. The teamsters made no reply to this offer until May 15, when they came back with a proposed agreement of such radical terms that the Contractors' Association refused to consider it, on the ground that it would have practically amounted to the contractors turning over important stable rights to the teamsters.

The Teamsters' Union in return refused to compromise on the wage question unless all their other demands were also acceded to by the contractors. One of these demands was that a member of the teamsters' union should be put in each stable. This proposition the contractors refused to consider, with the result that the men walked out.

The action of the teamsters in agreeing to arbitration is one of the most important concessions that both the laboring interests and the contractors could possibly make at this time when builders are making every effort to get as much material into the market as possible in anticipation of a serious car shortage and the approach of winter when shipments are liable to be delayed.

The affect of the strike of course was first felt by the brick interests here, the sales falling off from Tuesday to Friday nearly 35 cargoes or approximately 11,000,000 brick. Had it been allowed to continue until the supply of material on the jobs had been used up the whole strengthening tendency of the building material market would have been checked, with the result that builders would have been confronted with much higher prices later on in the winter and in the early spring. It is stated that arbitration will proceed at once and that pending a settlement the men will be permitted to work undisturbed.

The Transit Deadlock at Long Island City.

The property-owners along Ely avenue, in Long Island City, having refused their consent to the construction of an elevated line, Borough President Connolly has taken a determined stand against the subway proposition, and has requested the Public Service Commission to at once make application to the courts for a writ of necessity for the construction of the elevated line in Ely avenue.

The Borough President and his consulting engineer, Foster Crowell, if a subway should be determined on, instead of an elevated road, the subsurface improvements in the lower section of the First Ward, including sewers, water mains, gas mains, and telephone and telegraph cable conduits would have to be changed at enormous expense; also that permission would have to be obtained from the Pennsylvania Railroad to cross Sunnyside yards, and that this would most likely not be granted; also that the proposed subway would almost completely destroy the public use of nearly one-third of the Queensboro Bridge plaza, and require the restriction of the roadway on the bridge.

REAL ESTATE STATISTICS

The following table is a resume of the recorded Conveyances, Mortgages, Mortgage Extensions and Building Permits for the boroughs of Manhattan, the Bronx, and Brooklyn and the Building Permits for the boroughs of Queens and Richmond for the current week. The right hand column enables the reader to make a comparison with the corresponding week of 1911. Following the weekly tables is a resume from January 1, 1912, to date.

MANHATTAN CONVEYANCES

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., Assessed value, No. with consideration, Consideration, and Assessed value.

MORTGAGES

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

MORTGAGE EXTENSIONS

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

BUILDING PERMITS

Table with columns for 1912 (Aug. 31 to Sept. 6) and 1911 (Sept. 2 to 8). Rows include New buildings, Cost, and Alterations.

Table with columns for 1912 (Jan. 1 to Sept. 6) and 1911 (Jan. 1 to Sept. 8). Rows include New buildings, Cost, and Alterations.

BRONX CONVEYANCES

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., No. with consideration, Consideration, and Amount.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include Total No., No. with consideration, Consideration, and Amount.

MORTGAGES

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

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Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

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BUILDING PERMITS

Table with columns for 1912 (Aug. 31 to Sept. 6) and 1911 (Sept. 2 to 8). Rows include New buildings, Cost, and Alterations.

BROOKLYN CONVEYANCES

Table with columns for 1912 (Aug. 29 to Sept. 4) and 1911 (Aug. 31 to Sept. 6). Rows include Total No., No. with consideration, Consideration, and Amount.

MORTGAGES

Table with columns for 1912 (Aug. 29 to Sept. 4) and 1911 (Aug. 31 to Sept. 6). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Table with columns for 1912 (Jan. 1 to Sept. 4) and 1911 (Jan. 1 to Sept. 6). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

BUILDING PERMITS

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Aug. 31 to Sept. 6). Rows include New buildings, Cost, and Alterations.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 6). Rows include New buildings, Cost, and Alterations.

QUEENS BUILDING PERMITS

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include New buildings, Cost, and Alterations.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include New buildings, Cost, and Alterations.

RICHMOND BUILDING PERMITS

Table with columns for 1912 (Aug. 30 to Sept. 5) and 1911 (Sept. 1 to 7). Rows include New buildings, Cost, and Alterations.

Table with columns for 1912 (Jan. 1 to Sept. 5) and 1911 (Jan. 1 to Sept. 7). Rows include New buildings, Cost, and Alterations.

The State of New York has a land area of 30,498,568 acres, of which 22,030,367 acres are under cultivation in 215,977 farms.

"Expansion is the keynote word of the trade situation and buyers feel the seasonal spur to the laying in of supplies for fall and winter."—Bradstreet's.

The annual convention of the Association of Edison Illuminating Companies will be held at Hot Springs, Va., September 10 to 12.

The Erie Canal was completed in 1825. This marked the beginning of New York City's real supremacy. Until then Philadelphia and Boston were in the running. The opening of the canal, which brought prosperity to New York City, at the same time, irreparably injured the commerce of every other Hudson River town.

Domestic consumption of copper for month of July amounted to 71,094,381 pounds, an increase of 14,111,799 pounds, or 24.7 per cent. over July of last year. In the first half of the current calendar year domestic copper consumption amounted to 465,516,468 pounds, an increase of 71,248,368 pounds, or more than 18 per cent. over last year.

BUILDING SECTION

THE COMMERCIAL PROBLEM IN BUILDINGS

A Series of Articles Dealing with the Economic and Structural Essentials of Profitable Building.—Article XXIII.

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

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DISPLAY, CONTINUED.

A NATURAL development of the recessed store is the continuous colonnade, either carried over the sidewalk, where municipal laws allow it, as in the Rue de Rivoli, Paris, or providing an additional passage alongside the sidewalk; see "English Shop Fronts," which states further: "The loss of light occasioned by the shadowing of piers and arches must be considered in a possible adoption of this idea. A reference to an illustration of Regent street before 1848 shows this noble thoroughfare with a colonnade extending the whole of its length. This was done away with because of the great loss of light occasioned by the columns," and further "It might be desirable to take this gallery or colonnade up two stories and to adopt the idea contained in the success of the old Chester Rows. An attempt was made in Shaftesbury Ave., London, to give definite form to such a suggestion. Two stories of shop fronts with stairs leading from the streets at various intervals were erected upon a triangular site. For some reason or other, the scheme, however, was not a financial success.

Arcades.—A still further extension of the recessed shop front is to be found in the "arcades" such as the well known Burlington Arcade in London, and the Victor Emmanuel Arcade in Milan.

The difference between a colonnade and an arcade is that the former has shops on one side only, generally parallels traffic streets and is frequently surmounted by the main body of the building; arcades have shops on both sides, form thoroughfares connecting traffic streets, and are really narrow streets covered by glass roofs.

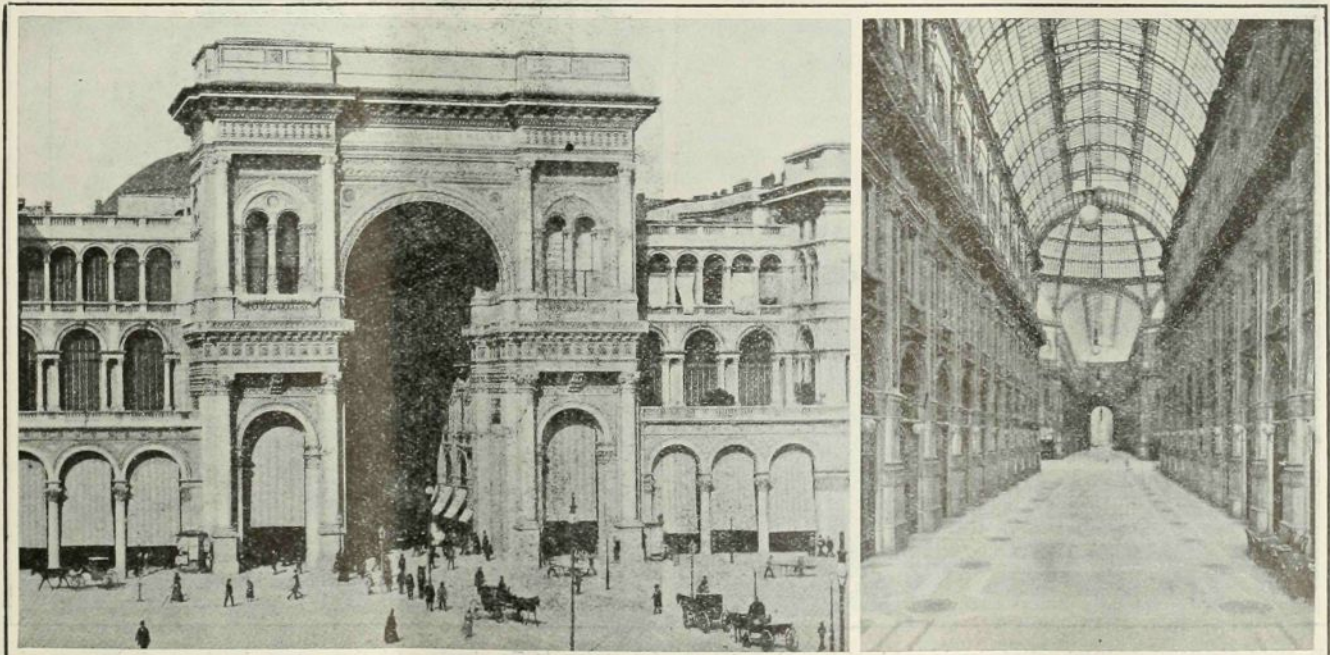
Projecting fronts give plenty of light and carry the display as near as possible to passers on the sidewalk; inspection of their contents, however, may cause interference with the passing traffic, if heavy.

The type of show window which will give most satisfaction depends on the character of goods to be exhibited, the depth of show case needed and the intensity of the passing foot traffic; the glass in most of them, however, should be carried as near the ground as pos-

sible, better inspection being thereby ensured. Some goods, costly, but of small bulk, such as jewelry, art goods, millinery, need but a shallow case for display. Hardware, clothes dressers, etc., require a good deal of depth; carriages, automobiles, furniture, pianos, frequently have no enclosed show windows, but are placed on the main floor close to the windows, where they can be viewed from the outside.

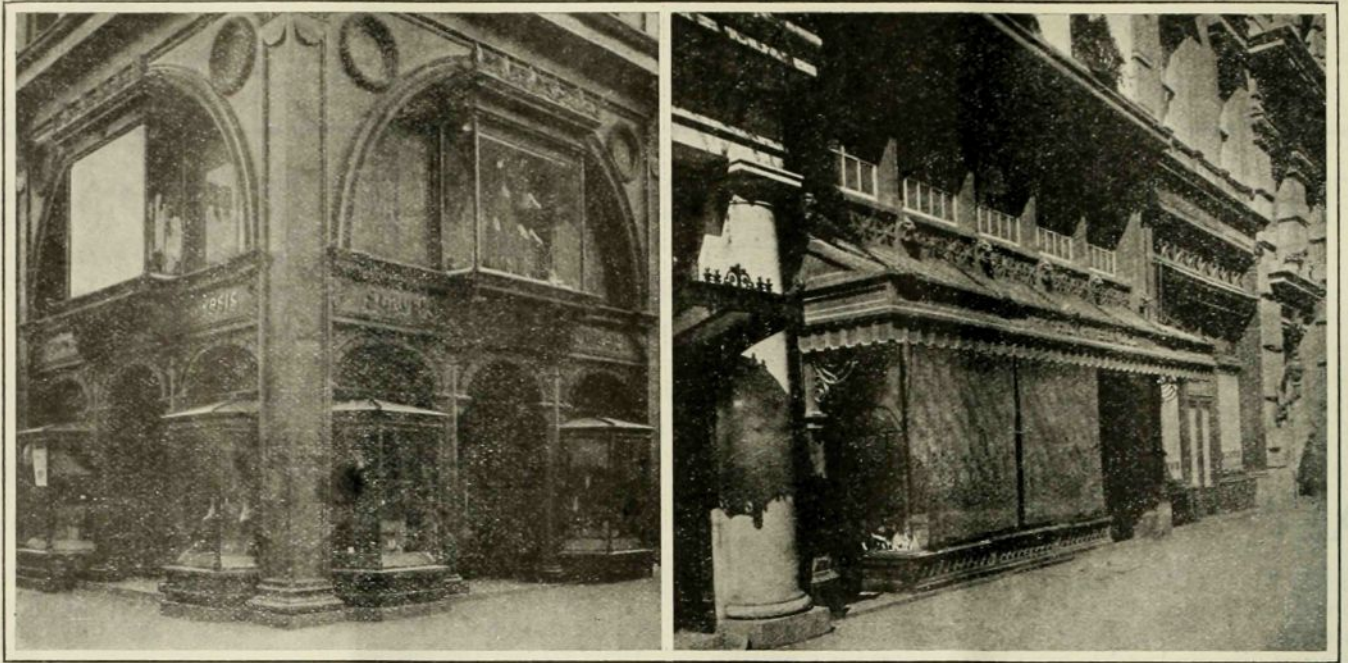
Some businesses, such as restaurants, cafes, confectioners, especially of high class, need no show window for display but a distinctive front to advertise them and attract customers; in these the glass is better not carried too low; more privacy and better results are obtained by keeping it at a sufficient height. Stores having numerous branches frequently adopt either a distinctive front, as has been done by the Jaeger Wool Company in London (see "English Shop Fronts, Old and New") or a system of signs and uniform coloring which answer the same purpose without being so costly; thus, the red color adopted for the shop fronts of the Woolworth Company's numerous stores; also the uniformity of signs and coloring of the United Cigar Stores Company. The practice of having butchers', fishmongers' and greengrocers' shops open to the outer air is objectionable, unless the objects for sale are sheltered from dust and other impurities.

Two-storied Show Windows.—Two-storied show windows are out of place except on very active streets, such as upper Fifth Avenue, New York, or where they have the advantage of being overlooked from an elevation, such as the station of an elevated railroad. They may be connected with the main design of the shop front and form an entresol, or may be treated as entirely separate floors. They are best used for displaying goods of large bulk or striking appearance, which will attract and be seen from a distance. The attempt sometimes made on a small traffic street to earn ground floor rentals from two stories is mostly futile, especially when the ground floor proper is placed below the sidewalk level in order to reduce the number of steps necessary to reach



THE VICTOR EMMANUEL "ARCADE," MILAN, ITALY.

From the "Architectural Record."



GOOD COMMERCIAL SHOW FRONTS.

- (1) The projecting show cases are very suitable for the display of small articles, in this case shoes. Fulton St., Brooklyn, N. Y.
 (2) Forms an artistic framework for display of goods. The canopy serves to project light into the interior of the store. Heavy projection above mezzanine story interferes with light and is not so satisfactory. 5th Ave., New York, N. Y.

the upper floor. They are liable to remain untenanted or at best to rent for less than accommodation better suited to the neighborhood would have done; in times of commercial depression they are nearly always vacated before ground floor shops.

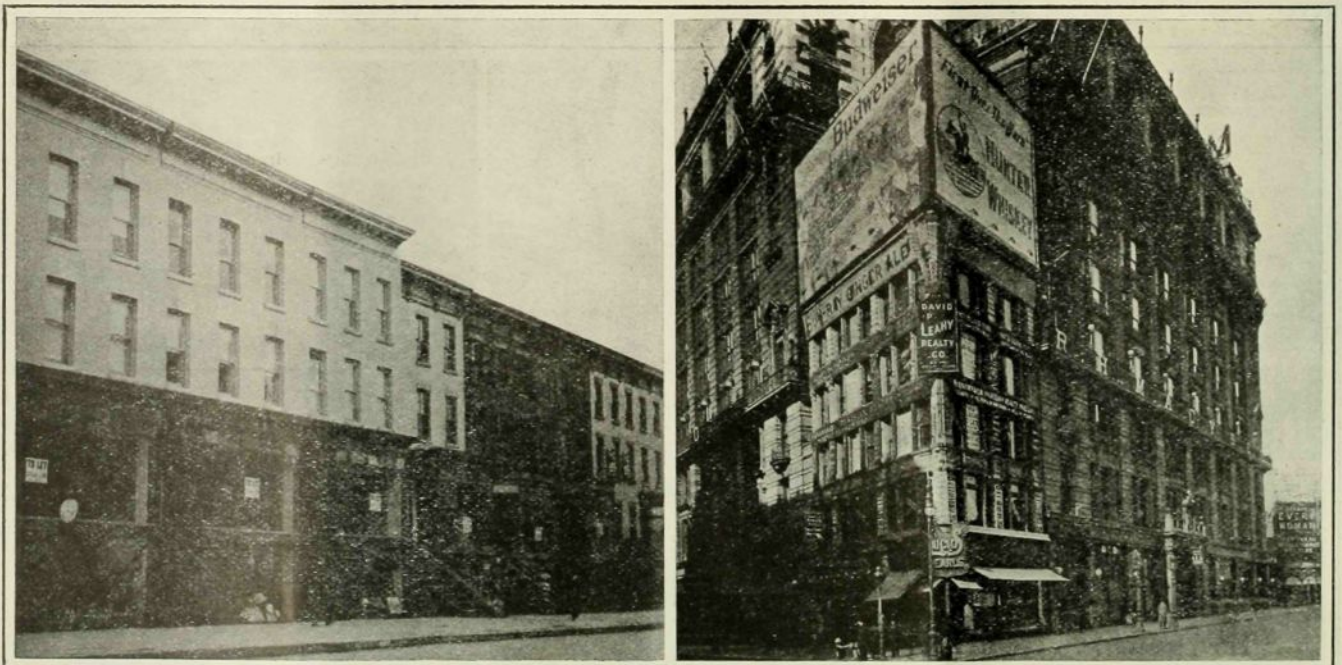
Basement stores are available on traffic streets for businesses which cannot pay ground floor rents, but need proximity to main lines of travel. They are frequently used under tenement houses in congested sections, but though economical, are undesirable, having poor access, poor light and becoming receptacles for the dirt of the street. When reached from the interior of large stores by means of elevators or other convenient forms of access, they furnish cheap accommodations for bulky goods which can be properly inspected by artificial light; some parts, moreover, near the outer walls, can be rendered quite light by means of Luxfer prisms and sidewalk lights. Luxfer prisms have been of great assistance in lighting the interiors of deep stores; they are used to great advantage above the line of the show window proper, which need not be carried to the ceiling; also at the backs of stores and in other places formerly not reached by the light from windows or skylights.

The modern tendency has been to make a great use of

plate glass in as large sheets as possible; this has been overdone and better decorative effects could frequently be obtained by the use of smaller panels and the exercise of some ingenuity in the design of the setting.

The use of convex or bent glass is injurious in some cases, certain classes of goods being distorted in appearance when seen through it.

It is possible to design shop fronts which are indicative of the business carried on, and they are well worth the study they entail, especially in costly buildings. Architects would frequently obtain more satisfactory results in the lower stories of buildings they design if they would recognize the urgency of a commercial front and realize that the space used for unnecessary supports represents to the tenant so much advertising accommodation wasted and which he will immediately proceed to cover with plate glass and show cases. Much remains to be done in the design of distinctive shop fronts and attractive signs. Where the premises are owned by their occupants the objection of the lack of convertibility for tenancies of different character is removed and it would seem as if, with iron construction, a framework could be supplied on which the decorative features characterizing the nature of the business could be varied at will.



- (1) TWO STORED STORES. Undesirable and hard to rent except on very strong traffic streets. Of these seven buildings all but one of the upper stories are vacant. The basement stores, though several steps below the sidewalk, are all rented. Bedford Ave., Brooklyn, N. Y.
 (2) A GOOD EXAMPLE OF ROOF ADVERTISING. Signs cover and conceal all the architectural features in the building. Broadway and 34th St., New York.

BEAUTIFULLY BUILT, BUT NOT WHOLLY FIREPROOF

An Expert's Criticism of Public School Buildings—Suggestions for Making the Heating and Ventilating Plants More Efficient and Running Expenses Smaller.

A CONSULTING engineer, who has had experience in installing heating and ventilating plants in various parts of the country, and who produced good results after a year's experimenting in the public buildings and public baths of Manhattan, Charles G. Armstrong, was employed by a committee of the Board of Estimate to make an investigation of the condition of the public school buildings, and particularly of their heating and ventilating equipment. He investigated fifty-six buildings and has reported his findings.

As some of the recommendations which he has made and will yet make for the public schools can be adopted for other institutional buildings having heating and ventilating plants of size, and for many private buildings as well, the peculiar value of the report to property interests will be realized.

In general, the report approves of the policy and the efforts already made to adopt standard types for school buildings. The adoption of such standards would reduce the period (usually two years) which now intervenes between the time of voting the funds for con-

struction and the date for opening the completed school. Such a standard type has been practically attained in the case of seventeen buildings of Manhattan alone.

When adopting standard plans attention should be directed to the wider uses to which a building may be put, Mr. Armstrong advises. The use of a school plant for civic, recreational, social and municipal purposes, as well as for the regular educational purpose, would require that cooking rooms be accessible to the auditorium, and that the auditoriums and gymnasiums be placed no higher than the second floor.

Mr. Armstrong believes that savings can be made (1) in the method of burning coal, (2) by changing to a cheaper quality of coal, and (3) through a more effective way of utilizing steam for heating. He has suggested that a demonstration fund of ten thousand dollars be set aside for the purpose of equipping two or three typical schools immediately with the necessary apparatus to enable the city to burn a coal that will cost practically half the present price per ton and produce better results with a smaller quantity.

Both the Board of Education and the committee of the Board of Estimate have approved of this recommendation, and the Board of Estimate has been asked for the appropriation. Mr. Armstrong is positive that the results will be as stated.

While the schools are beautifully built, and well adapted to the uses intended, yet decided improvements could be made in their mechanical departments, in the opinion of the engineer. Through the introduction of mechanical draft, a proper

system of damper control and a proper form of grate, it would be possible to burn the lowest grade of coal on the market. Then by adding to the circulating system a modern form of vacuum apparatus it would be possible to greatly accelerate the circulation of steam and make a large saving in the quantity used, with a corresponding reduction in the amount of coal required.

Other recommendations made by the consulting engineer are as follows:

4—Immediately provide adequate ventilation by installing proper air washing and conditioning apparatus.

5—Eliminate as far as possible disease germs and other filth by the use of modern vacuum cleaning systems.

6—Remove as far as possible all inflammable material from school buildings, and provide with all possible speed adequate fire-escapes, fire-fighting apparatus, etc.

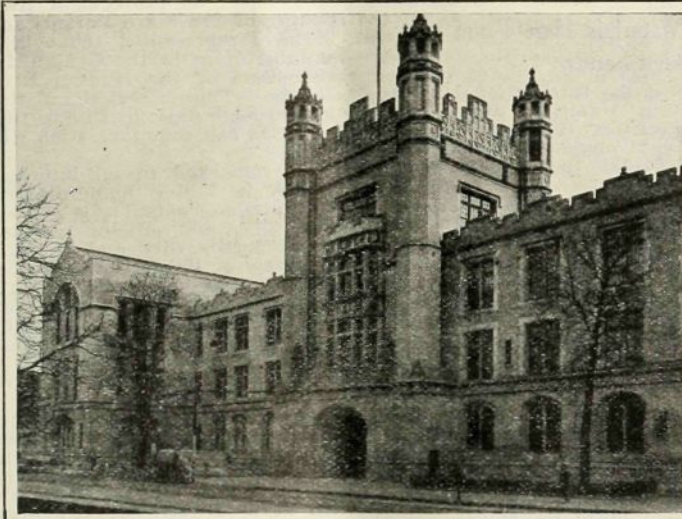
7—Radically reorganize the designing, operating and purchasing departments.

8—Plan and perfect, in the near future, a standard design of fireproof construction, to be used in all new school buildings.

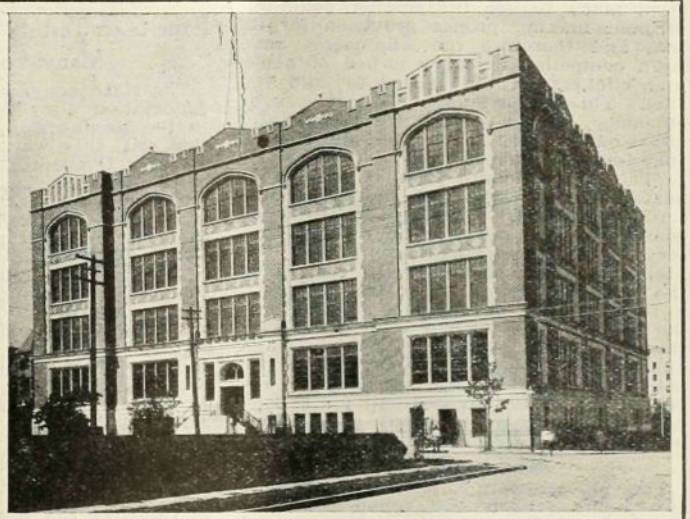
9—Reduce the numbers and improve the

School, and schools Nos. 87 and 111 in Brooklyn, are glaring examples of this fault, and there are many others almost equally bad. While it may be difficult to overcome all the faults in the older buildings, still they can be vastly improved, and it is inconceivable why in the recently erected buildings the power plants were not planned in the most efficient manner.

"Take for instance No. 22 in Manhattan. Here there are two boiler plants, about 150 feet apart; the only way of getting from one to the other is by means of a low passage not more than three feet high. In order to transfer coal from one set of boilers to the other, it is necessary to carry it to one side of this passage, shovel it through, crawl after it and then carry it to the other plant. At the present writing, these two boiler plants are both being operated because there is no proper cross-connecting pipe between them. Only one boiler plant would be required if coal could be easily transported between the boilers. This condition is almost duplicated in school No. 87, Brooklyn. Wherever possible, the separate steam plants in one building should



ERASMUS HALL HIGH SCHOOL SHOWING NEW ADDITION.



NEW PUBLIC SCHOOL 44, BRONX.

personnel of the inspecting and supervising corps.

10—Reduce electric light expenses either by obtaining from the public service companies the same rate which is given to private consumers, or, failing in that, manufacture current on the premises.

11—Immediately provide proper and adequate seating accommodations for all the children of school age in the city. The seating capacity of the now-existing school buildings is fully adequate to accomplish this reform, without crowding, and without the erection at this time of a single additional building, with the possible exception of added schools in new developed territories, or, by reason of some vast shift of population centres. This subject, however, is of so much importance that it will be treated in a separate report.

Plant Design.

It is now a recognized scientific principle that within certain limits the concentration of steam-producing apparatus results in the highest economy. The consulting engineer, Mr. Armstrong, found in his investigation of the public schools that this principle has not been carried out, nor, apparently, has it been even considered in designing our school buildings. Boiler plants are not concentrated even in the same buildings. Some schools have as high as six separate boiler plants in use.

"There is no excuse for this," says the investigator's report, "for at any time during the process of alteration and expansion, these plants could readily have been consolidated. Schools Nos. 22 and 137 in Manhattan, and Erasmus Hall High

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be concentrated or centralized, and where school buildings are adjacent, the plants should be consolidated in either one or the other of the buildings. Also, the method of handling coal and ash should be improved, so as to better conserve the time and energies of the firemen.

"Another extremely wasteful condition prevails in that almost all of the schools are equipped with the oldest form of coal burning appliances, that known as "natural draft." While any chimney of sufficient height and diameter will suffice for the mere burning of coal, this "natural draft" is by no means the most economical method of supplying air to convert coal into heat. By its use vast quantities of superfluous air are discharged through the chimney per hour, necessarily carrying away many valuable heat units. Every time a furnace door is opened, drafts of cold air rush across the fire, chilling the boiler tubes and creating an endothermic reaction between the incandescent coals and the furnace gases. This reaction causes the loss of more than two-thirds of the heat liberated in the original burning of the fuel. Moreover, "natural draft" conditions are so varying and unreliable that a large size (the most expensive) coal must be used. A "controlled draft" system and proper grate bars should be installed without delay, wherever practicable. This system supplies just the correct amount of air, and will prevent the present unnecessary losses in heat. It will also permit of the burning of smaller and less expensive coal, and at the same time add greatly to the efficiency of the furnaces. A chimney must, of course, be provided to carry off the exhausted gases, but a



PUBLIC SCHOOL 75, BRONX, SHOWING NEW ADDITION.

much less expensive one is required than is necessary with the natural draft now in use.

"In order to properly burn the smaller sizes of coal, it is necessary to use grates having apertures sufficiently small to prevent the coal from falling through. In some of the buildings, an attempt has been made to use the smaller coal, but without making proper provision for its use, and therefore the engineers have been compelled to carry a bed of ashes and clinkers on the grates to hold the fuel. This is obviously a direct loss of efficiency, as well as a waste of time and effort on the part of the men, and should, therefore, be corrected.

"The proportionate amount of grate surface is too large and should be materially reduced. A certain quantity of coal must be burned per hour per square foot of grate surface to produce the highest furnace economy. In certain of the school buildings under consideration, a total of 30,497,600 pounds of coal was burned per year upon a total grate surface of 3,635.66 square feet. This gives approximately only 3 pounds of coal per hour per square foot, whereas the accepted economical figures call for a consumption of from 17 to 22 pounds per hour per square foot of grate surface."

Fire Protection.

The investigator further reports that our public schools are conspicuous for the lack of fire-protection. Not one of the buildings that were inspected is wholly fireproof. None of them conforms to the fire rules and regulations. Here and there an axe or a hook or a hand-extinguisher may be found, but in no case is there anything that the most kindly criticism could dignify into a modern fire-extinguishing system. To be sure, the architect has in a number of buildings devised a very ingenious system of enclosed stairways, which would doubtless allow some children to escape in case of a bad fire, but they are merely exits—not fire preventions nor extinguishers.

"Buildings that were constructed in a fireproof manner are rendered entirely unsafe," the report says, "because of the vast quantities of wooden furniture which they contain, and because of the wood encased and badly-located pipes, traps, etc., which abound in all directions. One building is even equipped with, or, one may more truly say, menaced by wooden fire-escapes on the outside.

"Of what avail is it to build a fire-resisting structure and then fill it to repletion with inflammable materials, so that it becomes in fact a furnace with a fire ready laid? The answer is found in the fate of the Collinswood school in Ohio, or, to look nearer home, in the large office building recently destroyed by fire.

"No school building should be allowed to exist a day without absolute fire protection for the children and teachers. Therefore, all schools should be immediately provided with automatic sprinklers, standpipes, fire pumps and automatic alarms. All wooden stairways should be replaced with steel and all possible precautions should be taken against loss of life and property by fire; sanitary and fireproof furniture should be installed in place of the present unsanitary and

easily destroyed wooden structures and flimsy work school desks, in elaborate and impracticable design, the sole result of which is to catch dirt and prevent adequate cleaning."

CONGRESS OF ENGINEERS.

Experts on Testing Materials Here From Many Foreign Lands.

The sixth congress of the International Association for Testing Materials drew to the Engineering Societies' Building in this city this week civil engineers from all over the world. To-day the sessions of the congress here will come to a close, and to-morrow (Sunday) the members will leave New York and make a tour through the country, visiting Washington, Pittsburgh and Niagara Falls.

The list of foreign delegates contains the names of many engineers prominent in the affairs of their respective countries, as Dr. Unwin, president of the British Institution of Civil Engineers; Dr. Archibald Denny, of the famous Scotch shipbuilding firm of Denny Bros.; Alfred Deinlein, Chief Engineer of the Austrian Ministry of Commerce; Emille T. Camerman, Chief Chemist of the Belgian State Railway Administration; P. Christophe, Chief Engineer of Bridges and Roads at Brussels; Louis Breda, Engineer in Chief of the Belgian State Railways; Lieut. E. Rung, representing the Danish Ministry of War; M. Le Chatellier, Inspector General of Mines for France; Privy State Councillor Jaeger, of the Prussian Ministry of Commerce and Trade; First Councillor of Construction Jahnke, of the Prussian Railway Administration; J. Marx, President of the Hungarian State Railways; A. Fodor, Chief Engineer of the Hungarian Board of Public Works.

There was a large attendance of American engineers, including many prominent in New York City affairs, as Alfred Noble, Calvin W. Rice and Rudolph P. Miller, of New York; Robert Forsyth, E. M. Hager, of Chicago; Prof. Denton, from Stevens Institute; Major Speer, from Pittsburgh; E. A. Sterling and Richard L. Humphrey, from Philadelphia; Russell Greenman, Albany; Prof. Danforth, from the U. S. Naval Academy; E. E. Wilson, Supervisor of Bridges for the New York Central Railroad; N. L. Malmros, President of the American Society of Swedish Engineers; and W. C. Cushing, chief engineer for maintenance of way on the Pennsylvania railways.

Chief Engineer Wm. H. Bixby, of the U. S. Army, greeted the congress in the name of the President of the United States, and Robert W. Hunt, president of the American Society of Testing Materials, welcomed the delegates in the names of the various engineering societies of America. Prof. H. M. Howe, acting president of the International Society, was the presiding officer of the congress. Addresses were also delivered at the opening session by Governor John A. Dix, of the State of New York, and by Comptroller William A. Prendergast, who spoke for the Mayor of New York City.

For the second session, on Tuesday afternoon, twenty-eight papers were on the

program, distributed among three sections, into which the congress was divided. In the evening there was a reception at the New York Public Library. On Wednesday, Thursday and Friday there were further section sessions in the morning and early afternoon, and later in the afternoon of each day there was an excursion to some place of interest. This Saturday afternoon the members will visit the Museum of Natural History, and in the evening the Museum of Art.

Reports were made to the congress by American committees on the subject of Paints for Metallic Structures; on the Nomenclature of Iron and Steel, by J. E. Howard, on Tests of Structures; by P. H. Dudley and M. H. Wickhorst, on Tests and Research Work Concerning Steel Rails; by J. J. Porter, on Typical Uses of Cast Iron in American Practice; by C. M. Chapman, on Tests of Concrete; by J. Y. Jewett, on Tests of Construction Materials in the U. S. Reclamation Service; by F. P. McKibbin, on the Design, Equipment and Operation of University Testing Laboratories; by Prof. Ira H. Woolson and Supt. of Buildings Rudolph P. Miller, on Investigations Made on Fire Resisting Construction in the United States. This last report contained tabulated details of about eighty floor tests. McGarvey Pine reported on Investigations of American Woods, with Especial Reference to Mechanical Properties. Many reports were also made by the foreign delegates.

TIDEWATER AN ADVANTAGE.

Views of a Hudson River Cement Manufacturer—Barge Canal Will Help.

The views expressed in the Record and Guide of August 24 by Albert Moyer, of the Vulcanite Cement Company, upon the probable effect on the cement trade of the opening of the State Barge Canal appear to have represented the opinion of the manufacturers in the Lehigh district, rather than of the Hudson River manufacturers. The latter claim that there is a real advantage in having tidewater as well as rail communication with this market.

Mr. Moyer remarked in an interview that the Lehigh Valley manufacturers had the advantage of shipping in car lots into Jersey City, and either trucking from cars at Jersey City and Hoboken across the ferry, or lightering in 250-bbl. lots from the Jersey terminals to the various docks in New York. Therefore, he said, small units could be handled economically from the Lehigh Valley, whereas the larger units would have to be handled from the Hudson River plants.

Mr. William P. Corbett, secretary and general manager of sales of Alsen's American Portland Cement Works, with sales offices at 45 Broadway, and mills at Alsen on the Hudson, seemed to take issue with some of Mr. Moyer's arguments, when interviewed this week. Mr. Corbett thought he was qualified to speak impartially, as his company once owned a mill in the Lehigh Valley besides the one on the Hudson River.

"Did you ever know of a large manufacturing business which had in addition to good rail facilities the best water facilities and was not benefited thereby, if only because of greater competition bringing down the freight rate?" asked Mr. Corbett, quizzically.

"In my opinion," he added, "the logical place from whence to supply the New York City market, is where the Hudson River can be availed of as a medium of transportation as well as rail facilities. Having published Mr. Moyer's views, which favored the Lehigh Valley, the Record and Guide should certainly give due prominence to the fact that the New York State companies have rail facilities equal to those of the Lehigh Valley, and the great additional advantage of the Hudson River.

"The Norfolk (Va.) mill which Mr. Moyer refers to was built by the Lehigh Valley American Cement Company, and when that company went into the hands of a receiver its mills in the Lehigh Valley were in the same fix as the Norfolk mills. The largest producing company in the Lehigh Valley, and also the third largest producing company of that region, bought mills on the Hudson River not long ago because they perceived, other things being equal, the advantage which that location would give them. Inferior cement in either district has failed of success (and will), but the highest grade of New York cement must have this advantage over the highest grade Valley cement.

"The principal reason why the Lehigh Valley mills have continued to ship as

much cement as they have to New York City is because the first-class mills in New York State have been so taken up with enormous contracts like the Ashoken dam, and the Barge Canal, etc., that they have not forced an aggressive campaign in New York City. The Alsen Cement Company, for example, is shipping far more cement to New York City in proportion to its total output than any Lehigh Valley mill. A certain other Hudson River mill has always shipped about two-thirds of its entire capacity to the New York market, while the Lehigh Valley mills have, until recent years, been illogically trying to distribute their product to nearly all parts of the United States. But now that cement is made in twenty-six states in the Union, the question of the freight rate is a vital one. The New York mills might as reasonably sell in Philadelphia, as Pennsylvania mills in New York City. Each year the cement business becomes more localized naturally.

"The rail freight rate to Jersey City from our mills is the same as from the Lehigh Valley, and trucks could as well be used to bring the cement across the river to convenient points in New York. Consequently, the New York mills are as well situated for rail business as the Lehigh Valley mills, and in addition they have the extreme advantage of boat shipments to New York. Boats can load at the docks of Alsen's Cement Company, where there is room for either lighters, schooners or small steamers, and with no intermediate handling go direct to New York City or points beyond.

"Boats of one thousand to three thousand barrels' capacity (more or less) can come from these mills to New York at about the same expense as the lighters of the Lehigh Valley companies can cross the river from Jersey City, so that the Hudson River mills when they ship by boat save the rail freight which the Lehigh Valley mills have to pay to get their product to tidewater. Boats from our mill are constantly at New York. We usually have several here at a time. Some are even kept here through the winter, and the dealers can get it at a public dock or have it delivered at their own dock, as they wish. If the boat stock is exhausted during the winter, we then ship by rail the same as the Valley mills always have to do. We do not want to do a trucking business because it interferes with the legitimate dealers' trade, and the yards should, and we think do, appreciate our position in trying to give them better protection in this respect.

"The opening of the State Barge Canal will only add to the advantages already possessed by Hudson River cement manufacturers by bettering the facilities they enjoy in shipping to points up the canal."

Foundations of the Western Union Building.

The foundations of the new Western Union Building will consist of pneumatic caissons sunk to bedrock, which is found at an average depth of 72 feet below the street curb. The basement level is to be carried down 62 feet below the curb. This will be 30 feet below water level. As the surrounding buildings are heavy, massive stone structures, some of which are eleven stories high, and as the foundations of these buildings are on what is known as spread footings, which rest on the soil not more than 20 feet below the curb, the work to be done for the foundations of the new building by the Foundation Company, which has the contract, will have to be carried on with extreme care. To excavate so far below the curb through water-bearing strata with foundations of neighboring buildings so high up, presents one of the most interesting and complex problems in foundation work ever attempted in this city.

New Badges for Building Inspectors.

New badges have been issued to employees of the Building Department, and all persons having business with inspectors and others are cautioned to take notice of the change so that they may not be imposed upon.

The new badge is in the form of a capital "B" and is plated with enamel and gold. It is 2 1/2 inches long by 1 1/2 inches wide. The number of the badge is in black, while the framework, the city seal and the lettering are in gold.

—Another attempt will be made to have the B. R. T. issue transfers from the Myrtle avenue elevated railroad to the Wyckoff avenue line. A petition of this character is now in circulation and copies will be presented to the Brooklyn Rapid Transit Company and the Public Service Commission.

DUTIES OF A BUILDING INSPECTOR

A Large Variety of Work for One Man—A New System of Inspection Is Being Studied—A Corps of Engineer Inspectors Authorized.

THE chief function of a building bureau is exercised through its inspection force. The duties of a district inspector in the Manhattan Bureau of Buildings include the inspection of all new structures being erected in his district; the inspection of all alterations to existing buildings; the inspection of all work authorized under slip applications, such as minor alterations, repairs, new show-windows, signs, fences, sheds, picture booths, etc.; the investigation of all complaints; the examination of all buildings in which fires are reported by the Fire Department; the examination of all buildings for which application for alterations has been made; the patrolling of the districts to discover work that may be going on without permit, and the examination of buildings called to his attention as to structural safety or the adequacy of means of egress.

As all this variety of work is to be done by one man, Supt. Miller does not think it makes for efficiency. A new system of inspection is being studied, to be put in effect as soon as the details have been fully developed, by which it is hoped not only to increase the efficiency of the inspection force, but also to better equalize the work of the inspectors. At present the borough is divided into districts, and an inspector assigned to each for the performance of the work outlined above. Under a proposed plan the inspection force will be divided into two classes, construction inspectors and district inspectors.

The construction inspectors will devote their entire time to the inspection of new buildings and alterations. They will be freed from the distractions incident to the investigation of complaints and similar work, which, under the rules, must be reported within forty-eight hours. It has happened that so much of this work was assigned to a man that his attention was diverted from an important job for several days. Under the proposed plan he will have a certain amount of new work to look after, and that only.

He will be better able to see that the work is properly done, that the street is not unduly encumbered with building materials, that the safeguards required by the labor laws and city ordinances for the protection of workmen and pedestrians are provided and that the contractor is not endangering the construction by overloading it with building materials or by excessive racking or vibration of hoisting machinery or apparatus. The work will be so assigned, without regard to any particular boundaries, that each man will have an approximately equal amount.

The district inspector will, under the new plan, investigate complaints and do such other work, outside of the inspection of new construction, as was formerly done by every inspector. His district will, of course, be larger than heretofore, but he will be relieved of all new work that might cause him some anxiety.

It is further proposed when the corps of engineer-inspectors authorized by the budget for 1912 is organized to have, more of the special inspection done by this new force, so that a large proportion, if not all, of the inspectors now doing this work can be reassigned to the regular duties. This special work includes the examination of theatres and other places of public assembly for certification in connection with license renewals; the inspection of hotels at the request of the Excise Department, under the Raines law; the examination and testing of soil and the testing of fireproof wood.

In studying this proposed arrangement a large map of the borough, on a scale of 300 feet to the inch, in six sections, was prepared, showing the distribution of the building operations in progress on September 15, 1911. Incidentally, this is the map that constituted the chief feature of this bureau's display at the last Budget Exhibit. The several sections of the map have been mounted on a standard and are corrected each day so that they show all the building operations under way.

Besides this map a table has been prepared from the inspectors' journals and

reports showing for the same day how many reports were made by each inspector, how many inspectors, how much time was devoted to actual inspection as distinguished from time consumed for other purposes. The results of this study may be summarized as follows:

A Day's Work for Building Inspectors.

Number of inspectors on duty, 44. Average per inspector.

New buildings under construction... 439 10.0
 Buildings being altered or enlarged... 955 21.7
 Buildings undergoing minor alterations or repairs... 513 11.7
 Number of inspections made... 601 13.7
 Average actual time at each inspection, 16.2 min.
 Number of reports filed... 213 4.8
 Average time of each inspector on duty, 8 hours 10 minutes, of which
 1 hour 17 min. was spent in office.
 38 min. was spent in going from office to district.
 3 hours 42 min. was spent in inspections.
 1 hour 36 min. was spent in going from job to job.
 57 min. was spent at lunch.
 Total, 8 hours, 10 minutes.
 The inspections were:

	Total	Average per inspector.	Average time per inspection.
On new buildings.....	200	4.5	20.6 min.
On alterations.....	252	5.7	10.2 "
On repairs.....	42	1.0	11.4 "
On demolitions.....	3	0.1	10.0 "
On unsafe buildings..	49	1.1	16.1 "
On violations.....	10	0.2	13.5 "
On fire examinations..	33	0.8	12.4 "
On complaints.....	12	0.3	15.4 "
Total.....	601	13.7	16.2 "

The summary may be taken as typical. It shows that while the inspector has about 32 building operations under way, he does not get to each more than about twice a week, as his average number of inspections per day is shown to be about ten. He does not get to his repair jobs more than once in nearly twelve days. The time devoted to a new building operation is about twenty minutes. The bureau cannot be expected to give such inspection as to really furnish superintendence, and the courts have held that it is not the function of the bureau to do so, yet what is being done or what can be done with the present force is hardly adequate. An increase in the inspection force of about twenty inspectors has therefore been strongly urged by the Superintendent.

A record that has been compiled in the Manhattan Bureau of Buildings by Superintendent Rudolph P. Miller shows the number of inspections reported during the ten years that the bureau has had a separate existence by inspectors of masonry and carpentry, who have had the general inspection of all building operations. Ten years ago, in 1902, the number of inspectors on the pay roll was 47; at the close of the last fiscal year the number was 60. The number of inspections in 1902 was 157,243, and in 1911 the number was 170,224. This was an average per man of 3,346 in 1902 and 2,837 in 1911, or a daily average of 11.53 in 1902 and 9.78 in 1911.

The averages given are materially affected by the fact that ten to fifteen inspectors whose work is included in the figures were assigned to special work. The fact is that each district inspector during 1911 supervised about eighty building operations (new buildings and alterations) of an estimated cost of about two million dollars. Besides this he looked after about seventy-five minor alterations and repairs, authorized under slip applications. In connection with this work he has made about 300 reports, not including the entries made in his journals.

Migration of Textile Industries.

More than 50,000 persons are employed in clothing manufacture in Brooklyn, many of whom are recent comers from Manhattan. The textile industries have had a wonderful expansion in Manhattan in the last ten years. Now there are signs that Brooklyn will be favored similarly in the coming decade.

BUILDING MATERIALS.

Impending Car Shortage Increases Current Demand.

Why Buying Is Active at This Season—Common Brick Weaker—Portland Cement Stiffer—Paints and Varnishes Extremely Active—Lumber in Good Inquiry.

BUILDING materials are in a buoyant market. Fall speculative buying has a marked stimulus in the fact that the impending car shortage is expected to retard deliveries in the eastern district and in the fact that the activity of the leasing market, despite the fact that considerable construction work has gone ahead this year indicates fair assimilation of available renting space and that winter construction will proceed without noticeable interruption.

It is remarkable that buying of basic materials is proceeding at or near record volume for this season of the year. Steel is particularly conspicuous in this regard, lumber is experiencing such a favorable demand as to excite considerable comment, roofing material is extremely active, paints, oils and varnishes are reporting a heavier demand than had been expected, and every department but common brick is considered strong.

Common brick would doubtless be as strong as other departments did it have a clear market. The sand and excavators strike has hurt demand. Even so, it could not be called weak because there is latent requirement due to new building construction projects which will go ahead during the next month or two.

It is worthy of note that at a time when even conservative houses expected a falling-off in demand, owing to the uncertainty of the political outlook, that the demand for materials should be as great as it is now. It only shows that basic conditions are not only normal, but are extremely healthy. Discounting the stimulated buying movement that has followed railroad warnings of a possible car shortage, it may be said that the market is exceptionally strong.

Suburban distributors are advising clients to wait until the end of October, so as to be able to feel the pulse of the renting market during October. If removals are abnormal, it will denote that the residential renting element in New York is seeking accommodations in the suburbs, despite the fact that new subway construction work has actually begun. Suburban construction work, especially in New Jersey, has not been particularly active this year, and for that reason investors are inclined to believe that the present renting facilities will be filled up this fall, leaving the road clear for extensive construction work during the winter, so as to take care of new homeseekers next spring.

As far as prices are concerned the situation here in New York may be described as stiffening. It is an unquestioned fact that if brick had the same clear field that other departments have had, it, too, would be in a stiffer position than it is now.

Consumers will do well to protect themselves on prices where they can immediately, but it is already difficult to induce agents to tie up to present quotations far in the future, and even the dealers themselves are wary about speculating on deliveries later than Nov. 1.

Brick.

Hudson River common brick transactions are light. Raritans are in a good market, at 25 cents a thousand below the current Hudson River prices. Manufacturing has been considerably delayed this week, owing to the prolonged rainy weather, which has not tended to help the reserve supply. Transactions last week with comparisons for the corresponding week in 1911 follow:

1912.		
Left over, Aug 24-30.		
Arrived.		
Monday	24	13
Tuesday	3	13
Wednesday	8	6
Thursday	5	10
Friday	13	14
Saturday	4	9
	57	65

Condition of market, firming. Prices, Hudsons, \$6.75 to \$7; Raritans, \$6.75 to \$7. (Wholesale, dock, N. Y. Add dealers' profit and cartage charges for retail prices.) Left over, Sept. 3-31.

1911.		
Left over, Aug. 26-14.		
Arrived.		
Monday	15	10
Tuesday	6	4
Wednesday	3	3
Thursday	7	4
Friday	6	2
Saturday	12	5
	49	28

Condition of market, brisk. Prices: Hudsons, \$5.87½ to \$6.25; Raritans, — to \$6.

The strike of the sand wagon drivers and excavators has had a disquieting effect upon the retail brick market, and the continued rainy weather the first part of the week, coupled with the holiday on Monday, had the effect of seriously crippling transactions on the wholesale market so that the firming disposition of last week's market has been completely changed during the last six days. The inquiry for Hudsons is strong, however, showing that basic conditions are sound.

Portland Cement.

There is an exceptionally large volume of Portland cement being taken which is probably due to the fact that buyers are hurrying shipments to distributing points in anticipation of a possible car shortage during October, when the western crops begin to move. In this department there is considerable anxiety as to how serious this shortage is going to be, and producers are straining every point to close as many orders as possible, so as to insure an adequate supply in the east in the possible event of early winter weather.

One manufacturing agent said this week in connection with the expected shortage of freight cars: "There is no doubt, whatever, that the car situation is an important one to consider at this time, and one of the greatest factors in the continuance of delivery of cement in this market during the next few months, is in a rapidity with which cars are emptied at this end of the line. Agents will do well to assist the railroads in unloading cars, so as to permit them to be returned to the mills. There is already a disposition on the part of the manufacturers to co-operate in this matter and it is hoped that it will be general."

New Panama Contract.

Considerable comment was heard in the market this week when advices were received from government sources to the effect that only two bids for supplying 1,000,000 barrels of Portland cement for the Panama Canal had been received and that the name of the Atlas Portland Cement Company was not among them. The companies bidding were the Santa Cruz Portland Cement Company, a San Francisco concern, and the Alpha and Lehigh companies, which made a joint bid. The figures submitted were \$1.91 for the Alpha-Lehigh interests and \$1.97 for the Santa Cruz company. The former quotation was f. o. b. Jersey City, and on the latter f. o. b. San Francisco, in units of eight bags to the barrel, instead of four, under the Atlas contract, and an allowance of 10 cents for the return of the empty bags in both bids. Deliveries must start some time between November 1, 1912, and January 1, 1913.

John R. Morron, president of the Atlas Portland Cement Company, is out of town, and his secretary said that Mr. Morron was not expected back at his office before Monday, and that in his absence no one was authorized to discuss the matter.

The Eastern trade is considerably surprised at both the quotations and the absence of the Atlas Company as a factor, because the Atlas is now engaged in filling a large contract for the canal. The prices represent a mill price of about 95 cents.

Steel.

Premiums are being paid for prompt shipments of steel, which bespeaks a market of unusual strength considering the times. Not only is there a big demand for shipments during the fourth quarter, but there is no let-up in the placing of orders for 1913 delivery. Consumers having goods delivered to them during the current quarter have been urging the steel companies to hurry them, fearing a freight congestion and the tying-up of their steel if their orders do not leave the mills before the crop-moving starts. One large independent steel company has been forced to refuse a third of the new business offered it owing to the congested condition of the mills.

It is expected that all records for iron ore shipments will be broken this year, and that the total will be at least 50,000,000 tons, as compared with 43,442,000 tons, the best previous record, made in 1910.

Stocks of foundry iron are the lowest on record at present, and the increased demand which has depleted stocks has resulted in price advances. Leading furnace interests are asking \$15.40 Pittsburg basis for No. 2 foundry iron for fourth quarter delivery, and \$15.90 per ton, Pittsburg, for the first quarter of 1913.

The demand for wire despite the fact that prices are higher than they have been in over two years, is still keen. Bids for the 140,000 tons of structural steel and 35,000 tons of rails for the Brooklyn Rapid Transit extensions have been in for some time, and bids will soon be taken for the 80,000 tons of structural steel and 20,000 tons of rails for the Interborough. This is outside of the 400,000 to 500,000 tons

of steel for subway construction, making the total requirements this year for the Greater New York traction lines 725,000 tons, not counting small orders placed earlier in the year.

The outlook for construction steel requirements from this center during September is favorable to very large volumes. While steel manufacturers are not trying to force up prices, it is expected that there will be many advances before the end of the month because of the great demand. As the Steel Corporation is operating at 96 per cent. of capacity and many other manufacturers at 100 per cent., a record output for September is expected for both steel and iron.

During August about 1,800,000 tons of finished steel were shipped to consumers, while about 2,000,000 tons of new business was recorded. The August orders consisted of about 465,000 tons of rails, 43,000 tons of structural steel, 260,000 tons for various car orders in plates, etc., 35,000 tons for locomotives, and about 50,000 tons miscellaneous for railroads alone, not including about 1,200,000 tons of orders from other interests. Railroads furnished about 40 per cent. of the August business.

August bookings of orders for pig iron by blast furnace interests totaled 1,000,000 tons, making a new record for the year and slightly surpassing April sales.

Paints and Oils.

The market for linseed oil has been more active this week, although most of the inquiry is for small orders. Carloads are almost a negligible factor. City raw American seed was quoted yesterday at 69c. and 70c., and boiled at 70c. and 71c. Calcutta seed is quoted at 78c.

The paint and varnish markets are reporting continued demand. Ready-mixed paints are moving out in good volume and there is every reason to believe that market requirements will continue to be active until well into the winter. Agents are reporting stronger inquiry and sales are increasing steadily. The best season of the year is now opening up for varnish and dealers are stacking heavily at present prices, which as a rule are moderate.

Lumber.

In no department is the impending car shortage more seriously felt than in the lumber department. Lumber authorities urge close co-operation between the railroad, shipper and receiver. The car shortage is aggravated by extreme heavy coal shipments which will be made throughout the entire eastern district during September, October, November and December, and this, of course, will tend to make even more serious the congestion of freight. W. A. Garrett, chairman of the Association of Western Railways, makes this appeal to all shippers and traffic managers:

"The time is here for the railways and shippers of the United States to begin active and energetic preparations to prevent a car shortage. The indications are that if they do not begin such preparations at once they will be confronted next October with the worst situation that has existed since October, 1907, just before the panic. No railway man or shipper needs to be told what that situation was. Railway facilities were inadequate to move the business. Yards and terminals were congested, and heavy loss to the railways, the shippers, and the public resulted.

"Conditions that are likely to cause a heavy demand for, and a rapid reduction in the supply of, cars exist. The amount of traffic handled varies greatly during different parts of the year. During about four months, beginning around October 1, there are apt to be shortages. This is owing chiefly to the fact that that is the season of heaviest crop movement. Now, the crop prospects in the West this year are unusually good. That helps to make the prospect of a car shortage unusually bad.

"If the bad situation now threatening is to be averted, the managers of the railroads must have the hearty support and co-operation of the shippers and consignees of the country. The shippers and consignees can give such support and co-operation in at least two ways:

"By moving all lumber, steel, cement, and other freight that they can within the next few weeks, instead of delaying and throwing it all on the railways when they are staggering under the crop movement. The commercial organizations of the cities and towns can help greatly by urging their members to move all goods as early as possible.

"Shippers and consignees can greatly help themselves, the railways and all other shippers and consignees, by loading and unloading all cars delivered to them as expeditiously as practicable. Every time the loading or unloading of a car is needlessly delayed, the available supply of cars is needlessly reduced; and no shipper has any right to complain that he is not furnished enough cars, if he is not doing his part."

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 Mr. Subdivision Owner -
 Mr. Landlord - WAKE UP
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Brooklyn.

FACTORIES AND WAREHOUSES.

GREENE AV.—C. Christenson, 133 Clifton pl, has completed plans for an addition to the 1-sty brick factory on the north side of Greene av, 200 ft. west of Classon av, for the Bristol-Meyers Co., 363 Washington av. Cost, \$4,000.

DWELLINGS.

CONEY ISLAND AV.—Benj. Hudson, 319 9th st, Brooklyn, is preparing plans for two 2-sty brick residences, 26x52 ft., to be erected on the west side of Coney Island av, 100 ft. north of Dorchester rd, for Walter R. Lusher, 300 East 17th st, owner. Cost, \$4,000 each.

BROOKLYN, N. Y.—Henry H. Holly, 39 West 27th st, N. Y. C., has completed plans for alterations to the 4-sty residence, 12 Montague st, for Rebecca M. Birmingham, 132 Montague st, owner. Architect will take bids. Cost, \$10,500.

FACTORIES AND WAREHOUSES.

JOHNSON AV.—Tobias Goldstone, 27 Fayette st, Brooklyn, has completed plans for a 2-sty cement cold storage building, 25x50 ft., to be erected at Johnson av and Bogart st for Robert Plaut, on premises, owner. Cost, \$4,000.

HOTELS.

NEPTUNE AV.—Adam E. Fischer, 23 Park Row, N. Y. C., architect, will soon take bids on the 2-sty brick hotel, 25x55 ft., to be erected at the northeast corner of Neptune av and West 3d st for Obermeyer & Liebmann, 58 Bremen st, owners. Cost, \$6,500.

SCHOOLS AND COLLEGES.

BROOKLYN.—Bids were received by the Board of Education September 4 for installing heating and ventilating apparatus, R. J. McKinnon, low bidder, \$45,571; for installing temperature regulation in P. S. 174, Johnson Service Co., low bidder, \$3,424.

STABLES AND GARAGES.

WALWORTH ST.—Harold G. Dangler, 215 Montague st, is preparing plans for a 1-sty brick garage, 25x60 ft., to be erected in the west side of Walworth st, 161 ft. south of Myrtle av, for Jacob Dangler, 722 Myrtle av, owner. Cost, \$4,000.

Queens.

APARTMENTS, FLATS AND TENEMENTS.

RIDGEWOOD, L. I.—L. Berger & Co., 1652 Myrtle av, are preparing plans for a 3-sty brick tenement and store, 25x78 ft., to be erected at Convert av and Madison st, for Frederick Renmeststein, on premises, owner. Cost, \$11,000.

DWELLINGS.

ROCKAWAY BEACH, L. I.—M. Rosenfeld, Ocean av, contemplates the erection of ten 3-sty frame stores and residences, 20x40 ft., on the south side of Boulevard, near Neptune av, from plans by Philip Caplan, 477 Boulevard, architect. Cost, \$40,000.

ROCKAWAY PARK, L. I.—Work is about to start on the 2½-sty frame residence, 24x44 ft., on the west side of 9th av, 250 ft north of Washington av, for Anne Brown, 455 Marion st, Brooklyn, owner. Edward Berrian, Thompson av, architect. G. H. Closs, North Thompson av, general contractor. Cost, \$5,000.

ROCKAWAY PARK, L. I.—W. T. Kennedy & Co., 462 Boulevard, have completed plans for a 2½-sty residence, 46x32 ft., to be erected on the east side of Columbus av, 220 ft south of Washington av, for Harmann Halstead. Cost, \$14,000.

CORONA, L. I.—C. L. Varrone, 171 Corona av, has completed plans for a 2½-sty frame residence, 20x30 ft., for J. J. Connolly, Hyland av, owner, who builds.

JAMAICA, L. I.—Ole Harrison, 328 Fulton st, Jamaica, has completed plans for two 2½-sty frame residences, 16x34 ft., to be erected at the southeast corner of Allen and Sylvester sts for Max Gross, South and West sts, who builds and is taking bids on subs. Total cost, \$5,000.

JAMAICA, L. I.—Excavating is under way for four 2½-sty frame residences, 24x41 ft., to be erected on Grand av near Hyland st, for the Wilmer Construction Co., 258 Thatford st, Brooklyn, owner. R. Kurz, 324 Fulton st, architect. Owner builds. Cost, \$4,500 each.

ELMHURST, L. I.—C. Varrone, Elmhurst, L. I., is architect for seven 2½-sty frame residences, 20x36 ft., to be erected at Case and Hunt sts, for the Elmhurst Homes Co., 9 West Jackson av, Corona, L. I., owner, who builds. Cost, \$4,500 each.

FACTORIES AND WAREHOUSES.

EVERGREEN, L. I.—L. Berger & Co., Cypress and Myrtle avs, Ridgewood, L. I., are preparing plans for alterations to the 1-sty brick match factory, 53x137x184 ft., at the corner of Dill pl and Charlotte av for John T. Hunen, on premises, owner. Cost, \$25,000.

HOTELS.

ARVERNE, L. I.—J. P. Powers Co., Fairview av, Hammels, L. I., architect, is taking bids for a 3-sty frame and stucco hotel, 76x88 ft., to be erected on the east side of Alexander av, 770 ft south of Ocean av, for Max Gold, care of architect, owner. Cost, \$30,000.

MUNICIPAL WORK.

COLLEGE POINT, L. I.—Bids were rejected for the 2-sty frame extension to the fire house in the west side of 16th st, 100 ft. south of 4th av, for the Fire Department, 157-9 East 67th st, owner. Jas. J. Reichel, 157 East 67th st, architect. Cost, \$3,000.

Nassau.

FACTORIES AND WAREHOUSES.

FARMINGDALE, L. I.—Additional figures are being received for the 1-sty brick factory, 88x275 ft., for the Remington Standard Motor Co., 1787 Broadway, N. Y. C. Edwin C. Hill, 1 West 34th st, N. Y. C., is in charge of bids. Henry A. Dumper, this place, architect.

Richmond.

HOSPITALS AND ASYLUMS.

STAPLETON, S. I.—Bids will be received October 3 for gas piping, heating apparatus, conduit and wiring of the United States Marine Hospital here, H. W. Austin, surgeon, in command. Oscar Wenderoth, Treasury Department, Washington, D. C., supervising architect. Concord Construction Co., 38 Park Row, N. Y. C., general contractor. Plans and specifications can be seen at the office of the chief supervising engineer, 727 Custom House, N. Y. C., or at the office of the supervising architect. Cost, \$550,000.

PUBLIC BUILDINGS.

RICHMOND.—M. S. Smyths, 1123 Broadway, N. Y. C., has received the painting work for alterations to the borough hall for the City of New York, Geo. Cromwell, president of the Borough of Richmond, Borough Hall, St. George, S. I., owner.

SCHOOLS AND COLLEGES.

RICHMOND.—Bids were received by the Board of Education September 4 for alterations and additions to the electric equipment in P. S. 20, John T. Williams Co., was low bidder, \$983.

Out of Town.

APARTMENTS, FLATS AND TENEMENTS.

BINGHAMTON, N. Y.—Jos Pulitzer, Court st, contemplates the erection of an apartment house at the corner of Prospect and Lewis sts. No architect has been selected.

WEST NEW YORK, N. J.—C. H. A. Muller, this place, is preparing plans for a 2-sty brick store and flat building, 31x76 ft., to be erected at 581 15th st for Dominick Bandoni, at site, owner. Cost, \$4,000.

WEST NEW YORK, N. J.—Excavating is under way for the 3-sty brick tenement, 25x62 ft., at 415 21st st for William Granfield, 419 21st st, owner. George Willaredt, 411 23d st, architect. Morris Goldberg, at site, is general contractor. Edward Murphy, 23d st and Boulevard, New Brunswick, N. J., has the plumbing work. Cost, \$8,000.

JERSEY CITY, N. J.—E. Frank, 21 Fernbrook st, Yonkers, is taking bids on the general contract for a 2-sty frame store and apartment, 24x46 ft., to be erected at 247 Melroy av, for Eugene Ige, Roseton, N. Y., Post Box, 177, owner. Cost, \$5,000.

SYRACUSE, N. Y.—James D. Meehan, Hendricks Block, is preparing plans for a 2 or 3-sty brick, concrete and steel apartment house to be erected at Victoria pl and Westcott st for B. G. Harrington, care of Syracuse Portrait Co., 363 North State st, owner. Cost, \$20,000. Bids will be taken about Sept. 15.

YONKERS, N. Y.—Excavating is under way for the 4-sty brick apartment, 32x59 ft., at the northeast corner of Spruce st and Van Cortland Park av for John Nowichi, 127 Webster av, owner. William Heapy, 436 South Broadway, architect. Kristof & Hirsks, 30 Riverdale av, carpenters. M. J. Harmonay, 146 Yonkers av, has plumbing work. Cost, \$10,000.

WHITE PLAINS, N. Y.—Goldner & Goldberg, 149th st and 3d av, N. Y. C., have completed plans for the 4-sty brick apartment, 50x90 ft., to be erected at the northwest corner of So. Lexington and Martine avs for Samuel Ellis, Railroad av, owner. Cost, \$45,000.

YONKERS, N. Y.—Foundations are completed for the 4-sty brick apartment, 42x58 ft., on McLean av for McGrath Bros., 99 Morris st, owner, who builds. Jos. A. Watson, 34 Warburton av, architect. Cost, \$12,000.

YONKERS, N. Y.—Geo. S. Cowles, 8 South Broadway, is preparing plans for a 4-sty brick apartment house, 50x88 ft., to be erected at 664-6 South Broadway for Thos. A. Ryan, 162 Woodworth av, owner. Cost, \$60,000.

YONKERS, N. Y.—E. Frank, 21 Fernbrook st, architect, is taking bids on the general contract for a 4-sty brick and terra cotta apartment house, 25x48 ft., to be erected at the corner of Riverdale av and Fernbrook st for Pauline Shultz, 4 Fernbrook st, owner.

PROPOSALS

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

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., August 26, 1912.—SEALED PROPOSALS will be received in this office until 3 o'clock P. M. on the 7th day of October, 1912, and then opened, for construction, complete (including plumbing, gas piping, heating apparatus, electric conduits and wiring interior lighting fixtures and approaches) of the United States post office at Butler, Pa. The building is one story and basement and unfinished attic, and has a ground area of approximately 6,000 square feet. First floor only fireproof; stone and brick facing, and tin roof. Drawings and specifications may be obtained from the custodian of site at Butler, Pa., or at this office, at the discretion of the Supervising Architect.
OSCAR WENDEROTH,
Supervising Architect.

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CHURCHES.

WESTFIELD, N. J.—Foundations are under way for the brick parish house for the Westfield Congregational Church, Rev. Elmer S. Loomis, this place, pastor, Salter S. Clarke, chairman of building committee. Oakley & Son, 280 North Broad st, Elizabeth, architects. Dietz Engineering Co., 50 Church st, N. Y. C., is general contractor. A. L. Clark & Co., 1178 East Broad st, Elizabeth, have the cut stone work.

RIDGEFIELD PARK, N. J.—Foundations are completed for the 2-sty church and Sunday school, 104x70 ft., at Hobart st and Euclid av for the First Baptist Church, Rev. Ernest Murphy, 55 Bergen av. George E. Savage, Witherspoon Building, Philadelphia, Pa., architect. Paul Barbibri, Palisade Park, N. J., has the mason work. Cost, \$20,000.

ELIZABETH, N. J.—J. B. Beatty, 78 Broad st, has about completed plans for alterations to the 2½-sty church in East Grand st for the Union Baptist Church, Benjamin Brown, care of Elizabeth Post Office, is chairman building committee. Cost, \$8,000.

ELIZABETH, N. J.—L. A. Quien, Jr., 251 Elizabeth av, is preparing revised plans for a 1-sty hollow tile and stucco church at Read and Lafayette sts for the Moravian Church, at site, Rev. Dr. Frank, in charge. Cost, \$20,000.

DWELLINGS.

ENGLEWOOD, N. J.—Excavating is under way for the 2½-sty residence and garage, 98x40 ft., to be erected at Jones rd and Mountain av for H. M. Flanagan, 53 Bond st, N. Y. C., owner. Davis, McGrath & Kiessling, 949 Broadway, N. Y. C., architects. John S. Westervelt, 43 Brook av, is general contractor. Cost, \$30,000.

ELIZABETH, N. J.—Harry Buell, South Broad st, owner, is taking bids for the 2½-sty frame residence, 26x28 ft., to be erected in Grove st, from plans by J. B. Beatty, 78 Broad st, architect. Cost, \$5,000.

ELIZABETH, N. J.—Excavating is under way for a 2½-sty frame residence, 20x32 ft., in McKinley st for John Wiegas, at site, owner. Hempel & Lawicki, at site, general contractors. Cost, \$4,000.

BOGOTA, N. J.—Excavations have been completed for the 2½-sty frame residence, 30x24 ft., for Frank M. Sandberg, Ridgefield Park, owner, who builds. Cost, \$5,000.

GREENWICH, CONN.—Excavating is under way for a frame and stucco residence at Englewood Park for A. L. Ferguson, owner. P. G. O. Smith, this place, architect. Vuono Construction Co., Stamford, Conn., general contractor. Cost, \$20,000.

YONKERS, N. Y.—E. Frank, 21 Fernbrook st, has completed plans for a 2½-sty frame residence, 24x32 ft., at Hudson Heights. Martin Warner, Hastings, N. Y., general contractor. Cost, \$4,500.

ELIZABETH, N. J.—Oakley & Son, 280 North Broad st, are preparing plans for a 2½-sty frame residence, 30x28 ft., for the Union Home & Development Co., 280 North Broad st, owner. Cost, \$5,000.

ELIZABETH, N. J.—Thos. Gross, Parker pl, owner, is taking bids for a 2½-sty frame residence, 20x36 ft., to be erected on Parker pl from plans by J. B. Beatty, 78 Broad st, architect. Cost, \$5,000.

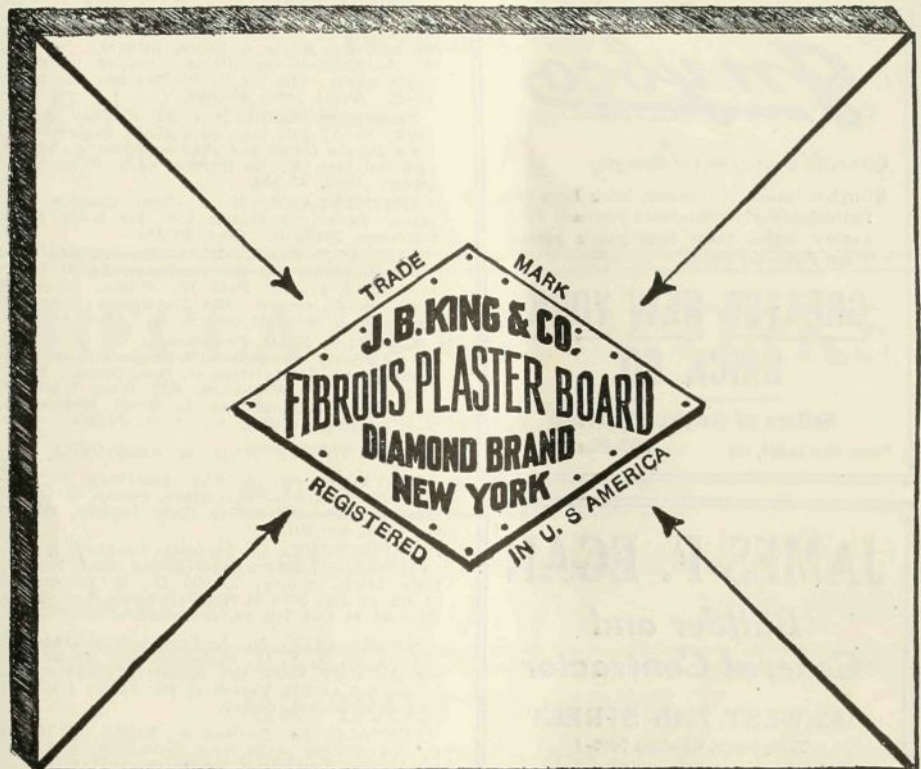
WEST HOBOKEN, N. J.—Excavating is under way for four 2-sty brick residences, 22x48 ft., at Rose and Kerrigan sts for Pietro Frosio, owner, care of Edward McDermott, 582 Spring st, architect. Venconzio Laspaagatto, at site, has the mason work. C. W. Wyckoff, 715 Du Bois st, carpentry. Cost, \$5,000.

RIDGEFIELD PARK, N. J.—Excavating has been completed for the 2½-sty frame residence, 30x22 ft., in Arthur st for Iver Johnson; owner, builds. Cost, \$5,000.

JAMESTOWN, N. Y.—J. Mason, 12 East 3d st, is preparing plans for a 2½-sty brick veneer residence, 40x42 ft., to be erected at 6th st, near Spring st, for Fred Bauer, East 3d st, owner. Cost, \$6,500.

JAMESTOWN, N. Y.—C. C. Pederson, 3d and Main sts, architect, is taking bids for a 2½-sty brick veneer residence, 26x36 ft., to be erected on Prendergast av for Carl Holmquist, 2d st, owner. Cost, \$5,000.

CRANFORD, N. J.—Work is ready to start on the 2½-sty residence, 30x38 ft., for R. H. Van Thorn, this place, owner. Oakley & Son, 280 North Broad st, Elizabeth, N. J., archi-



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tine avs, for F. F. Proctor, Prospect av, Larchmont, N. Y., owner. Arland W. Johnson, 105 West 40th st, N. Y. C., architect.

RIDGEFIELD PARK, N. J.—C. F. Thompson, Hackensack, N. J., contemplates the erection of a 2-sty brick moving picture theatre, 50x100 ft. Cost, \$10,000.

MISCELLANEOUS.

LACKAWANNA, N. Y.—Samuel Rockwell, care of owner, chief engineer, is preparing plans for a 2-sty frame passenger station for the Lake Shore and M. S. R. R. Co., West 3d st and St. Clair av, Cleveland, O., owner. Cost, \$6,000.

MALONE, N. Y.—The Rutland R. R., Rutland, Vt., S. S. Colton, general superintendent, contemplates the erection of an addition to their car shops.

NEWARK, N. Y.—J. H. Ladow Co., Plank rd, Newark, owner, is taking bids for a 2-sty brick dissolving house, 50x40 ft. Cost, \$5,000.

PORT CHESTER, N. Y.—Mrs. John Ryan, 359 North Main st, contemplates rebuilding the granary recently destroyed by fire in Mill st. No architect has been selected.

BOUND BROOK, N. J.—J. O. Osgood, 143 Liberty st, is preparing preliminary plans for a 1-sty brick and stone railroad station, 35x125 ft, for the Central R. R. of New Jersey, 143 Liberty st, owner; Geo. F. Baer, president. Cost, \$25,000.

SCARBORO, N. Y.—F. N. Moore, office engineer, is taking bids on a concrete substructure and retaining wall for the highway bridge to be constructed on the Harlem Division for the N. Y. Central R. R. Co., 70 East 45th st, N. Y. C., William C. Brown, president. G. W. Kittredge, care of owner, chief engineer. Cost, \$50,000.

Contracts Awarded.

APARTMENTS, FLATS AND TENEMENTS.

GRAND BOULEVARD.—A. Hamilton & Son, 114 East 28th st, have received the general contract to erect a 5-sty apartment house on the Grand Boulevard and Concourse, near Weeks av, the Bronx, from plans by Frederick Jeager, architect.

BANKS.

AMSTERDAM, N. Y.—C. B. Machold, 13 Stewart av, has received the general contract to erect a 1-sty bank, 42x102 ft., in Division st, near Market st, for the Amsterdam Savings Bank, 25 East Main st, owner. Dr. S. H. French, president, Charles E. French, treasurer. Marcus T. Reynolds, 100 State st, Albany, architect. Frank A. Dwyer, this place, steam engineer. Cost, \$75,000.

DWELLINGS.

LAKE GEORGE, N. Y.—Walter M. Collins, 1133 Broadway, N. Y. C., has received the general contract to erect a 2½-sty stone and frame residence, 50x80 ft., for Charles J. Peabody, 12 West 31st st, N. Y. C., owner. Ludlow & Peabody, 12 West 31st st, N. Y. C., architects.

SHREWSBURY, N. J.—Robert S. Pollack & Co., 118 East 28th st, N. Y. C., has received the general contract to erect the 2½-sty brick and stone residence, 145x38 ft., for Thatcher M. Brown, 59 Wall st, N. Y. C., owner. Delano & Aldrich, 4 East 39th st, N. Y. C., architects.

LEONIA, N. J.—W. P. Richards has received the general contract to erect a 2½-sty frame residence for Robert M. Storms, owner. Cost, \$5,000.

WOODRIDGE, N. J.—Will Jantzen, Woodridge, has received the general contract to erect a 2½-sty frame residence in Humboldt st for Fred Moeller, Carlstadt, N. J., owner. Jos. De Rose, 119 Ellison st, Paterson, N. J., architect. Cost, \$4,000.

ELSMERE, N. Y.—John Ginder has received mason work. Avery Warner, carpentry, and H. P. Wynkoop, all of Delmar, the plumbing, for the 2½-sty frame and stucco summer residence, 24x34 ft., in Albany County for William C. Rose, owner, care of architect, D. Stuart Douglas, 100 State st, Albany, architect. Cost, \$6,000.

ROCKAWAY PARK, L. I.—G. H. Gloss, North Thompson av, has received the general contract to erect the 2½-sty frame residence, 34x44 ft., on the west side of 7th av, 160 ft. east of Washington av, for Catherine Lowery, 4th av, owner. Edward Berrian, Thompson av, architect. Cost, \$5,000.

CRANFORD, N. J.—Frederick Kreie, this place, has received the general contract for alterations to the frame residence at Berkeley pl and Hampton st for N. R. Foster, at site, owner. Oakley & Son, 280 North Broad st, Elizabeth, N. J., architects. Cost, \$4,000.

ELIZABETH, N. J.—The Gordon Lumber & Wrecking Co. has received the general contract to erect three 2½-sty brick and frame residences, 30x56 ft., at 1114-1122 Washington st for Jacob Gordan, on premises, owner. Cost, \$5,000 each.

MT. VERNON, N. Y.—Decker & Stolz, 143 West 4th st, Mt. Vernon, have received the general contract for a frame 2½-sty residence, 42x22 ft., in 5th st, 10th and 11th avs, for William Gates, care of Burton & Fenton, 38 North 3d av, owner. Harry Robinson, 1st National Bank Building, architect. Cost, \$8,000.

MANASQUAN, N. J.—Newberry & Estelle have received the mason work; Jas. Reynolds, the general contract, and W. W. D. T. Reed, the heating, all of Manasquan, for the 2½-sty frame residence for Jas. Van Schouk. Cost, \$5,000.

FACTORIES AND WAREHOUSES.

FLUSHING AV.—Peter Guthy, Inc., 926 Broadway, Brooklyn, has received the general contract to erect a 3-sty brick factory at 567-69 Flushing av for Morrer Bros., 575 Flushing av, owner. Jas. A. McCarroll, 3 West 29th st, architect. Cost, \$25,000.

11TH AV.—The Phoenix Construction Co., 41 Park Row, has received the contract for foundations for the 8-sty and basement warehouse, 67x352 ft., at the southwest corner of 11th av and 26th st for the Real Estate & Improvement Co., Daniel Willard, president, C. W.

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\$36,000; owner, Rutland Const. Co., 189 Montague st; architect, Emil J. Ericson, 640 Fulton st. Plan No. 5321.

6TH AV. n w cor 57th st, 4-sty brick tenement, 25x200, tar and gravel roof, 10 families; cost, \$20,000; owner, Patk. J. Carley, 275 74th st; architects, Eisenla & Carlson, 16 Court st. Plan No. 5347.

DWELLINGS.

JEROME ST, w s, 40 n Livonia av, 2-sty brick dwelling, 20x44, tar and gravel roof, two families; cost, \$4,000; owner, Ethel Sparago, 897 Belmont av; architect, Morris Rothstein, 1316 57th st. Plan No. 5360.

LAUREL ST, s e cor Highland av, 2-sty frame dwelling, 22x37, shingle roof, one family; cost, \$5,000; owner, Fred B. Snow, 193 Montague st; architect, R. I. Dodge, 381 41st st, N. Y. Plan No. 5354.

EAST 12TH ST, w s, 130 s Av I, 2-sty frame dwelling, 18x39, shingle roof, one family; cost, \$4,500; owner, N. H. Golden, 982 Flatbush av; architect, Benj. F. Hudson, 319 9th st. Plan No. 5359.

EAST 18TH ST, e s, 350 s Av Q, three 2-sty and attic frame dwellings, 18x40.4, shingle roof, 1 family each; total cost, \$9,000; owner, Wm. D. Barnes, 1203 Beverley rd; architect, W. H. Barnes, same address. Plan No. 5278.

49TH ST, s s, 440 e 18th av, twelve 2-sty frame dwellings, 18.2x32.6, tar and gravel roof, 2 families each; total cost, \$42,500; owner, H. F. Hartwell, 501 5th av; architect, Benj. F. Hudson, 319 9th av. Plan No. 5283.

BAY 50TH ST, n s, 149 e Harway av, 2-sty frame dwelling, 20x35, tin roof, 2 families; cost, \$1,800; owner, Giachino Nurabile, 176 Meserole st; architect, Max Hirsch, 44 Court st. Plan No. 5285.

52D ST, s s, 80 e Ft. Hamilton av, twelve 2-sty brick dwellings, 20x55, tar and slag roof, 2 families each; total cost, \$42,000; owner, Casper Iba, 526 56th st; architect, W. H. Harrington, 5906 5th av. Plan No. 5289.

73D ST, s s, 339.6 w 18th av, three 2-sty frame dwellings, 13.4x43, tar and gravel roof, 1 family each; total cost, \$6,000; owner, John Musano Const. Co., 5912 New Utrecht av; architect, C. Schubert, 13th av, cor 86th st. Plan No. 5301.

85TH ST, n s, 320 e 22d av, 2-sty frame dwelling, 17x45, tar and gravel roof, 1 family; cost, \$3,000; owner, Nathan Edison, 1485 Bath av; architect, C. Schubert, 13th av, cor 86th st. Plan No. 5302.

AV N, s e cor East 56th st, 2-sty and attic frame dwelling, 28x32, shingle roof, 1 family; cost, \$4,500; owner, Eliphaz Buffett, on premises; architect, Holmes V. P. Ditmas, 2601 Av G. Plan No. 5293.

BATH AV, n e cor 15th av, 2-sty frame dwelling, 17.2x44, shingle roof, one family; cost, \$4,500; owner, Robt. Brauer, 17-19 West 45th st, N. Y.; architects, S. Millman & Son, 1780 Pitkin av. Plan No. 5356.

BATH AV, n s, 17.2 e 15th av, four 2-sty frame dwellings, 17.2x44, shingle roof, one family each; total cost, \$18,000; owner, Robert Brauer, 17-19 West 45th st, N. Y.; architects, S. Millman & Son, 1780 Pitkin av. Plan No. 5357.

GRAVESEND AV, w s, 240 n Av C, ten 4-sty birch tenements, 24x68, tar and gravel roof, 6 families each; total cost, \$75,000; owner, Abraham Fuchs, 146 Grafton st; architects, S. Millman & Son, 1780 Pitkin av. Plan No. 5355.

53D ST, s s, 260 e 8th av, two 2-sty brick dwellings, 20x50, tar and gravel roof, 2 families each; total cost, \$10,000; owner, Pequanock Bldg Co., 1123 Broadway, N. Y.; architects, Van Buskirk & Leslie, 180 Montague st. Plan No. 5321.

EAST 24TH ST, e s, 100 s Av M, 2-sty and attic frame dwelling, 28x37.2, shingle roof, 1 family; cost, \$4,500; owner, F. B. Norris Co., 188 Fenimore st; architects, S. Millman & Son, 153 Montague st. Plan No. 5398.

66TH ST, n e cor 19th av, twenty 2-sty frame dwellings, 17x45, shingle roof, 1 family each; total cost, \$60,000; owner, Aplo Const. Co., 16 Court st; architect, Chas. Schubert, 13th av, cor 86th st. Plan No. 5377.

NEPTUNE AV, n s, 140 e Sea Gate av, 3-sty frame dwelling, 24x38, shingle roof, 1 family; cost, \$7,000; owner, Emil F. Hemberger, 2725 Surf av; architect, Geo. H. Suess, 2966 West 29th st. Plan No. 5388.

FACTORIES AND WAREHOUSES.

60TH ST, n w cor 22d av, 1-sty frame storage (auto), 9x16, tin roof; cost, \$300; owner, Alco Bldg Co., 2174 6th st; architects, S. Millman & Son, 189 Montague st. Plan No. 5402.

STABLES AND GARAGES.

BAYARD ST, n e cor Manhattan av, 1-sty frame stable, 15x50, tar and gravel roof; cost, \$500; owner, E. J. Muldoon, 65 Richardson st; architect, Max Cohn, 250 Bedford av. Plan No. 5290.

BAY 38TH ST, w s, 300 n Benson av, 2-sty brick stable, 20x30, tin roof; cost, \$1,500; owner, Joseph Gullo, 240 9th st; architect, Raphael Caporale, 1929 63d st. Plan No. 5304.

AV C, No. 510, 1-sty frame garage, 11x15, shingle roof; cost, \$600; owner, John Kendall, 350 Ocean parkway; architect, Chas. B. White, 6323 New Utrecht av. Plan No. 5305.

SARATOGA AV, n e cor Blake av, 1-sty frame stable, 15x28, tin roof; cost, \$375; owner, Rose Mechalmcies, 655 Saratoga av; architects, Cohn Bros., 361 Stone av. Plan No. 5311.

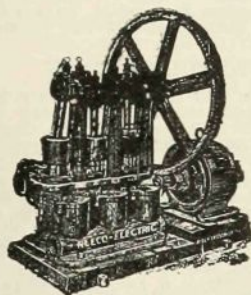
HARMAN ST, n s, 380 w Central av, 1-sty brick garage, 20x20, tin roof; cost, \$700; owner, Geo. Arnheim, 87 Harman st; architects, S. Millman & Son, 1780 Pitkin av. Plan No. 5337.

PALMETTO ST, No. 369, 1-sty frame stable, 25x85, tin roof; cost, \$300; owner, Jos. Merroff & ano, 361 St. Nicholas av; architects, Glucroft & Glucroft, 34 Graham av. Plan No. 5326.

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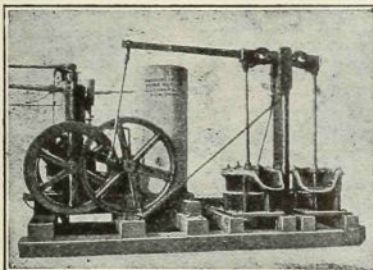
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BURGHHER AV, n s, 226 s Terrace, West New Brighton, 2-sty frame dwelling, 20x30; cost, \$2,800; owner, Mary Ditton, West New Brighton; architect, D. J. Cahalam, New Brighton; architect builds. Plan No. 587.

HENRY ST, e s 300 s Houseman, West New Brighton, 2-sty frame dwelling, 20x24; cost, \$1,650; owner, Geo. Lauth, West New Brighton; architect, Hy. S. Boresham, West New Brighton; builders, Boresham & Houseman, West New Brighton. Plan No. 575.

LANE, n e s, 500 s Tyson's rd, Dongan Hills, two frame bungalows; cost, \$450; owner, August Berghera, Dongan Hills; builder, Chas. F. Lange, Stapleton. Plan No. 582.

NEWBERRY AV, s s, 281 e Bank pl, Dongan Hills, 1 1/2-sty frame dwelling, 36x25; cost, \$2,800; owner, Oswald G. Zill, Dongan Hills. Plan No. 583.

GILBERT PL, w s, 220 n Seguire rd, Great Kills, 2-sty frame dwelling, 18x26; cost, \$1,300; owner, Fred List, Great Kills. Plan No. 584.

RICHMOND RD, s s, 125 e Midland av, Dongan Hills, 2-sty frame dwelling, 34x24; cost, \$4,000; owner, G. Frebrau, Dongan Hills; architect, F. J. Bebvieb, Dongan Hills; builder, Geo. Havrkamp & Sons, Richmond. Plan No. 586.

FRANKLIN AV, s e s, 75 n e Richmond rd, New Dorp, 2 1/2-sty frame dwelling, 24x30; cost, \$2,500; owner, Mrs. Ada Galloway, New Dorp; architect, Jas. E. Grunert, New Dorp; builder, F. K. Galloway, New Dorp. Plan No. 585.

CEDAR AV, s s, 40 w Arthur av, Arrochar, 2-sty frame dwelling, 19x25; cost, \$1,800; owner, Vincenzo Cognato, Arrochar; architect, Chas. B. Hewcker, Tompkinsville; owner builds. Plan No. 578.

FRANKLIN AV, w s, 11 e Jgbert, Grant City, 2-sty frame dwelling, 40x31.6; cost, \$3,000; owner, Alexander Mouquin, Grant City; builder, August Mathorn, Grant City. Plan No. 571.

BAYVIEW AV, e s, 190 s Boulevard, Great Kills, 2-sty frame dwelling, 29x26; cost, \$3,000; owner, Hy. Solomons, Great Kills; architect, H. Goldman, N. Y. C.; builder, P. J. Gundacher, Richmond. Plan No. 572.

STABLES AND GARAGES.

CARY AV, n s, 150 e Columbia st, West New Brighton, 1-sty brick garage, 40x75; cost, \$1,500; owner, John Kelly, West New Brighton; architect, Edw. A. Deppe, West New Brighton; architect builds. Plan No. 581.

OAKWOOD BEACH, near Mill rd, Oakwood, 1-sty frame garage, 18x45; cost, \$150; owner and builder, E. R. Fuchs, 205 East 9th st, N. Y. C. Plan No. 574.

THOMPSON ST, n s, 324 w Bay st, Stapleton, 1-sty brick garage, 15.9x36.9; cost, \$1,000; owner, Leo Sanders, Stapleton; architect, Samuel Sass, Stapleton. Plan No. 577.

MISCELLANEOUS.

WALSH AV, s s, 214 s Amity pl, Mariner's Harbor, 1-sty frame shed, 15x20; cost, \$50; owner, Wesley Brown, Mariner's Harbor; builder, E. Gosman, Mariner's Harbor. Plan No. 576.

PLANS FILED FOR ALTERATION WORK.

Manhattan.

BARCLAY ST, 75-81, partitions, windows, toilets to four 4-sty lofts and stores; cost, \$2,500; owner, Mary R. Callender, 27 East 72d st; architect, Alfred H. Taylor, 138 West 65th st. Plan No. 2316.

CANAL ST, 440-444, partitions, windows to 7-sty loft; cost, \$300; owner, Trinity Corporation, 187 Fulton st; architect, Lee Samenfeld, 741 McDonough st, Brooklyn. Plan No. 2330.

CHERRY ST, 125, partitions, windows, toilets to 3-sty store and tenement; cost, \$800; owner, Augustus Starboro, 14 Franklin st; architect, M. Bernstein, 185 Madison av. Plan No. 2319.

HOUSTON ST, 80 East, partitions, windows to 3-sty tenement; cost, \$450; owner, Geo. J. & Wm. J. Kenney, on premises; architect, B. W. Berger & Son, Bible House. Plan No. 2323.

EXTERIOR ST, w s, 65th to 67th sts, pent house to 5-sty laboratory; cost, \$2,000; owner, Rockefeller Inst. for Medical Research, on premises; architect, Wm. J. Larch, 489 5th av. Plan No. 2341.

FULTON ST, 144, partitions, store fronts to 3-sty stores and moving picture; cost, \$1,200; owner, Thomas Newbold, on premises; architect, W. D. Hunter, 237 5th av. Plan No. 2321.

FULTON ST, 164-168, alter piers, store fronts to 11-sty store and office; cost, \$2,000; owner, Elliot F. Shepard, 203 Broadway; architects, Eisendrath & Horwitz, 500 5th av. Plan No. 2343.


JOHN ST, 25-31, stairways to 16-sty store and office; cost, \$300; owner, John V. Cockeroff, 71 Nassau st; architect, W. H. T. Quest, 504 West 151st st. Plan No. 2342.

MADISON AV, s w cor 125th st, partitions, windows to 5-sty tenement; cost, \$300; owner, Chas. Hoffman, 50 West 38th st; architects, Sommerfeld & Steckler, 31 Union sq. Plan No. 2332.

MADISON ST, 228, partitions to 4-sty loft; cost, \$400; owner, Jacob Saphirstein, on premises; architect, L. A. Sheinart, 194 Bowery. Plan No. 2317.


NASSAU ST, 90, Fulton st, 124, alter windows, beams, doors to 8-sty loft and store; cost, \$500; owner, Geo. Armeny, on premises; architect, Geo. Hof, Jr., 328 East 154th st. Plan No. 2347.

NEW ST, n w cor Beaver st, windows to 7-sty store and office; cost, \$950; owner, John M. McClymonds; architect, Simon Wiesenberg, 1265 Broadway. Plan No. 2327.



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NEW ST., n w cor Beaver st, partitions, win- dows to 7-sty store and office; cost, \$725; own- er, J. W. McClymonds, 81 New st; architect, Herman Hafers. Plan No. 2348.

SPRING ST., 35, partitions to 2 & 3-sty store and dwelling; cost, \$600; owner Estate Geo. L. Oswald, 1407 Av A, Brooklyn; architect, C. E. Reid, 132 East 23d st. Plan No. 2315.

WARREN ST., 97-100, Greenwich st, 276, alter windows to 12-sty office; cost, \$750; owner, Chas. F. Matlage, 335 Greenwich st; archi- tect, M. J. McQuillan, 100 William st. Plan No. 2336.

WEST HOUSTON ST., 34-36, partitions, toll- ets, windows to 9-sty loft; cost, \$800; owner, Rexton Realty Co., 37 Liberty st; architect, Geo. F. Pelham, 507 5th av. Plan No. 2331.

WILLIAM ST., 221, sign to 4-sty dwelling; cost, \$125; owner, Estate Samuel Maycock, 53 Bond st. Plan No. 2352.

3D ST., 240 East, change walls to 4-sty tenement; cost, \$1,500; owner, Margaret White, 1013 Madison av; architect, Horenberger & Bardes, 122 Bowery. Plan No. 2349.

9TH ST., 222-224 East, posts, columns to two 2-sty garages; cost, \$1,500; owner, Burns Et- tate, 546 West 111th st; architect, L. A. Shein- art, 194 Bowery. Plan No. 2318.

13TH ST., 204-206 West, rear partitions, win- dows to two 3-sty dwellings and studios; cost, \$2,000; owner, Robt. J. Hoguet, 27 William st; architects, Nast & Springsteen, 21 West 45th st. Plan No. 2337.

14TH ST., 324 East, partitions, toilets to 4- sty tenement; cost, \$300; owner, Edward D. Farrell, 18 West 86th st; architect, C. H. Diet- rich, 300 East 74th st. Plan No. 2328.

14TH ST., 210-212 East, alter show windows, doors to two 5-sty tenements; cost, \$500; own- er, C. G. Froelich, 210 East 14th st; architect, H. Regelmann, 133 7th st. Plan No. 2345.

14TH ST., s s, 205.6 e 3d av, partitions, stairs, walls to 4-sty tenement; cost, \$2,000; owner, Herman Sirotta, 218 East 14th st; architect, Chas. H. Dietrich, 300 East 74th st. Plan No. 2355.

25TH ST., 521-541 West, add 3-stys to 1-sty loft; cost, \$15,000; owner, Conley Foil Co., 521 West 25th st; architect, Bureau of Fire Engi- neering, 80 Maiden lane. Plan No. 2346.

36TH ST., 620-624 West, erect smoke house to 2-sty storage; cost, \$500; owner, New York Cen- tral & H. R. R. Co.; architect, C. E. Huntley & Co., 103 Park av. Plan No. 2361.

38TH ST., 66-68 West, interior changes to 4- sty theatre and office; cost, \$6,000; owner, T. J. & P. Rheinlander, 30 William st; architect, M. Bernstein, 131 East 23d st. Plan No. 2325.

39TH ST., 238-240 East, 1-sty side extension, 14.4x24.8, to 4-sty boiler and engine rooms; cost, \$1,000; owner, The J. C. G. Hupfel Brew. Co., 229 East 38th st; architect, A. G. Hupfel, 9 West 86th st. Plan No. 2363.

40TH ST., 309 West, toilets, windows to 4- sty tenement; cost, \$1,000; owner, John Hayes, 57 West 28th st; architect, J. H. Knubel, 305 West 43d st. Plan No. 2340.

45TH ST., 263 West, 1-sty rear extension, 11.10 x17.3, to 3-sty residence; cost, \$800; owner, Es- tate Henry Astor; architects, Sherlock & Carr, 101 West 42d st. Plan No. 2362.

50TH ST., 537 West, toilets, partitions to two 4-sty tenements; cost, \$2,000; owner, Louis Jeckel Estate, 415 West 50th st; architect, Adolph G. Reclin, 233 5th av. Plan No. 2354.

53D ST., 37 East, partitions, skylights to 4-sty dwelling; cost, \$150; owner, Collins L. Balch Estate; architect, J. J. Diemer, 45 Leonard st. Plan No. 2350.

81ST ST., 311 East, partitions, windows, toll- ets to 5-sty tenement; cost, \$1,400; owner, Samuel Einhorn, 18 West 20th st; architect, Nathan Langer, 81 East 125th st. Plan No. 2335.

88TH ST., 9 East, alter windows, extension to 5-sty dwelling; cost, \$400; owner, Mrs. Vivian S. Sheftel, 9 East 88th st; architect, J. R. Pope, 527 5th av. Plan No. 2353.

114TH ST., 56 West, partitions to 3-sty syna- gogue and dwelling; cost, \$300; owner, Isaac Schlinek, 124 West 117th st; architects, Gold- ner & Goldberg, 391 East 149th st. Plan No. 2320.

114TH ST., 544 West, add 1-sty to 3-sty resi- dence; cost, \$2,000; owner, Richard T. Greene, 544 West 114th st; architect, Thomas J. Duff, 407 West 14th st. Plan No. 2360.

129TH ST., 126-128 West, change windows to 4-sty tenement; cost, \$50; owner, Fannie Dixon Welch, Hopp River, Conn.; architect, Chas. Stegmayer, 168 East 91st st. Plan No. 2351.

AV A., 253, alter show windows to 4-sty tenement cost, \$500; owner, Frank F. Flicker, 166 East 23d st; architect, H. Regelmann, 133 7th st. Plan No. 2344.

AUDUBON AV., s w cor 173d st, partitions to two 4-sty offices; cost, \$125; owner, J. Take- maine, on premises; architect, J. V. Van Pelt, 381 4th av. Plan No. 2324.

BROADWAY., 424-426, windows, partitions to 6-sty store and loft; cost, \$3,000; owner, Eugene Higgins, 1 Madison av; architect, Wm. Weissenberger, 55 Duane st. Plan No. 2333.

BROADWAY., 1129, store fronts, partitions, windows to 17-sty restaurant; cost, \$10,000; owner, Pittsburgh Life & Trust Co.; architects, Smith & Ross, 103 Park av. Plan No. 2322.

BROADWAY., n e cor 45th st, sign to two 5- sty stores and tenements; cost, \$500; owner, Thomas B. Hedden, 42 4th av. Plan No. 2339.

LEXINGTON AV., 183-7, 2-sty front extension, 19.6x5.3, stairs to three 4-sty dwellings; cost, \$5,000; owner, Justa Realty Co., 11 Pine st; architects, Geo. A. Boehm, 7 West 42d st. Plan No. 2358.

LENOX AV., 413, partitions, windows, toilets to 3-sty store and dwelling; cost, \$1,200; own- er, Geraldine Brosseau, on premises; architect, L. A. Sheinart, 194 Bowery. Plan No. 2334.

MADISON AV., 741, 2-sty front extension, 16.8x2.6, partitions, new front to 5-sty dwell- ing; cost, \$5,000; owner, Eugene T. Connell, 7 West 22d st; architects, Gronenberg & Leuch- tag, 7 West 22d st. Plan No. 2356.

RIVERSIDE DRIVE., 131-137, partitions to 12- sty apartment house; cost, \$600; owner, Dor- chester Riverside Co., 1402 Broadway; archi- tects, Schwartz & Gross, 347 5th av. Plan No. 2338.

1ST AV., 400, partitions, toilets, windows to 5-sty tenement; cost, \$2,000; owner, M. Sieke, 185 Amherst av, Jamaica, N. Y.; architect, C. H. Dietrich, 300 East 74th st. Plan No. 2329.

3D AV., 2306-8, change store fronts to 3-sty store and loft; cost, \$1,500; owner, Mrs. Ray Winsten, 304 West End av; architect, Geo. J. Froelich, —. Plan No. 2359.

5TH AV., 1032, change entrance to 5-sty resi- dence; cost, \$2,000; owner, Annie Leary, 1032 5th av; architects, Palmer, Hornbostel & Jones, 63 William st. Plan No. 2357.

8TH AV., w s, 157th to 159th sts, alter grand- stand; cost, \$2,000; owner, National League B. B. Club; architect, Frank Ring, 525 West 24th st. Plan No. 2326.

Bronx.

165TH ST., n s, 185 e Washington av, new foundation, new partitions to 2-sty frame dwell- ing; cost, \$500; owner, Geo. Earnst, on pre- mises; architect, Chas. Schaefer, Jr., 401 Tre- mont av. Plan No. 409.

ARTHUR AV., No. 2497, new store front, new partitions to 2-sty frame store and dwelling; cost, \$1,500; owner, Paul Cimillo, 2477 Arthur av; architects, Moore & Landsidel, 148th st & 3d av. Plan No. 410.

BROOK AV., w s, from 138th to 139th st, 1- sty brick extension, 10x35, to 5-sty brick stores and tenement; cost, \$2,000; owners, Herman Stursberg Realty Co., Wm. Stursberg, 45 East 17th st, Pres.; architect, J. E. Ditmars, 111 5th av. Plan No. 407.

LOCUST AV., e s, 200 s 138th st, 2-sty steel extension to 1-sty brick foundry; cost, \$2,000; owners, De La Vergne Mach. Co., on premises; architect, P. H. Griffin, 36 Washington Sq West. Plan No. 412.

WESTCHESTER AV., n s, 43 w Kelly st, new skylight to 3-sty frame store and dwelling; cost, \$100; owner, Henry Morgenthau, 1028 East 163d st; architect, Carl J. Itzel, 847 Free- man st. Plan No. 408.

WESTCHESTER AV., Nos. 2319-2321, new partitions, etc., to 1-sty brick nicollette; cost, \$1,500; owner, Alruth Realty Co., Westchester sq; architect, Anton Pirner, 2066 Blackrock av. Plan No. 411.

Brooklyn.

AMITY ST., No. 98, new extension, 6x5; cost, \$100; owner, B. D. Harrington, 525 Ocean av; architects, Hacker & Schwenn, 822 Lexington av. Plan No. 5296.

AINSLIE ST., s s, 177 e Rodney st, interior alterations; cost, \$5,000; owner and archi- tect, Edison Elec. Ill. Co., 360 Pearl st. Plan No. 5376.

ASHFORD ST., e s, 380 n Hegeman av, new plumbing, etc.; cost, \$125; owner, Nicola Pa- rone, 681 Ashford st; architect, N. E. Brein, 3912 13th av. Plan No. 5324.

CARROLL ST., No. 202, new plumbing, etc.; cost, \$150; owner, John W. Sparks, 215 Mon- tague st; architect, —. Plan No. 5315.

CLEVELAND ST., n w cor Blake av, ex- terior and interior alterations; cost \$350; own- er, Anne Kolomsky, 608 Cleveland st; archi- tects, S. Millman & Son, 1780 Pitkin av. Plan No. 5330.

CLINTON ST., w s, 350 s Halleck st, new ex- tension, 15.6x50.8; cost, \$400; owner and archi- tect, The Texas Co., 17 Battery pl, N. Y. Plan No. 5299.

COLUMBIA ST., No. 323, new plumbing, etc.; cost, \$200; owner, Ballantine & Sons, 372 Court st; architect, Jas. F. Bly, 422 St. Marks av. Plan No. 5279.

COURT ST., No. 480, new store front; cost, \$200; owner, August Smith, 480 Court st; archi- tect, W. J. Conway, 400 Union st. Plan No. 5390.

DAHLGREN PL., e s, 100 s 90th st, new ex- tension, 9x18.6; cost, \$500; owner, Christy Mekkelsen, on premises; architect, Harry Rocker, 9109 4th av. Plan No. 5316.

DEGRAW ST., n w cor Tiffany pl, new boiler room; cost, \$385; owner, Ed. B. Jordan Co., on premises; architect, —. Plan No. 5313.

FURMAN ST., Nos. 21-22, new elevator, etc.; cost, \$8,000; owner, N. Y. Dock Co., 8 Bridge st, N. Y.; architect, Gurney Elev. Co., 62 West 45th st, N. Y. Plan No. 5280.

FULTON ST., HOYT AND LIVINGSTON (A. I. Namm), new elevator; cost, \$2,500; owner, A. I. Namm, 452 Fulton st; architect, A. B. See, 220 Broadway, N. Y. Plan No. 5397.

FULTON ST., No. 1740, new moving picture booth; cost, \$200; owner, Mr. Rutman, 1528 Bedford av; architect T. E. Cook, 294 East 14th st, N. Y. Plan No. 5386.

HAVEMEYER ST., Nos. 225-7, new eleva- tor, etc.; cost, \$1,698; owner, North Side Bank on premises; architect, Otis Elevator Co., 250 11th av, N. Y. Plan No. 5307.

HAVEMEYER ST., No. 163, new extension, 16x16; cost, \$400; owner, Robt. W. Bernard, 258 Broadway, N. Y.; architect, W. B. Wills, 1181 Myrtle av. Plan No. 5281.

HENDRIX ST., No. 241, new extension, 20x 13; cost, \$1,200; owners, Aaron Boyarsky & ano, 480 Vermont av; architects, Louis Dan- anchor & Co., 7 Glenmore av. Plan No. 5394.

JEROME ST., No. 514, new plumbing, etc.; cost, \$300; owner, Sadie Nietz, on premises; architects, Adelson & Feinberg, 1776 Pitkin av. Plan No. 5333.

JAMES E. GRUNERT, architect of New Dorp, S. I., is constructing a modern 2-story office building of hollow tile, which he intends to make a model of the best construction and a demonstration of the most approved appliances in the building line. Until the completion of this building he is conducting the business at his temporary offices at No. 2010 Richmond road, Grant City.

A. SCHWARTZ & SON, formerly shiners and dealers in second-hand building materials, of Astoria, L. I., have bought the business of the Atlanta Contracting Co., at 230 E 42d st. The new owners will continue the business under the name of the Atlanta Contracting Co. They will make a specialty of removing rubbish, ashes, etc., and have large facilities for storage of building material.

ISAAC, FRANK and JOSEPH SLATER, who compose the firm of I. Slater & Sons, of 980 Kelly st, formerly builders in the Brownsville section of Brooklyn in 1905 to 1907, have filed a petition in bankruptcy with firm liabilities \$3,690 and no assets. Isaac has individual liabilities \$245,972, of which \$229,900 were in bonds and mortgages on Brooklyn property and no assets. Frank has individual liabilities \$142,933, of which \$80,000 were in bonds and mortgages, and no assets. Joseph has individual liabilities \$15,139 and no assets. Of their personal liabilities, \$10,683 were on account of indorsing notes of the Morrison Shirt Waist Company of 209 Wooster st, of which they were officers. A petition in bankruptcy was filed against that company on April 15, 1910.

Government Work.

BROWNWOOD, TEXAS.—Sealed proposals will be received until October 24 for the construction, complete (including plumbing, gas piping, heating apparatus, electric conduit and wiring, and lighting fixtures), of the United States post office at Brownwood, Texas. The building is one story and basement, with a ground area of approximately 5,890 sq. ft. Fireproof construction; stone and stucco facing; tile roof. Drawings will be ready for delivery Sept. 12, and may be obtained from the custodian of site at Brownwood, Tex., or at the office of the Supervising architect, Oscar Wenderoth, Washington, D. C.

BUTLER, PA.—Sealed proposals will be received until October 7 for the construction, complete (including plumbing, gas piping, heating apparatus, electric conduits and wiring interior lighting fixtures and approaches), of the United States post office at Butler, Pa. The building is one story and basement and unfinished attic, and has a ground area of approximately 6,000 sq. ft. First floor only fireproof; stone and brick facing, and tin roof. Drawings and specifications may be obtained from the custodian of site at Butler, Pa., or at the office of the supervising architect, Oscar Wenderoth, Washington, D. C.

WAUKEGAN, ILL.—Sealed proposals will be received until October 18 for the construction (including plumbing, gas piping, heating apparatus, electric conduits and wiring, interior lighting fixtures and approaches) of the United States post office at Waukegan, Ill. The building has a basement, first story and mezzanine, and has a ground area of approximately 5,000 sq. ft.; fireproof construction throughout, granite, marble and brick facing, and copper roof. Drawings and specifications may be obtained at the office of the architects, Wyatt & Nolting, Keyser Building, Baltimore, at the discretion of the supervising architect, Oscar Wenderoth, Washington, D. C.

MANHATTAN.—Bids will be received until October 1 for the mechanical system of mail-handling apparatus in the United States post office, new, New York City, N. Y., in accordance with drawings, copies of which may be obtained at the office of the supervising architect, Oscar Wenderoth, Washington, D. C.

LANSING, MICH.—Bids will be received until October 17 for the extension, remodeling, etc. (including plumbing, gas piping, heating apparatus, electric conduits and wiring system and interior lighting fixtures), of the United States post office at Lansing, Mich. The extension is about 38x74 ft., two stories and basement, stone faced, slate roof, fireproof construction. Drawings may be obtained from the custodian at Lansing, Mich., or at the office of the supervising architect, Oscar Wenderoth, Washington, D. C.

Engineers Not Favorable to Fort Pond Bay

Colonel Roessler, in charge of the New York District of Army Engineers for harbor works, recently made a report on the plan to build a breakwater at Fort Pond Bay, which was unfavorable to building such a breakwater at the present time.

C. L. Addison, assistant to President Peters, of the Long Island Railroad, told the U. S. Board of Engineers for Rivers and Harbors, at Washington, this week, that the Long Island Railroad Company was ready to do its part by providing more trackage and equipment to Fort Pond Bay. He told the Board that Colonel Roessler's report, if made to Congress, would give the proposition a bad standing there, and although Colonel Roessler did not think a breakwater at Fort Pond Bay was now necessary, the time was not far distant when it would be necessary.

The board will not take any action in the matter for some time. There is likely to be another hearing in the matter, the date of which has not yet been definitely decided.

It is understood that the Hamburg-American line is thinking seriously of building piers at Fort Pond Bay.

British Appreciation of American Architecture.

(From "The Builder," London.)

The contemporary architecture of America is a manifestation of the modern spirit of progress in a newer and less restricted country to which we who live and work amidst more firmly established traditions might more often direct our attention.

The recent discussion at the Architectural Association, showing so much appreciation, and, we think, discriminating appreciation, of the great progress recently achieved on the American continent is a hopeful sign that we are beginning to realize the necessity of bestirring ourselves.

As Mr. C. C. Brewer points out, a country progressing at the speed of America needs competent and vigorous architects and forces them to the single purpose of erecting the best possible building in the shortest possible time, and that the architects are rising with almost incredible success not only to meet the practical and commercial needs of the community, but to work out artistic problems with a certainty, a dignity, and a breadth the equal of which it would be hard to find in any other period.

This is probably no exaggeration. Nothing is more interesting and instructive than the way the architects have organized themselves and their methods to cope with the situation. These methods might not suit this country; they may even appear to us to be quite inadequate for the production of those special qualities of design to which we attach so much importance, but there is no doubt they are exactly suited to the special circumstances of the case, and have resulted in what might justly be described as the architecture of efficiency.

Whatever limitations this architecture may have from our point of view, or by comparison with the great periods of the past, it would probably be safe to say that in no other country at the present day does architecture more readily respond to the demands of the moment.

The demands of a comparatively new and rapidly growing community are different, and in some respects may be less exacting than those of an older and more settled civilization. In the rush of material progress something of value may have to be left behind, subtleties may possibly be overlooked, but the essentials necessary to that progress are demanded and American architecture never fails to supply them.

It seems to us that so long as the architects of America continue to answer to these demands, to attack every new problem as it arises in the same fearless spirit of practical efficiency, and to keep pace with the progress of the country, there is no fear for the future or for the evolution of a characteristic style. When America finally arrives her architecture will arrive with her.

Hardware Equipment of the Woolworth Building.

There are to be more than 1,000 office doors opening on corridors in the Woolworth Building. Each has to be fitted with a Yale door check and a letter-drop. The hinges used in the building have long-service bearings and are of extra heavy solid cast bronze. More than two carloads of hinges are required. That a heavy pattern was desirable will be understood when it is considered that the metal doors weigh about 150 pounds each. The locks are of the Yale cylinder type, manufactured by the Yale & Towne Manufacturing Company. The locks and hinges had to be supplied far in advance of use, for the reason that the maker of the metal doors was under the necessity of having them at his service before he could complete his work. The knobs and escutcheon are special designs, conformable to architectural details. A "W" is worked into the design, its reference being, of course, to the name of the building. The working parts of the locks, the bolts, window fastenings, lifts and the like, are of especially heavy weight. The highest quality of metal has been employed. It will be of interest to learn that the locks belonging to the various floors are commanded by a floor master-key in the hands of the janitor. The owner and superintendent have an emergency master-key admitting to all rooms.

New School at Hempstead.

The new primary school at Hempstead is about ready for use. The building is of red pressed brick with sandstone trimmings. Having two stories and full basement it will accommodate 480 pupils. The plans were prepared by Architect I. B. Baylis, of Hempstead.

May Workmen Enforce a Boycott?

The Danbury hatters' case, first brought before the courts nine years ago this month, is being tried over again at Hartford, Conn. Three years ago it took thirteen weeks to try the case. The jury rendered a verdict approximating \$222,000 for D. E. Loewe & Co., non-union hat manufacturers of Danbury, Conn., against the United Hatters' Union of North America. Early this year the United States Supreme Court sent the case back for retrial before another judge. The main interest in the new trial centers upon whether it will be decided that a labor union boycott is a violation of the anti-trust clause of the civil damages side of the Sherman law. Years may pass before a final decision is had.

Covering Lumber.

Getting lumber under cover on the retail yard is a practice being followed more generally than ever before in the lumber trade, and the plan has many advantages, not the least among which are the incentive for orderly display of stock, the possibility for controlling the fire hazard, and the faculty for keeping the yard crew profitably employed during inclement weather.—Lumberman's Review.

TRADE LITERATURE

Resistance Units.

The General Electric Company has just issued a bulletin which illustrates and describes its resistance units for various motor-starting and speed-controlling rheostats. The number of the bulletin is 4973.

The Production of Copper

The United States Geological Survey, of the Department of the Interior, of which George Otis Smith is director, has issued an advanced statement of the production of copper in the United States in 1911 by B. S. Butler. Copies may be obtained by addressing the Department at Washington.

Oil Switches.

The General Electric Company has just issued Bulletin No. A4001, which describes oil switches manufactured by that company, which are intended primarily for use in small and isolated alternating current plants of voltages not greater than 3300. The bulletin contains connection and dimension diagrams, and also useful formulas for use in selecting oil switches.

Vacuum Cleaners in the Home.

The United States Radiator Company is issuing booklet C, describing the use of vacuum cleaning machines in the home. It also gives information concerning the cost of operation and other data of interest of the prospective purchaser. Copies may be obtained by addressing the United States Radiator Company at 3 West 29th Street, New York.

Modern Store Illumination

How many architects in New York City have investigated the merits of Frink reflectors? They have been used for three generations by storekeepers, so that every architect in the country at least knows the principle of this successful reflector, but a catalog just issued by the H. W. Johns-Manville Company describes their J-M Linolite, a more recently developed of the Frink Products. It is well worth the architect's time to send for a copy of this highly instructive and technical work on the value of light and reflection in stores and buildings. The work will be sent upon application for catalog 410 to the H. W. Johns-Manville Company at 34th Street and Madison Avenue, New York City.

An Improvement in Thermostats.

The John Wood Manufacturing Company, of Conshohocken, Pa., has developed and perfected what is claimed to be an improvement in thermostats, for use in connection with Gas Water Heaters.

The claim is made that with the "Electric Weld" automatic storage system it is possible to meet any existing essential change in the design of the water heater used for the particular purpose, the only difference being in size and storage capacity.

The automatic storage system is self-contained. The heating parts are enclosed within the tank or boiler, which is protected against radiation. A small pilot is used to maintain a predetermined temperature. Thermostat is located in proper position to reliably control the temperature and to meet the requirements of automatic service in a very efficient way.

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RECORDS SECTION

of the

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. XC

No. 2321

New York, September 7, 1912

(10) 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.

75-51	886-42	1451-25	1768-67	2088-23-27, 38 & 39
248-59	931-54	1461-23 & 25	1774-20	2090-29
254-58	913-15, 16-18	1463-35	1806-20	2108-81
255-8	920-61-62	1482-43	1808-31	2109-41
335-26	943-40	1504-29	1809-33½	2122-138-140
372-14	951-48-49	1524-40	1817-27	2128-1
377-67	1048-20	1558-2	1825-21	2130-44
394-57	1054-49	1568-33	1834-6	2133-pt Lt 84
412-26	1074-1A	1579-21	1846-24	2136-75 & 83
418-34	1197-2, 13½, 15, 15½	1580-7 & 29	1849-23	2144-29
433-56	1127-12	1598-20	1867-59	2157-47
461-21	1212-29	1631-47	1873-9	2159-4
490-23	1215-43	1647-24	1887-65	2210-29-32
519-35	1218-61	1652-9	1895-47	3402-239
591-1	1220-35	1654-41-41½	1907-10	
591-45	1225-43	1689-4½	1966-57	
613-42	1244-50½	1708-36	1985-1-4	
730-63, 64 & 65	1279-12½	1717-2	2007-21	429-59
731-51	1306-44-47	1729-13	2012-61	461-30
742-23	1331-1	1736-55	2046-24, 25 & 43	699-63
797-70	1341-13	1746-49	2050-22	762-11
827-41	1344-16	1754-15	2054-49	1078-23-24
854-16-17	1347-15	1755-10½	2081-28	1383-43
			2087-15	1722-37½

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 1912.

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
admr—administrator
admtrx—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.

tnts—tenements

w—west

y—years

O C & 100—other consideration and \$100

- 116**
[10]
Mortgages
RECORD AND GUIDE
Bronx
September 7, 1912
- 164TH st, 581 E**, see Boston rd, 984.
165TH st E, see Grant av, see Grant av, see 165.
165TH st E, see Teller av, see Findlay av, see 166.
165TH st E, see Findlay av, see Findlay av, see 165th.
166TH st E, see Findlay av, see Findlay av, see 166.
168TH st W (9:2517), ns, 105.1 e Nelson av, 26.3x79.7x25x87.8; Aug27; Sept4'12; due &c as per bond; Jas J, Mary A, Wm J, Anna G, Thos F & Eugene T Doherty heirs Cath A Doherty to Mary E Goldin, 1147 Tinton av. 1,200
176TH st E (11:2951), ns, 40.7 e Clinton av, being lot 11 blk 2951 tax map; transfer of tax lien for yrs 1877 to 1908; assessed to an unknown; Feb19; Sept3'12, 3y8%; City of N Y to Lien Securities Corp, 51 Chambers, 3,643.16
176TH st W, see Macombs rd, see 30th, 29 W, Manhattan.
176TH st W, see Jerome av, see 30th, 29 W, Manhattan.
179TH st E (11:3094), ns, 100 e Clinton av, 21.11x100x22.2x100; pr mtg \$2,200; Aug27; Aug31'12; demand, 6%; Antonio Galliani to Luigi Vernaglia, 17 Gladstone, East Boston, Mass. 1,000
180TH st E, see 3 av, see 3 av, sec 180th.
180TH st E (11:3096), ns, 132.2 W Prospect av, 66.1x135, except part for 180th; PM; Sept4; Sept5'12, 3y6%; Richd R Masten, 2312 Aqueduct av, to Susan V N Rouget, 629 Briggs av, Richmond Hill, NY, extrx Mary J Syme. 9,500
181ST st E (11:3128), ss, 100 w Vyse av, runs w 83.8x114x19.10x12.1x50x125 to beg; Sept3; Sept5'12, 3y6%; Arc Realty Co, 15 William, to Curtis B Pierce, 56 E 133, trste Mary G Pinkney for Julia M C Lawrence. 5,700
181ST st E (11:3128); same prop; certf as to above mtg; Sept3; Sept5'12; same to same.
181ST st E (11:3133), ss, 225.8 e Vyse av, runs e 32.2x86.8xw28.6x186.7 to beg; Sept3; Sept5'12, 3y6%; Arc Realty Co, 15 William, to Geo W Mortimer, 67 W 71st. 2,000
181ST st E (11:3133); same prop; certf as to above mtg; Sept3; Sept5'12; same to same.
183D st E (11:3088), ns, 75 e Belmont av, 25x100; Aug29; Aug30'12; due, &c, as per bond; Alice F Walsh, Geo W Cahill & Bernard F Cahill to Manhattan Mtg Co, 200 Bway. 3,500
185TH st E, see Washington av, see Washington av, see 185.
185TH st E, see Washington av, see Washington av, see 185th.
187th st, 371 E, see 105th, 216 E, Manhattan.
193D st E (12:3275), ss, 85 w Decatur av, 35x63x36x63; Aug26; Sept5'12, 2y5%; Florence E Schuyler to Eliza N Hall, 107 E 65. 2,500
204TH st E (Potter pl) (12:3311), ns, 400 w Cadiz pl, 50x100, except part for Transverse rd or 204th, being a strip 17.6 ft in width; Aug29; Aug30'12; due, &c, as per bond; Rachel Defina to Manhattan Mtg Co, a corp, 200 Bway. 8,000
237TH st E (12:3386), ns, 62.4 e Katonah av, 50x100; Sept4'12; due &c as per bond; Huram B Varian, Hyde Park, NY to Fanny Lomas, 1941 Grand blvd & concourse. 6,000
239TH st W, see Putnam av W, see Putnam av W, see 239.
240TH st E (12:3393), ss, 150 e Martha av, 25x100; pr mtg \$5,000; Aug2; Aug30'12; 3y5%; Chas Braun to Emil F Schleyer, 243 E 32. 700
261ST st W (13:3423), ns, 47.1 e Fieldston rd, 45x92.1x44x101.11; Mar11; Aug30'12; 3y6%; Blanche G Taylor to Fredk P Forster, 268 W 84. 2,640
Aqueduct av (11:3210), es, 76 s Fordham pl, 25.4x104.9x25x100.6; pr mtg \$1,500; Aug28; Aug30'12; due Jan19'14, 6%; Mosholu Realty Co to Mary L Whiting, 606 W 116. 500
Aqueduct av (11:3210), same prop; certf as to above mtg; Aug28; Aug30'12; same to same.
Aqueduct av (11:3210), same prop; Aug28; Aug30'12; same & Jas T Murray with same.
Aqueduct av, 2214 (11:3211), es, 262.6 s 183d, 45x102.6 to Macombs Dam rd, x45x 102.3; PM; Aug30; Aug31'12; 3y5%; Mary Montague to Margt W Sheridan, 234 Central Park W. 3,000
Arthur av, 2144 (11:3070), es, abt 75 s Oak Tree pl, 25x100, except pt for av; PM; Sept3; Sept4'12; due &c as per bond; Aiden Murphy, 320 W 36 to Mary Roberts, 2144 Arthur av. 4,000
Bainbridge av, 2973 (12:3298), ws, 200 s 201st, 25x112x25x112.1; Aug28; Sept4'12; due &c as per bond; Isabella Fletcher & Emily & Jessie Orr to Title Guar & Trust Co. 4,000
Barker av (*), see Eliz, 100x125, Olinville; also land in Wash, DC; Cleveland, O; & Jersey City, NJ; supplemental to mtg of \$5,000.000 dated June1'11; Aug27; Sept4'12; due &c as per said mtg dated June1'11; General Baking Co to Standard Trust Co of NY, 25 Broad & ano trstes. ---
Barnes av (*), ws, 100 n 223d, 28x205, Wakefield; Aug28; Sept4'12; 3y5%; Pauline Block to Jacob Jaret, 981 Whitlock av. 4,000
Beaumont av, 2280 (11:3101), es, 116.5 s 183d, 23.5x64x23.7x66.6; PM; Sept3; Sept4'12; installs; 6%; Herman Stelljes to Lizzie Van Riper, 207 W 111. 1,700
Beck st (10:2711), same prop; PM; pr mtg \$131,000; Aug15; Sept4'12; 2y6%; same to Henry Morgenthau Co, 165 Bway. 14,000
Beck st, see Tiffany, see Fox st, ws, 100 n Intervale av.
Carroll st, 210 (*), City Island; sal Ls; Aug26; Aug30'12; demand, 6%; Ida Ruetz to A Hupfel's Sons, a corp, 842 St Ann's av. 1,000
Cedar st (*), ws, 100 s Chester av, 125x 100, Seneca Park; Aug28; Aug30'12; due, Feb28'13, 6%; M Kempf Realty Co, a corp, 761 E 224, to Bronx Security & Brokerage Co, a corp, 258 E 138. 500
Chifford pl, see Jerome av, see 30th, 29 W, Manhattan.
Chifford pl, see Jerome av, see 30th, 29 W, Manhattan.
Elizabeth st, see Barker av, see Barker av, see Elizabeth.
Feathered la, see Jerome av, see 30th, 29 W, Manhattan.
Feathered la, see Jerome av, see 30th, 29 W, Manhattan.
Feathered la, see Inwood av, see 30th, 29 W, Manhattan.
Feathered la, see Inwood av, see 30th, 29 W, Manhattan.
Fox st, see Tiffany, see Fox, ws, 100 n Intervale av.
Fox st (10:2711), nws, 100 ne Intervale av, runs ne145.11 to Tiffany x1140.1x145.5xsw256.10xsw100 to beg; PM; pr mtg \$---; Sept4'12; due &c as per bond; Aaron Goodman Realty Co to Manhattan Mtg Co, 200 Bway. 20,000
Fox st (10:2711), same prop; certf as to above mtg; Sept4'12; same to same.
Fox st (10:2711), same prop; PM; pr mtg \$20,000; Aug15; Sept4'12; 2y6%; same to Henry Morgenthau Co, 165 Bway. 16,000
Freeman st, see Bryant av, see Bryant av, see Freeman.
Hoffman st, 2459 (11:3058), ws, 130 s 189th, 16.8x97.5; PM; pr mtg \$2,300; Aug29; Aug30'12; due &c as per bond; Rosa Sacco to Edwin Whitaker, 2459 Hoffman. 1,200
Home st (11:2974), ns, 25 e Fox, 75x 89.2x64.2x97.1; Sept5'12, 1y6%; Carmine Constn Co, 1228 Hoe av, to County Mtg Co, 40 Wall. 50,000
Home st (11:2974), same prop; certf as to above mtg; Sept5'12; same to same.
Lorillard pl, see 117.10 s Pelham av, see 105th, 216 E Manhattan.
Oakland pl, 672 (11:3080), ss, 100 w Crotona av, 25x100; ext of \$4,000 mtg to July1'18 at % as per bond; Sept5; Sept5'12; Wilhelmina A Freudenvoll & Francis Freudenvoll Jr with Frido C Heintze. nom
Parkside pl (12:3354), ns, 118 sw 207th, 25x102.2x25x100.9; Aug28; Sept4'12; due &c as per bond; Jas J, Mary A, Wm J, Anna G, Thos F & Eugene T Doherty heirs Cath A Doherty to Simeon C Bradley, Nvack, NY. 1,000
Ritter pl, see Washington st (11:2969), ns, 196.3 e Union av, 25x102; Aug28; Aug31'12; due &c as per bond; Agnes M Pragnell to Flora A Gordon, 219 17th, Bklyn. 6,500
Ritter pl, 822 (11:2968), ss, 160 w Prospect av, 25x99.10; Sept4; Sept5'12; due &c as per bond; Hinley Realty Co to Alex E Black, 778 E 169th. 5,500
Ritter pl, 822; certf as to above mtg; Sept4; Sept5'12; same to same.
St Pauls pl, 480, see Wash av, 1432.
Simpson st 985 (10:2724), ws, 438.8 n 163d; ext of mtg for \$5,000 to Sept1'15, 6%; Sept5'12; American Real Estate Co, 527 5 av, with Podgur Realty Co, a corp, 931 So Blvd. nom
Tiffany st, see Beck, see Fox, ws, 100 n Intervale av.
Tiffany st, see Fox, see Fox, ws, 100 n Intervale av.
Tiffany st (10:2711), ws, at see Beck, runs s187.5x114.5 to Beck xne148.5 to beg; PM; pr mtg \$---; Sept4'12; due &c as per bond; Aaron Goodman Realty Co to Manhattan Mtg Co, 200 Bway. 10,000
Tiffany st (10:2711), same prop; certf as to above mtg; Sept4'12; same to same.
Tiffany st (10:2711), same prop; PM; pr mtg \$10,000; Aug15; Sept4'12; 2y6%; same to Henry Morgenthau Co, 165 Bway. 10,000
149TH st E (9:2328), ns, 200 e Courtlandt av, 50x80; Sept4'12; due Dec'15; 5%; Edgewater Realty Co to Dollar Savgs Bank, 2808 3 av. 51,000
149TH st E (9:2328), same prop; certf as to above mtg; Sept4'12; same to same.
152D st E (9:2412), ns, 350 w Courtlandt av, 50x100; asn rents; Aug30; Aug31'12; Nicholas V Cantasano with Estates Mortgage Securities Co, 160 Bway. nom
152D st E (9:2412), same prop; pr mtg \$54,000; Aug30; Aug31'12; installs; 6%; Nicholas V Cantasano, 319 E 152, to Estates Mort Securities Co, 160 Bway, 1,500
152D st, 803 E (2:654), nec Wales av, 55.9x74.8x85.9x36.6; PM; pr mtg \$34,000; July10; July11'12; 5y6%; Adolph Granet to 152d Street Constn Co, 661 Tinton av; (corrects error in issue of July13, when location was omitted). 4,800
161ST st E, see Melrose av, see Melrose av, see 161st.
161ST st, 776 E (10:2657); sal Ls; Aug31; Sept3'12, demand, 6%; Wm Heydorn to Geo Ehret, 1197 Park av. 1,000
- MISCELLANEOUS MORTGAGES.**
Borough of Manhattan.
Land at Bayside, Boro of Queens (file); certf as to mtg dated Aug29'12; Aug29; Sept3'12; North Shore Realty Co to Long Island Bond & Mtg Guar Co. nom
Land in Queens Co, NY (file); certf as to mtg dated Aug28; Aug28; Sept3'12; Ackroyd Constn Co to Nassau-Suffolk Bond & Mtg Guar Co, Jamaica, LI. ---
Land in Brooklyn, NY; certf as to mtg for \$9,000; Aug30; Sept3'12; Regal Homes Co to Homer R Gilles, exrs Abram Post. ---
Land in Kings Co, NY; certf as to mtg for \$2,750; Aug21; Aug31'12; Ocean Breeze Co to Carrie W Freeth. ---
- MORTGAGES**
Borough of the Bronx.
Aldus st (10:2742), see Southern blvd, 105x50; sobrn agmt; Aug29; Aug30'12; American Real Estate Co with City Mtg Co. nom
Beck st (10:2711), see, 55.7 ne Intervale av, 187.6x100; bldg loan; pr mtg \$---; Sept4'12; due &c as per bond; Aaron Goodman Realty Co to Manhattan Mtg Co, 200 Bway. 131,000
Beck st (10:2711), same prop; certf as to above mtg; Sept4'12; same to same.

IMPORTANT TO THOSE WHO EXPECT TO BUILD

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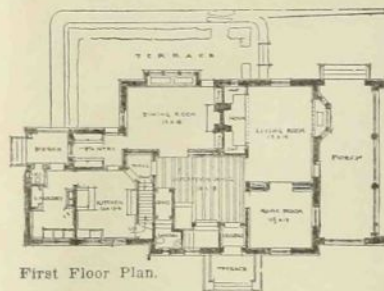
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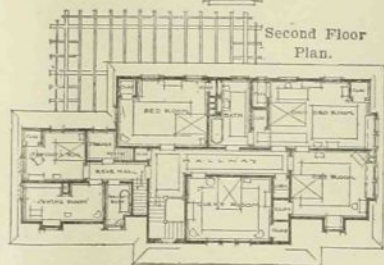
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