

# REAL ESTATE RECORD AND BUILDERS' GUIDE.

OCTOBER 26, 1912

## WHERE HELL GATE'S WATERS WILL BE SPANNED

At Scaly Rock, a Secluded Place on the Astoria Shore, The Bronx and Queens Will Be Linked Together to Join New England to Westerly, Long Island.

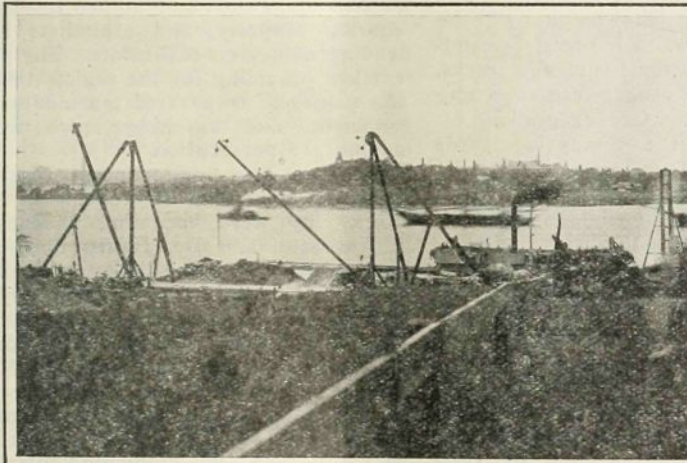
COMPARATIVELY few people in Manhattan and not many more in Brooklyn have the remotest idea where Scaly Rock is. Even if you told them that it is at the foot of Ditmars avenue, Astoria, they probably would not be able to get there without minute directions. And until quite recently there was nothing in the world to go there for, unless one wished to get a practical idea of what a remarkable city is New York, with its strange contrasts of monster skyscrapers, teeming tenements and remote, silent shore fronts; or unless, perhaps, one wished to demonstrate to oneself the fact that the Borough of Queens is a place of magnificent distances.

Scaly Rock, though a little less remote than it was in the days of Patrick Gleason, is still a secluded spot on the shores of Astoria. If you drew a straight line

broken into rectangular spaces by dirt street, cement curb and sidewalks—the only visible indications that remote Scaly Rock and its environs belong to New York City. Here and there these blocks of land are still diligently farmed. With a catapult you could almost throw a stone from the beds of flourishing vegetables into the densely peopled tenement section of Harlem, where the high price of food is a matter of daily concern.

But all this is in the way of being changed. The quiet of Scaly Rock is being disturbed by the noise and bustle of a contractor's gang with all that that means. A few yards from one of its finest mansions a great hole is daily growing larger and huge cranes are swinging the excavated rock and earth across the shore road to fill in an area along the waterfront, at a point just op-

swerves west to join the Pennsylvania tunnels under the East River to the great passenger terminal at Seventh avenue and Thirty-third street, Manhattan. From Woodside the other branch continues south through Winfield, Glendale, passing the Queens border into Brooklyn, through East New York, then in a generally westerly course through Flatbush to the Pennsylvania Railroad piers at the foot of Sixty-fourth and Sixty-fifth streets, Bay Ridge, From Woodside, in Long Island City, to the Bay Ridge waterfront, the road is exclusively for freight, connection being made with the Pennsylvania freight yard at Greenville, N. J., by floats across the Lower Bay from Bay Ridge. The Long Island Railroad, which has had in charge the work of constructing the trackage from Long Island City to Bay Ridge, has practically completed it,



FOOT OF DITMARS AVENUE SHOWING CONSTRUCTION OPERATIONS

A RIVER FRONT VIEW OF THE BRIDGE SITE.

from it across Ward's Island to Manhattan the westerly end of your line would project itself into Harlem Lake in Central Park—just a block or two below 100th street.

But like many secluded spots it is more or less picturesque. It looks out upon the narrow stretch of swirling, eddying water that separates Astoria from Ward's Island; a stream which, swift as its own current, serves as a sort of respite from the rougher waters at its two extensions, Hell Gate and Little Hell Gate, the Scylla and Charybdis of East River traffic. Much of the River and Sound travel passes it by day and night.

Years ago about the neighborhood of Scaly Rock stretched the country estates of well-to-do families. Some fine specimens of these substantial homes remain, but they no longer serve their original purpose.

For a couple of miles north, east and south, level fields stretch away towards College Point and Long Island City,

posite the center of Ward's Island. For here has been started a great \$20,000,000 project that is to link New England with the South and West and to furnish passenger and freight service by a joint scheme involving three railroads.

This joint scheme is known as the New York Connecting Railroad. In it are the Pennsylvania Railroad, the New York, New Haven & Hartford Railroad and the Long Island Railroad; and the most important part in the whole scheme is the great bridge—commonly referred to as the Hell Gate Bridge. This bridge, with its foundations at Port Morris, in The Bronx, and Scaly Rock, Astoria, will span Bronx Kills, bearing south on Randall's Island to Little Hell Gate, crossing this and bearing still south to about the center of Ward's Island, and then swinging eastward, spanning Hell Gate and touching the mainland at Scaly Rock.

From here it follows a diagonal course southeasterly through Astoria and Long Island City. At Woodside one branch

with the exception of that portion between Glendale and East New York.

The plan for the New York Connecting Railroad and the Hell Gate Bridge was part of the general scheme of the Pennsylvania Railroad in 1900 to enter New York City by means of tunnels under the North River, build a great passenger station at Seventh avenue and Thirty-third street and connect Long Island City with Manhattan by East River tunnels. The latter—the New York part of the great plan—took precedence over the less urgent one. In 1906 the late A. J. Cassatt, president of the Pennsylvania Railroad, took up the matter of the New York Connecting Railroad with the old Rapid Transit Board, of which Alexander E. Orr was president. The franchise asked for was granted by the Rapid Transit Board. As was then necessary under the law, the board forwarded the matter to the Board of Aldermen for its consent. The Board of Aldermen, however, held up the franchise,

Before favorable action was taken the power of granting franchises was taken away from the Board of Aldermen and passed to the Board of Estimate and Apportionment. The franchise was subsequently granted, but the Municipal Art Commission objected to certain features of the bridge.

Meantime a serious snag was met in the effort to secure the right-of-way. The road was to run, high above grade, through several blocks. Several property owners would neither sell nor give the necessary consents. So, in January, 1908, the New York Connecting Railroad was obliged to ask for a two years' extension of its franchise.

For about two years work on the Long Island Railroad's section beyond Long Island City has been making steady progress. About eighteen months ago the contract for the constructive steel necessary for the bridge was given to the American Bridge Company. The revised drawings were accepted some

across Randall's Island, connecting with the second bridge, a 1,000-foot riveted truss bridge composed of five spans, across Little Hell Gate. This joins the viaduct across Ward's Island, which will rest on concrete piers and will be 2,600 feet long. This viaduct will join the main bridge structure across Hell Gate, connecting with the Astoria shore between Ditmars and Potter avenues, just south of the old Barclay mansion, and passing through part of what was to have been a public park but is now included in East River Heights, owned by the Rickert-Finlay Realty Company.

This span will be known officially as Hell Gate Bridge. It will be of the braced steel-arch type and will have four tracks embedded in some ballast to deaden the sound. Two of these tracks will be for freight and two for passenger cars. There will be two concrete towers. The deck will be supported by two huge steel arches, each 3,000 feet long, 300 feet above the water. The deck, which will be 140 feet above the water, will thus be supported from the crown of the arch instead of resting on it. This is an unusual feature in bridge building. There will be four towers, two at either end of the arches, of concrete set in granite abutments. They will be 200 feet high. The distance between these towers will be a little more than 1,000 feet. The Patrick Ryan Contracting Company has the contract for the foundation work from Bronx Kills to Astoria.

The viaduct from the Astoria shore to the Sunnyside yards will be of concrete and steel. The height will be from 80 to 150 feet, descending to the Sunnyside tracks, but nowhere crossing any thoroughfare at grade.

At the Sunnyside yards passenger connection will be made with the various lines of the Long Island Railroad.

The total length of the bridge and viaduct is about three miles and the total length of the New York Connecting Railroad in Queens about five miles, exclusive of the trackage in Brooklyn. The Gillespie Contracting Company has one of the contracts for building piers for the viaduct between Astoria and Woodside, and the McMullen Company has that from Woodside avenue to Thirteenth avenue.

#### Southern Boulevard Subway Contract.

The Public Service Commission this week approved the bond filed by the John F. Stevens Construction Company, and authorized the chairman and secretary to execute with that company the contract for the construction of Section No. 1 of the Southern Boulevard and Westchester Avenue subway. Later the contract was executed by Chairman William R. Willcox and Secretary Travis H. Whitney on behalf of the commission and by John F. Stevens, president, on behalf of the company.

The contract calls for the construction of 7,127 feet of three-track subway, beginning in 138th street, The Bronx, at about Alexander avenue, and extending under 138th street and Southern boulevard to about 147th street. This is the first section of the eastern branch of the Lexington Avenue subway which runs to Pelham Bay Park. Under the Dual System it will be operated by the Interborough Rapid Transit Company as a part of the Lexington Avenue subway. The contract price is \$2,253,281.

#### NAMES ON BUILDINGS.

#### Strenuous Objection from Owners to Unique Method of Fixing Responsibility.

"If we could engrave the names of the owners and mortgagees on disorderly houses, we could stamp out the white slave traffic," said Rev. James B. Curry and other speakers at a hearing given by a committee of the Board of Aldermen on Monday.

This indicates the latest method of attacking the social evil. The ordinance provides that all real estate owners in the city shall be compelled to place in a conspicuous position near the entrance of all buildings owned by them a sign bearing the name of the owner in letters at least one and one-half inches high. If the building is owned by a corporation, the names of the president and treasurer must appear on the plate, and if the corporation consists of no more than four members, the names of all of them shall be placed there. If the building be mortgaged for at least eighty per cent of its value, the names of the mortgagee must be included.

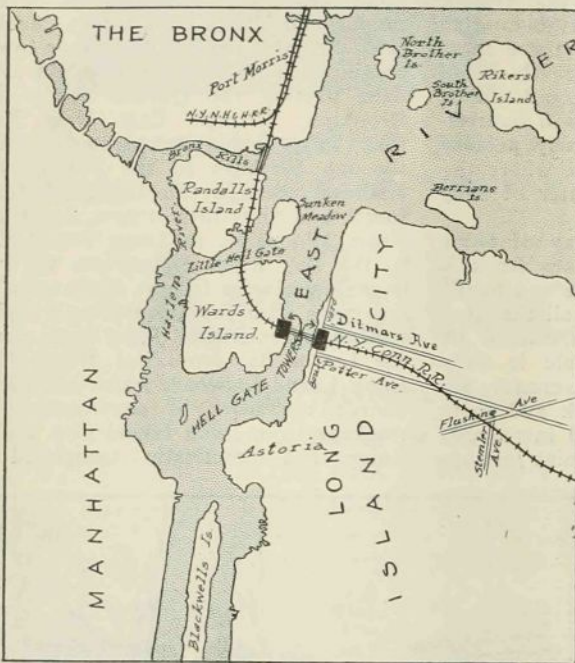
Representatives of the West Side Taxpayers' Association and the United Real Estate Owners' Associations vigorously opposed the measure, as unconstitutional as well as unfair and ineffective. In a city like New York, it would be easy for the culpable parties to hide their identity, while respectable owners and mortgagees would be subjected to many annoyances from having their names placarded, it was argued.

Further than this, the ordinance would be a violation of accepted business principles and would do great harm to real estate as an investment. It would tend to discourage men and women from purchasing property, and capitalists from lending money on real estate. The present law providing for the registration of the names of owners of tenements was sufficient, and anything more would amount to persecution.

Burdens and annoyances resulting from the ownership of property in New York City were becoming unbearable, it was said, and Dr. Henry Berg said there was plenty of real estate in New York to be had for nothing by anyone who would assume the encumbrances. Another physician, familiar with conditions on the upper East side, Dr. Abraham Korn, assured the committee solemnly that the hope which many industrious heads of families once entertained in confidence, of gradually enlarging their equities in real estate so that they could provide a small income for old age or leave something for their children, was being taken away from them by inordinate taxation and exactions laid upon property by the local authorities. "If you are not going to make any distinction between reputable and disreputable houses and owners," exclaimed Dr. Korn, "then why do you not try to make every business man post on his door how much he owns of his merchandise and how much of it is mortgaged and to whom? Why discriminate against real estate and in favor of personal property?"

Thomas Kreckler said: "If you don't stop imposing on real estate owners, we will have to give up our equities and then the City of New York will own it all."

On the other hand, the ordinance was favored by a number of clergymen on moral grounds, by Cornelius Donovan of the Tenants' Union and by Frederick H. Whiting of the Committee of Fourteen. This is the third time the ordinance has been before the Board of Aldermen, and the chance of enacting it is not considered good.



SITE OF HELL GATE BRIDGE.

months ago by the Municipal Art Commission. Actual work on the bridge was begun about four months ago at Port Morris, in the Bronx, and more recently on the Astoria shore and on the tall steel supports that are to carry the tracks to the Sunnyside yard in Long Island City.

The bridge was designed by former Bridge Commissioner Gustav Lindenthal and Palmer & Hornbostel. The changes that have been made are only those needed to meet certain aesthetic requirements of the Municipal Art Commission. Mr. Lindenthal is the consulting engineer in the enterprise.

Connection between The Bronx and Queens shores will be by a series of viaducts and bridges. The viaduct in The Bronx will be twelve blocks long, from 142d street and Walnut avenue, where it will be twenty feet above ground, through the Port Morris yards of the New York, New Haven & Hartford Railroad, to the waterfront. Here its height will be sixty-five feet. This contract is being executed by Arthur McMullen.

The first span will cross Bronx Kills. This is a shallow stream through which only small boats can pass. The Kills will be spanned by a 300-foot bridge of the lift type, with a steel pier in the center so constructed as to permit, in the event of the Kills being deepened as was proposed by the War Department, the passage of vessels from the Hudson River to the Sound by way of the Harlem Ship Canal.

Next will come a 2,600-foot viaduct

## ARE OUR FIREPROOF APARTMENTS SAFE?

If They Have But One Means of Exit, Should Not They Be Provided With Fire-Escapes?—Interesting Comments By Owners and Architects.

**F**IREPROOF apartment houses under the existing law are not required to have exterior fire-escapes. Houses not fireproof (if they have been planned for more than four families) must have fire-escapes accessible from every apartment. When the main stairway is in flames, there are the iron ladders on the outside of the house as a means of escape for the tenants.

But the iron ladders such as the Tenement House law now provides for are not only disfiguring to a facade but are of such frail construction as to be considered quite impossible for children and most other people to use in order to descend from the upper floors of a high building. Besides, they have not been considered necessary for a fireproof house.

In the eyes of the law a fireproof tenement house is one in which there are no wood beams or lintels, and in which the floor, roofs, stairhalls and public halls are built entirely of incombustible material, and in which no woodwork or other inflammable material is used in any of the partitions, furrings or ceilings. But this does not prevent the use, elsewhere than in the stairhalls and public halls, of wooden flooring on top of the fireproof floors, or the use of wooden sleepers, nor as prohibiting wooden handrails and hardwood treads.

The contents of an apartment being more or less inflammable, it has been thought that, upon a fire breaking out, the flames would be confined to the room or suite in which they originated. Experience has substantiated this theory in a number of instances. In no case has damage been sustained in the stair or entrance halls, but in one instance the flames communicated to the tiers above by the "window route."

### Fireproof Outside Stairways.

Fireproof outside stairways, instead of fire-escapes, have been provided upon a number of tenement houses built in the past two years. Although there are no statistics at hand in reference to this matter, there are indications that the arrangement will in time be followed by most builders. The law permits the location of an outside fireproof stairway in a court as a means of egress from an apartment, while requiring fire-escapes to be placed upon the front of the building for an apartment similarly situated, if fire-escapes are provided instead of outside fireproof stairways.

In addition to this the large buildings now being erected afford many conveniences in arrangement for the installation of outside fireproof stairways, rather than fire-escapes. The Tenement House Department welcomes this change in the arrangement of the egress, and has done all in its power to encourage it, since the outside fireproof stairway is a very much safer means of egress than the ordinary fire-escapes.

The fire-escape regulations require that where outside fireproof stairways are provided, they must comply in general with the requirements of the law relative to interior stairways; that is to say, they must be three feet wide, and must be provided with treads 10 inches wide and with a rise of not more than 8 inches. The width required is felt to

be necessary, as any stairway narrower than 3 feet cannot accommodate a number of people who are rushing out of the building at the various stories in case of fire.

### The Issue.

Some intimations have been heard that exterior fire-escapes will be required for all tenement and apartment houses, large and small, fireproof and non-fireproof, hereafter erected, by a legislative measure to be introduced at Albany this coming winter. Just how representative real estate interests would regard a proposal to require exterior fire-escapes of some sort for fireproof apart-



NEW SLIDING DROP LADDER.

ment houses, the Record and Guide has been endeavoring to ascertain.

### A Large Owner's Objection.

The president of the American Real Estate Company, one of the largest real estate corporations in the city, Mr. E. B. Boynton, answering a question as to the advisability of insisting on fire-escapes for all buildings, said he did not consider them necessary for fireproof houses.

"We know of no case in recent years," Mr. Boynton said, "where there has been a loss of life due to a fire in a modern fireproof apartment house. Each apartment in such a house is practically a fireproof unit in itself, separated from the rest of the building by fireproof walls, doors, floors and ceilings, so that a fire in one apartment is not likely to be quickly communicated to another.

"Outside fire-escapes would greatly disfigure this class of building and in our opinion would not add to the safety of those living in the apartments."

### Separate Exits for Each Story.

Robert D. Kohn, architect, 170 Broadway, Secretary of the Joint Committee which drafted the last proposed building code, said:

"Exterior fire-escapes should be required whenever the house does not pro-

vide at least two distinct and separate means of exit within the building from every story to the ground. Such two distinct means of exit may be provided as two distinct staircases well separated from each other, or one enclosed staircase and, as a second means of exit, an outside balcony at each floor connecting that floor with some adjoining building.

"In many cases so-called fireproof apartment houses in this city have but a single staircase and that staircase built around an open cagework elevator shaft. All such buildings need fire-escapes as much as do non-fireproof buildings.

"On other 'fireproof' buildings where there are two means of escape open to the tenants on every floor I certainly do not favor the erection of fire-escapes, because they are, in my opinion, inadequate, sometimes dangerous and always ugly. Much better means of exit have been devised."

### The Horizontal Method Better.

The president of the Allied Real Estate Interests, Allan Robinson, who has represented his constituency at many important hearings at Albany, was not certain when interrogated that fire-escapes were any damage to a building except as to its looks, but he was not convinced that this means of escape is of any practical utility in case of fire.

"The more the matter of fire protection is looked into the more it becomes apparent that the horizontal rather than the vertical method of escape should be provided for, that is to say: fire walls or means by which tenants in one building may escape to another instead of having to go up or down stairs.

"The only kind of a fire-escape that is of any value is one so protected that tenants can go up or down without danger of the conflagration reaching them. The two things builders should consider is the danger from fire and the danger from panic. This can be accomplished by the building of apartment houses, or, for that matter, all kinds of houses in which numbers of people congregate, in such a manner as to afford ample and easy exit."

### Two Fire Exits for Every House.

"I have always felt that what is commonly called a fire-escape is an entirely inadequate contrivance," said William O. Ludlow, of Ludlow & Peabody, architects, 12 West 31st street. "I refer, of course, to the light iron stairway on the exterior of a building with the idea that it will save human life. I do not mean that such contrivances have proven entirely useless, but experience has shown that they are crude and entirely inadequate. Often they are completely blocked by articles placed upon them despite the vigilance of building inspectors, and more often in case of fire are they rendered useless by smoke and flames pouring from windows.

"As a general principle I believe that proper planning should always provide for two possible means of exit to every occupant of a building, fireproof or non-fireproof, and these exits should be so arranged that they cannot be invali-

dated by smoke or obstructions. This means, of course, the fire tower or properly enclosed interior stairway.

"The ability of tenants to escape from a fireproof apartment house in case of fire depends, in my judgment, not on whether there is placed a fire-escape on the front or rear of the building, but on so arranging the plan by the study of the course of exits of each tenant, that his escape may not be cut off by the smoke or flame from any ordinary fire.

"For many years we have been accustomed to simply put a fire-escape on the front or rear of a building with the hazy idea that that is sufficient to meet the demands of the authorities and to cover the fire risk of human life, but with many other rule-of-thumb methods we have outlived this notion and are studying the means of fire exit in each particular case just as the doctor studies the needs of his particular patient.

"In my opinion an apartment house might be quite covered with fire-escapes and yet be more of a fire trap than its neighbor without a single visible iron balcony or ladder. But fireproof or not fireproof, my conviction is that fire exits, not old-fashioned fire-escapes, should be provided in the way I have suggested in all buildings where human life can possibly be jeopardized by fire, and this means in every building which is finished or furnished or stored, with wood, papers, draperies or other inflammable material."

#### BROOKLYN'S GOOD MARKET.

##### President W. G. Morrissey of the Board of Brokers on Real Estate Prospects.

Real estate conditions in Brooklyn have greatly improved and are much better than they were a year ago. Residential properties in the central section of the borough have been much in demand, both for rental and purchase. In fact the brokers were never so busy as they are just now renting houses and apartments. This is an indication of the beginning of a good market for the sale of properties to investors.

William G. Morrissey, of 189 Montague street, president of the Brooklyn Board of Real Estate Brokers, after giving the foregoing as prevailing conditions in that borough, remarked that Brooklyn builders had begun to realize they must build more apartment houses of the high class character to meet the demand which is steadily increasing, particularly for residents of Manhattan and The Bronx who are migrating to Brooklyn, realizing that they can secure an apartment here similar in character for ten to twenty-five per cent. less than they pay across the river:

"I believe by spring we are going to see good times here again; the Presidential election will soon take place; the subways will be well under way; the confidence of our people in the realty investments will be restored and a better demand for real estate will be realized.

"I predict no boom, but a good, healthy increase in our realty in proportion to the benefits we are to receive by reason of the new subways and general borough expenditures. There will be less trading or exchanging and more actual cash sales both for homes and investment properties than during the past year.

"It is therefore my opinion that by spring all sections of the borough are to realize a better demand with increased prices than we have had since 1907."

—Realty mortgage brokers say that the supply of money for mortgage purposes far exceeds the demand.

#### TAXPAYERS PROTEST.

##### Big Mass Meeting at Turn Hall Denounce City Extravagance and Asks Relief.

Speakers at a mass meeting of property owners which crowded Turn Hall at Lexington avenue and 85th street, on Thursday evening, proclaimed against extravagance in public expenditures and the resulting burdensome taxation, and advised their hearers that they must prepare to find relief by enforcing their will as owners and tenants at the ballot box.

Assemblyman Murray and Counselor Adolph Block represented the facts and figures in the course of extended addresses, Assemblyman Schultz from The Bronx assured the Manhattanites that the taxpayers of The Bronx felt the same as they did about taxation matters, and Michael J. Moran said that the time was coming, next year, when owners would go to the polls to enforce their rights against the Board of Estimate. Dr. Abraham Korn presided and the meeting was held under the auspices of the United Real Estate Owners' Association.

Present methods of taxation were denounced as antiquated. While everyone conceded, it was said, that all who enjoyed the protection and advantages of the city government ought in some way to contribute to the cost, yet in practice real estate had to pay nearly all. Ninety-six per cent. of the burden was on real estate, and but four per cent. on personality. One-fifth of the real estate was exempt from taxation, and the speakers declared that some classes of exemptions were unjust.

Mr. Bloch protested against extravagance in the purchase by the city of the tract of land for a seaside park beyond Rockaway, a half hour's walk from the nearest trolley; also against the Bronx River Parkway scheme and the proposed Bush terminal purchase. In his opinion church property should not be exempt from taxation, nor should the property of fraternal and benevolent associations. As remedies for existing taxation evils he would (1) change the form of the Board of Estimate and substitute a commission to pass on the Tax Budget; (2) amend the tax laws so as to make personal property pay its share; (3) increase the tax on corporations; (4) revise the laws exempting various classes of property, (5) and go into politics.

#### Bay Ridge Celebration.

The celebration at Bay Ridge this afternoon in honor of the beginning of the work on the Fourth avenue subway extension from 43d street to Fort Hamilton avenue will include a procession of school children and fraternal and trade societies.

T. S. Williams, president of the Brooklyn Rapid Transit Co., says:

"The sections of Bay Ridge and Fort Hamilton, of course, stand to profit largely by the extension of the Fourth avenue subway as a four-track road to 65th street, and as a two-track road to 86th street. The benefits of these additional facilities seem to be too obvious to require any extended discussion. So far as real estate in South Brooklyn generally is concerned, the same may be said. Anyone can take a map of the proposed new lines and figure out for himself what particular localities are situated so as to derive the most immediate benefit from them. My own opinion is that the entire territory to be served by the enlarged Brooklyn system will come into a period of development such as has hardly been dreamed of in the past."

#### WILLIAM STREET SUBWAY.

##### Meeting of Abutting Owners Vote 13 to 1 for the Route.

Edward M. Bassett, counsel for the Downtown Interboro Association, will fight to the end for the legalization and construction of the William Street Subway. The Downtown Interboro Association was organized three or four years ago, before the present William street subway was proposed, and it consists of 150 prominent property owners in the neighborhood. Its president is Charles A. Schieren. Mr. Bassett was present by invitation at the meeting of abutting property owners called by Wm. Jay Schieffelin and held on Tuesday.

At this meeting a lively discussion of the William street subway situation occurred, as the few large buildings in the financial district opposing the subway had present their counsel, Carl A. Mead, of Shearman & Sterling, as well as Daniel E. Moran, an engineer, who endeavored to impress upon the meeting the idea that the William street subway was not practicable.

That the opposition is continuing in its efforts to thwart or hold up the subway has caused other property owners on the route to engage counsel to represent them and make clear to the Court that the majority of the owners along the route are in favor of the construction of the so-called William street subway.

It is pointed out by those in favor of the William street subway that, provided Nassau street is considered as a proposed, while the East Side of Manhattan, then the West Side has five lines of transportation at present and proposed, while the East Side of Manhattan will have only two lines of transportation if the William street subway is constructed.

The neighborhood is wrought up to a high tension, and probably for the first time in the history of subway construction have two separate and distinct bodies of citizens organized themselves to fight for a public improvement, which they consider a public necessity, the success of which is endangered more or less by an opposition. This opposition would not be taken so seriously into consideration was it not for the fact that it consists of a few very wealthy institutions.

Mr. Bassett has no doubt but that the subway will be constructed. Those in favor of the William street subway include Frank W. Woolworth, National Railway Publication Co., William H. Whiting, Vernon Bros. Co., E. Clifford Potter and Frederick G. Potter, Robert B. Lawrence, James Jaggard, George W. Van Boskirk, Francis E. Bodine, Humphrey's Homeopathic Medicine Co., Rudolph Wirth, Charles F. Noyes, Louis Annin Ames, South Manhattan Realty Co., Albert Plaut and Joseph Plaut, Berlin & Jones Envelope Co., Stanley A. Cohen, the Woodbridge Co., the Wyllys Co., Frederick B. Jennings, William R. Grace & Co., John Paradise, William Engelman, August Klipstein, Estate of John Arbuckle and William A. Jameson, Cammann, Voorhees & Floyd, Harry K. Grigg, James N. Jarvie, Old Slip Realty Co., Margaret C. Fetter and E. & H. Peck.

These are all property owners along the line of the route, who have consented to the construction of the subway or are in favor of its construction.

To give an adequate idea of the preponderance of the opinion in favor of the William street subway Mr. Bassett calls attention to the fact that at the meeting of abutting owners held Tuesday the vote was 13 to 1 in favor of the subway route as proposed.







## Borrowers

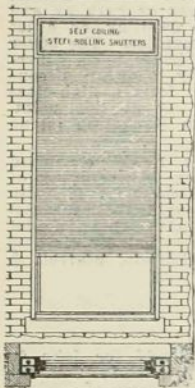
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the same firm in the east side of Diamond st, 120 ft. north of Nassau av, also has been sold to Peter Burden.

**NEWKIRK AV.**—Charles W. Congdon sold the southeast corner of East 18th st and Newkirk av, a plot, 40x98x80x120, to Arthur H. Strong, a Flatbush builder, who will erect a Colonial dwelling on the site. The property is said to have been sold for \$10,000.

**ROGERS AV.**—Elisha T. Everett sold the 3-sty flat at 417 Rogers av to a client for investment.

**4TH AV.**—Charles M. Anderson & Co. sold to a New York client the plot 80x100 on the east side of 4th av, 20 ft north of 45th st.

**5TH AV.**—Louis Bonert sold to investors the northwest corner of 5th av and 40th st, a 3-sty brick building, with two stores, and 3904 5th av, a 2-sty building, with store.

### Queens.

**ARVERNE.**—The Lewis H. May Co. sold for Ellen H. Barrett the Cambridge Hotel, fronting on the Atlantic ocean at the foot of Gaston av and the boardwalk, on a plot 180x115, to Julius Fleishman, who will extensively renovate and occupy same. The property was held at \$75,000.

**BAYSIDE, FLUSHING.**—The McKnight Realty Co. sold to Herman Anderson a plot with 60 ft frontage on Lawrence boulevard to be improved with a house.

**FAR ROCKAWAY.**—Philip Steinman & Son sold for Mrs. E. M. Van Nostrand two cottages on Bayview av near Old Toan's rd to Abraham Senan, who has resold them to separate parties who will occupy them.

**FLUSHING.**—The McKnight Realty Co. sold to I. Huppert 5 lots on 16th st, to be improved with 3 houses.

**JAMAICA.**—E. Sharum sold to the Armor Realty Co. 2 two-family brick houses, each on lot 20x115 ft, on the east side of Union Hall st, north of Cumberland st.

**ROSEDALE.**—The New York and Suburban Land Co. sold to Frank Kenney 120 ft front x 100 ft deep on Oxford pl; to George Dallas a plot of 100 ft front x 100 ft deep on the Park boulevard; to W. E. Mandle 40 ft front x 100 ft deep on Oxford pl, and to Frank and Victor Pieters, 80 ft front x 100 ft deep on the Park boulevard.

**SAYVILLE.**—George A. Morrison, president of the Greenpoint National Bank, bought 6 acres fronting in the Great South Bay, and will erect a hotel and about 10 bungalows on the property. The tract belonged to Mrs. Leander T. Powell, and the purchase price is said to have been about \$40,000.

**FLUSHING.**—Herman Marx sold 25 Main st, a 2-sty frame building, with store, on lot 25x235 to Morris Conovitz the present tenant. The consideration, it is said, was \$20,000.

### Richmond.

**ANNADALE.**—George R. Beach sold through Cornelius G. Kolff to Mr. Rogers of Brooklyn a farm of 13 acres on the east side of the Annadale rd near Washington av.

### Suburban.

**BRIGHTWATERS.**—The T. B. Ackerson Co. sold a plot in the east side of Richland boulevard, north of Howells rd, to Madge Bond; also a plot in the east side of Richland boulevard, north of Howells rd to John M. Ryan; also a plot in the east side of Richland boulevard, south of Montauk dr, to Lula J. Canning; also the southwest corner of Baldwin boulevard and Ontario dr to M. Darling; also a plot in the east side of Richland boulevard, south of Montauk dr, to Annie Morrison; also a plot in the west side of Potter boulevard, south of Montauk dr, to Charles V. Noback, and a plot in the west side of Pine Acres boulevard, north of Wohseepee dr, to John Hoffman.

**CROTON, N. Y.**—The Debuterie Corporation of New York sold for A. S. Oglesby of Mohegan Heights, Yonkers, more than 230 acres of land at Croton, N. Y. The property has a large frontage on the State Road and overlooks the Croton lakes. There are several old buildings on the property. The buyer will hold it as an investment.

**DOVER, N. J.**—Edward Vincent Jordan, of Staten Island bought a tract of 100 lots from Philip H. Best. Louis Schlesinger, of Newark, was the broker. The property has a large frontage on Pennsylvania av.

**FORT LEE, N. J.**—Harris & Vaughan sold for the Bryce estate the plot 200x400 in Main st west of Central av; also the plot 150x179 in Central av north of Main st.

**GREAT NECK, L. I.**—The Shields Co. sold at Great Neck Villa to George Kramer, 2 plots with a frontage of 169 ft on Villa rd.

**GREAT NECK, L. I.**—The McKnight Realty Co. sold to Donald G. Ballard of Manhattan a plot fronting 60 ft on Elm st. Mr. Ballard will improve this plot with a residence; to W. H. Osgood a plot with a frontage of 131 ft on Ridge dr West. The price of this lot is \$6,000, and the purchaser intends to improve it with a fine residence; to A. S. Shanahan a plot having a frontage of 75 ft at the junction of Cedar dr and Hillside av. This plot is to be improved by the purchaser; to Thomas J. Newton a plot having a frontage of 126 ft on Gateway av. This plot is directly in the rear of the residence occupied by Mr. Newton; to Wm. McRae a plot at the junction of Deepdale dr and Cedar dr. This plot is being improved by the owner with a \$12,000 brick residence; to H. H. Holley a plot having a 60-ft frontage on Elm st near Hillside av for investment; to Rose F. Tucker, president of the Concrete Products Co. a plot at the intersection of Deepdale dr and Gateway av. This plot is being improved with a residence of hollow concrete tile to cost \$16,000.

**HARRISON ST.**—Howard C. Pyle & Co. sold for C. W. Pinckney the dwelling at 199 Harrison st.

**MCDONOUGH ST.**—Everett Kuhn sold 362 McDonough st a 3-sty, box stoop, sand stone dwelling for Edith A. Cook, to a client.

**MCDONOUGH ST.**—The Miller-Stam Co. resold 332 McDonough st, a 3-sty dwelling, on lot 20x100, to a Mr. Moss.

**MONROE PL.**—John N. Kalley & Son sold for F. E. Haight the 4-sty dwelling 13 Monroe pl, on lot 23x100, to Percy S. Mallett.

**SANFORD ST.**—The Bulkley & Horton Co. sold the 4-sty double flat at 99 Sanford st near Myrtle av for Samuel and Sarah Abrams to a client who will hold the property as an investment.

**1ST ST.**—The Jerome Property Corporation sold for the Park Side Realty Co. to Justice Isaac M. Kerner the 3-sty dwelling at 557 1st st on lot 21x100.

**EAST 38TH ST.**—Elisha T. Everett sold for Thomas J. Clark 8 lots on East 38th st, near Av J, to a builder for improvement.

**45TH ST.**—John H. Gelhardt, Jr., sold for Elizabeth M. Pomery a plot on the east side of East 45th st, 97 ft. south of Av D, to Harry Fisher.

**60TH ST.**—John F. Burke sold for Arthur Iba to a client for investment 666, 678 and 682 60th st, 3-sty brick dwellings on 20x100-ft lots.

**91ST ST.**—Frederick H. Campbell sold 1177 East 91st st to John H. Vreeland for occupancy. This is the last remaining of his recent operation. Plans are under way for 1 and 2-family houses on Flatlands and Renssen avs.

**BEDFORD AV.**—The Williamsburgh branch of the Young Women's Christian Association acquired a plot of ground 100 ft square for which \$33,000 was paid. A \$100,000 4-sty building is to be erected. The site is at the northeast corner of Bedford av and Keap st, adjoining the Hanover Club. Ground will be broken about January 1.

**CLASSON AV.**—John H. Gelhardt, Jr., sold for Annie Von Derleith the 2-sty building with store at 619 Classon av to Michael Custigan.

**JEFFERSON AV.**—Elisha T. Everett sold the two-family dwelling at 350 Jefferson av for F. W. Jennings to a client for occupancy.

**MANHATTAN AV.**—Walter J. Havt sold 783 to 789 Manhattan av and 1068 to 1070 Lorimer st, a plot 75x200, a 3-sty brick department store, owned by Burden & Co. Peter Burden is the buyer. Stable property occupied by

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HAMBURG, N. J.—The Union Waxed and Parchment Paper Co. bought the plant of the Sussex Paper Co. The property consists of 22 acres of land, water rights and a paper mill in course of construction.

JERSEY CITY, N. J.—Fabiano Lionetti bought from Phebe A. Watson 523 and 525 Henderson st. two brick store buildings on plot 50x91.

KEARNY, N. J.—The Barbour Flax Spinning Co. bought the plant of the Marshall & Co. linen thread works. The plant consists of two 5-sty brick mill buildings on a plot 500x450 at the southeast corner of Passaic av and Marshall st and warehouse buildings and dock on a plot having a width of 282 ft and extending from Passaic av to the Passaic river. The sale also included all machinery and fixtures. The price paid is reported at \$425,000.

KENSINGTON, GREAT NECK.—The Rickert-Finlay Realty Co. sold to Lee Bonner the plot with 310 ft frontage on the northwest corner of Arleigh rd and Netherwood rd. The property is in the woods section of Kensington and near the water front park now being constructed.

MANHASSET, L. I.—Harris & Vaughan sold for Henry M. W. Eastman 734 acres of land; also for H. F. Thompson 8 1-3 acres adjoining. MASSAPEQUA.—The Queens Land and Title Co. sold 8 plots, each 40x100 ft, on Massachusetts, Euclid and Cleveland avs. Among the buyers are J. A. Harbut, Maurice Harman, M. E. Quinn, W. H. Clear, C. Byers, J. C. England and L. L. Hopkins.

SOUTHAMPTON, L. I.—Alfred E. Schermerhorn sold for Elijah R. Kennedy his "Bonnie Dune" on the southwest corner of Gin la and Wyandanch la on the ocean to Anson McCook Beard. Mr. Beard will alter the residence for his own occupancy; also for Mrs. William Harman Brown her "West Moor" on the east side of Cooper's Neck la to James C. Parrish; also for Grange Sard his property consisting of 14 acres of land running through from Ox Pasture rd to Great Plains rd, together with house and stable to Rufus L. Patterson; also for Mrs. Paul F. Munde her "Winona" on the northwest corner of Great Plains rd and Halsey's Neck la to Charles H. Keep who will alter the dwelling for his own occupancy; also for Edgar A. Hildreth 20 acres of land with residence and outbuildings to Mrs. Phillips B. Thompson, who will make alterations for her own occupancy; also for James T. Kilbreth 5 acres of land on the southeast corner of Halsey's Neck la and Great Plains rd to Edmund S. Twining. This property adjoins other land bought by Mr. Twining about a year ago; also for G. A. Weaver and George S. Hagerman their "Ivy Lodge" on the east side of Captain's Neck la to Mrs. J. Lorimer Worden, who will alter the house for her own occupancy.

JERSEY CITY, N. J.—George M. McCarthy sold to the Society for the Prevention of Cruelty to Animals 484 and 486 Johnson av, two dwellings, on plot 50x100.

KENSINGTON, GREAT NECK.—The Rickert-Finlay Realty Co. sold to Arthur P. Helnze, who now resides at 220 Madison av, Manhattan, and who is prominently identified with the copper business in Montana, for his own occupancy, the English cottage on a plot with a frontage of 280 ft on the north side of Beverly road, running through to Arleigh road, 325 ft. east of West drive.

NEW ROCHELLE, N. Y.—C. J. Van Slyke sold a plot 100x125 on his property at Premium Point Park to Mrs. Emelie L. Chellborg, who will erect a residence upon this plot early next spring.

MIDDLETOWN, R. I.—De Bois & Eldridge sold for Mrs. Louisa Van Rensselaer her property in the north side of Miantonomi av containing 3 acres of land to Floyd E. Baker.

LEONIA, N. J.—The Leonia Heights Land Co. sold a plot of 3 lots on the north side of Oakdene av east of Broad av to Percy R. Wernick; also a house on 2 lots on Lincoln st north of Edsall boulevard to Ida Chambers, and 2 lots on Lincoln st north of Edsall boulevard to R. Stuckel.

ROCKVILLE CENTRE.—The Windsor Land & Improvement Co. sold to C. and E. Harvey a plot 60x100 on Columbia av; to M. F. Crabbe a plot 20x142 on Lake View av; to A. Meehan plot 60x100 on Langdon boulevard.

LYNBROOK.—The Windsor Land & Improvement Co. sold to S. Koewele a plot 40x100 on Lawrence av, and a plot 40x100 on Charles st and Lawrence av; to J. H. Koop a plot 40x100 on Rolling st and Driving Park av.

HEMPSTEAD.—The Windsor Land & Improvement Co. sold to K. Wadsworth a plot 80x100 on Booth st; to J. Jahn a plot 40x100 on Windsor Parkway; to E. and E. Williams a plot 60x100 on Bernhard st and Hempstead Parkway; to A. M. Lacy a plot 40x100 on Rosedale av; to C. A. Cleary a plot 20x104 on Gildersteyn av.

FLORAL PARK.—The Windsor Land & Improvement Co. sold to M. A. Walsh a plot 60x100 and to T. Oddy a plot 40x100 on Violet av; to E. Cronin a plot 40x100; to J. J. Mallon a plot 90x100 and to L. Finkbeiner a plot 60x100 on Geranium av; to T. Brady 2 plots, each 40x100, on Gladious av; to R. Sincoff a plot 100x100 on Mayflower and Primrose avs; to P. McQueeney a plot 40x100 on Primrose av; to B. McMahon a plot 50x100 on Clarence st and Geranium av; to S. Speth a plot 100x100 on Chestnut and Spruce sts; to H. Kirschenbaum a plot 40x100 on Aspen st.

OCEANSIDE.—The Windsor Land & Improvement Co. sold to J. and M. Harms a plot 20x101 on Ebert and Lawson avs; to E. Horn a plot 20x86 on Hoke av; to E. Fagin a plot 40x100 on Hallman av; to H. Warm a plot 40x100 on Ebert av; to L. Burdon a plot 80x100 on Windsor Parkway.

VALLEY STREAM.—The Windsor Land & Improvement Co. sold to M. Boyle a plot 60x100 on Valley Stream boulevard; to M. Langer a plot 40x100 on Hamilton av.

MASSAPEQUA.—The Queens Land & Title Co. sold plots to W. H. Clear, L. L. Hopkins, J. C. England, H. Merz and H. S. Bekemeyer.

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### RECENT BUYERS.

J. QUIRK is the buyer of the dwelling 327 West 77th st, sold recently by S. B. Townsend.

W. H. BUTLER, of Butler-Butler, Inc., is the buyer of the dwelling at 309 West 77th st, the sale of which by Mrs. Georgia Havlin, through L. J. Phillips & Co., was reported recently. Property at Oyster Bay, L. I., was given in exchange.

### REAL ESTATE NOTES.

CHARLES M. ANDERSON & CO. have moved their offices from 125th st to 4th av and 45th st, Brooklyn.

WILBER C. GOODALE and William H. Archibald were the brokers in the sale of 217, 219 and 221 West 21st st for the Carolina Realty Co.

GIBBS & KIRBY have been appointed agents for the Tuilleries, 251 West 95th st, corner of Broadway; the Watsessing, 255 West 95th st and 74 to 78 West 85th st, corner of Columbus av.

THE DOUGLAS ROBINSON, CHARLES S. BROWN Co. has been appointed agent for the two apartment houses at the northeast corner of Madison av and 82d st and the southeast corner of Madison av and 83d st, respectively.

WM. D. BLOODGOOD, vice president of N. Brigham Hall, and Wm. D. Bloodgood, 542 5th av, has resigned as vice president to accept the presidency of a large corporation now being formed for the purpose of operating in and financing building operations in the Borough of

Queens as well as elsewhere in New York City. Full information and name of new company will be published later. Mr. Bloodgood has also accepted the office of president of Wm. D. Bloodgood & Co. with the main office at 542 5th av and a branch office in the Queens Plaza Court Building, Long Island City.

FENIMORE C. GOODE, for some time with the Brevoort Construction Co., and more recently with the Ernestus Gulick Co., is now associated with N. Brigham Hall & Wm. D. Bloodgood as manager of their rental department.

A. G. NELSON AND RICHARD L. LEE, formerly associated with George B. Corsa have incorporated under the firm name of Nelson & Lee, Inc., and opened offices in the Marbridge Building, at 47 West 34th st., to handle a general real estate brokerage business. Edwin N. Rowley, president of the First National Bank of Northport, L. I., is associated with them.

CHARLES C. NICHOLLS, JR., formerly Treasurer of the Nicholls-Ritter-Goodnow Realty Co., has resigned from that firm and is now connected with William A. White & Sons.

GEORGE SEEWAGEN and Stanley P. Kirk are now connected with H. L. Moxley & Co. at the up town office in the Marbridge Building, Broadway and 34th st.

ARRANGEMENTS HAVE BEEN COMPLETED for the holding of a Real Estate Show in the Grand Central Palace from May 3 to 10, 1912, under the management of the Realty and Suburban Exposition Co., composed of men who have been identified with suburban real estate interests of this city. Every effort will be made to make this a typical New York show, with features to claim the attention of not only property owners, but all prospective buyers of suburban property.











Founded March 21, 1868, by CLINTON W. SWEET

Published Every Saturday

By THE RECORD AND GUIDE CO.

F. W. DODGE, President

F. T. MILLER, Secretary and Treasurer

Nos. 11 to 15 East 24th Street, New York City  
(Telephone, Madison Square, 8900.)

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

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The Union Pacific has made an investigation into the effects of the automobile upon its passenger traffic. Most of its agents replied that short-haul passengers receipts had been reduced—in some extreme cases as much as 50 per cent. A few years ago it was the trolley which taught the railways the necessity of improving their local service. Evidently the automobile is now exercising the same sort of educating influence.

A new high record price for real estate in Tacoma was paid recently for a corner bought by the Pacific National Bank from the H. B. Claffin Company of New York. The site cost the bank \$400,000, or \$4,000 a front foot. The Claffins gave \$70,000 for it seventeen years ago. The bank, it need hardly be added, will erect a modern office building, with banking quarters for its own use, while the Claffin department store, now on the property, will move to a roomier site.

The T. B. Ackerson Company makes the announcement that it will continue its active selling campaign at Brightwaters this year until the latter part of November. Other development companies, while no formal statements from them has come under our notice, are as a matter of fact obtaining customers for suburban houses at a rate which has so far kept their sales staffs undiminished. Is the suburban season lengthening or is this year merely an interesting anomaly?

The New York Harbor Line Board of Review, composed of army engineers, submitted a report this week to the War Department recommending the granting of the applications of the Hamburg-American, North German Lloyd and Holland steamship companies to extend their piers at Hoboken sufficiently to afford berths for vessels up to 1,000 feet in length. The applications are approved by the board on the condition that these extensions are to be revoked in case they prove too great an obstruction to traffic. The report points out that the channel between Hoboken and New York is only half a mile wide, and that a 1,000-foot liner backing out of her berth will block almost the entire channel for some little time before she can swing around. The only permanent solution of the docking problem, says the report, is to cut back into the land. Meanwhile, the threatened port at Montauk Point will probably not be heard of again for a few years.

### The Most Difficult Subway Problem.

A daily newspaper recently contained a very interesting article describing the difficulties which confront the designers of the new subways in respect to the plan of the new station at Times Square. The problem presented by this station is the most difficult connected with the new subway systems. The arrangements that will be made at Greeley Square and at the Grand Central Station were made easier to work out. At Times Square, at Broadway and 42d street the new Broadway-Seventh avenue subway must intersect the existing subway, and express stations must be provided for the new Seventh avenue extension of the existing subway, and in addition the passengers arriving and departing by the Steinway Tunnel from Queens must have a terminus made for them. All these different stations must be connected one with another, and a convenient means of reaching the shuttle service across 42d street which is to unite the east and west side lines must also be arranged. Only preliminary studies have been made of the proposed union station, but certain fundamental facts have already been established.

In the first place, the narrowness of Times Square and the curve which the existing subway makes at its lower end has resulted in the occupation of almost all the space on the first level with the present station. The station of the Brooklyn Rapid Transit line has consequently been situated necessarily south of the square and will occupy the block from 42d to 41st street on Broadway. In the same way the express station of the Seventh avenue extension of the existing subway, while it can occupy some space on the west side of Times Square as far north as 43d street, will for the most part have to be situated in Seventh avenue south of 42d street. This is far from being a satisfactory arrangement, particularly for the Brooklyn Rapid Transit passengers, but there is no alternative. The engineers hope to mitigate its inconveniences by planning the express station at the north end of the square so that its southerly outlet will come at 47th street. The north end of the square is constantly growing in relative importance and in the course of time it will be used by an enormous number of passengers. While the engineers have been trying to decide the most convenient arrangement of the several stations, they have also been obliged to consider in what manner the different parts of this underground world can best be connected one with another. Inter-communication among the several routes must be both safe and rapid and it must be all the more safe and rapid because communication between the several parts of the square on the surface is neither safe nor rapid. Passengers will want to be able to enter the underground city at any point and reach any other point without delay and without congestion. Moreover, in case such means of underground inter-communication are provided it may well be used by people who want to reach some point directly or diagonally across the square. Chairman Willcox of the Public Service Commission has reached the conclusion

that the only way to meet the exigencies of the traffic need will be to excavate under the whole square and its neighborhood and reduce the street to a mere shell. It is pointed out that unless something of this kind is done the situation with regard to the Seventh avenue express station will be particularly unfortunate. If the 30,000 or 40,000 passengers which will use this station are compelled to cross the avenue during the hours of heavy motor traffic many accidents will surely result.

What is proposed is substantially a new square underneath the surface square. One which will be confined to the use of foot-passengers and which, it is to be hoped, can be freed from the inconveniences of the present square. The suggestion is being seriously made that some of the principal buildings in the neighborhood should be cleared away so as to make an underground plaza. Says the "Times": "Some consideration has been given from time to time to the advisability of tearing down the rather nondescript block between Broadway and Seventh avenue, 41st and 42d streets, and the creation beneath the surface of some such underground exchange as has been built at 33d street in connection with the McAdoo tubes. Once the needs of the subways have been provided for, there is no reason why buildings should not be again placed upon the site." It is probable that the city could buy this block, use the sub-surface for its own purposes and sell it again without very much loss of money. The site both of the Heidelberg Building and the Louis Martin Restaurant would be much more valuable in case they were united under one ownership and improved with one building. In any event it is evident that something drastic has got to be done and that, if a really adequate plan is adopted, relief will be afforded to one of the worst centres of traffic congestion in the city. The Times Building itself is unfortunately the worst single impediment to a convenient re-arrangement of the square both on the surface and beneath; and eventually the city may have to condemn this parcel of property. It was ridiculous not to have condemned it when the square was laid out.

### New Sources of Revenue.

Mr. A. C. Pleydell's suggestion in the Record and Guide of an "increment tax" of one per cent. annually which he calculates would net \$10,000,000 a year within ten years, has aroused a good deal of opposition. Mr. Allan Robinson objects that the imposition of a new real estate tax is a curious way of easing the burdens on real estate, and he suggests, as the Record and Guide has already suggested that some attempt should be made to develop other sources of revenue. But we do not believe that Mr. Robinson is quite fair to Mr. Pleydell's proposal. The latter did not make it with any intention of reducing taxes on real estate. His intention was to propose a means of obtaining additional revenue for the city without any increase of burden upon those classes of real estate which are already overburdened. The fact that additional revenue has to be raised is evident. If the city continues to raise as at present from all

classes of real estate indiscriminately it means an actual confiscation of the value of those parcels of real estate, which are stationary or declining in value. In a sense, of course, all taxation is confiscation, but in a civilized country the attempt is made to distribute the expense equitably. It is not fair that this particular class of real estate owners should suffer so much more than any other class in the community. Mr. Pleydell purposes, consequently, to raise additional revenue only from those owners of real estate whose property is increasing in value, because they can afford to contribute and the others cannot.

It seems to the Record and Guide that the method proposed by Mr. Pleydell is a better method of raising additional revenue from real estate than that which the city is now practicing. Doubtless, real estate owners would prefer the development of other sources of revenue, but that is a different story. At present no serious proposals are being made to develop additional sources of revenue. The various associations of property owners have not themselves united on any alternative plan. On the other hand, there is a large and influential section of public opinion which is determined to increase rather than diminish the proportion of taxable burden, which is thrown upon real estate. At the last session of the Legislature a persistent effort was made to shift a larger share of taxation to ground values, irrespective of the fact whether the owner of the ground had or had not really suffered from the recent increase in taxation. This effort will be renewed in the future. Whether it succeeds or not real estate owners will manifestly have to put up a steady fight against this proposed method of getting rid of congestion by confiscating ground values. And they will occupy a stronger position in this fight in case they admit the fairness of a return to the city in the form of taxation of a certain proportion of the increase in real estate values created by the growth of the city. The increment tax, which has been adopted both by England and Germany, is from the point of view of the real estate owner much the least objectionable way of appropriating for public purposes a larger proportion of site values.

Furthermore, the specific form of increment tax proposed by Mr. Pleydell is an improvement upon the German and English methods. In those countries a certain percentage, usually 20 per cent., of any increase in site value is taken by the State when the property is transferred. This method would produce a larger amount of immediate revenue, but the larger revenue would, as it were be taken from the capital value of real estate. Mr. Pleydell proposes to take substantially the same proposition, but in the form of one per cent. yearly interest instead of twenty per cent. of the capital. And by this expedient the city would at the end of a generation be receiving an enormous income from this source.

—The river and harbor bill, which was passed by Congress, provides for another examination and survey of Newtown Creek.

### The Week in Real Estate.

Brokerage dealing was somewhat larger in volume this week than the week before, and was considerably in excess of what it was at this time a year ago. Yet it was hardly so large as one might expect in view of the general feeling of optimism created by the transit situation and the industrial prospect. That the market is on the upward turn there can be no question. Both sales and leases are growing in number. But there is no such swift expansion of activity as the exceptionally favorable influences affecting real estate seem to warrant. The explanation given by brokers is that the big speculative interests which open up new seats of building enterprises are holding off until after election.

From the point of view of the big operator, it is said, the election may influence the demand for real estate in several ways. The banking law may be so modified as to react on New York as a manufacturing and distributing center, and the same is true of the tariff, of the Federal statutes relating to corporations, and of legislation concerning express companies, parcels post, and so on. The fact is that in few, if any, earlier presidential campaigns have so many issues of fundamental importance to commerce and industry been under discussion. No one can at the moment be sure whether the election will confirm the traditional tendency of trade and manufactures to concentrate in New York or whether it will result in a decentralization of business.

If, when the election is over, operators engaged in large affairs see no reason for alarm, there no doubt will be a good deal of mercantile building. There are just now several districts which seem to invite reconstruction. Take the old wholesale section as an example. The new uptown trade centers have drawn tenants heavily from the neighborhood between 14th and Canal streets, but have as yet had little effect on the neighborhood south of Canal street. Thus, the jobbing houses have so far not joined the uptown movement, while the silk trade, the cloak and suit and many other trades have. It recognized, however, that to keep the jobbing houses downtown it will be necessary to provide them with modern buildings instead of the antiquated structures they now occupy. Similarly, it is conceded that a reconstruction process will be essential to a restoration of tenantry in the depleted district between Canal and 14th streets.

Now, the Broadway subway, the 7th Avenue subway, and a number of other great public works are opening up new prospects for the entire wholesale section south of 14th street; and there is every encouragement for building and real estate activity throughout that section, provided no Federal legislation is enacted to prevent the customary expansion of the city's trade and industry.

### Building Materials.

The fact that the steel companies have put a quietus on the threatened activity of the speculators who were in the market this week on inquiry for third quarter delivery steadies the whole building material situation well into the last half of 1913. Coupled with this announcement was the fact that steel has probably reached its maximum level for 1912, despite the fact that No. 2 foundry iron was stiffening under the scarcity of coke. The danger of a runaway steel market has been practically obliterated and the bonafide builder has a chance between now and January first to come into an open market, to cover his actual requirements after the first half of next year.

But the difficulty in getting steel fast

enough to meet the demand in this and neighboring cities is having a serious effect upon common brick, Portland and Natural cement and other basic building commodities. The brick situation is almost entirely in the hands of the dealers for the first time in more than a year and a half; that is, those dealers who can move bargeloads to jobs at once. Such dealers refuse to pay more than \$6.87½ for even fair grades of North rivers or Raritans on immediate delivery with the result that some manufacturers are forced to sell at that level to as to get their barges up the river for another load and back again before navigation closes. The quotations still run, however, at \$6.75 to \$7.25 for both North rivers and Raritans.

On the Portland cement market there were only a few sales reported this week at the new \$1.58 level for immediate delivery and these went to dealers. In the export market the fact was established through Major Boggs, of the Isthmian Canal Commission, that the Atlas Company was awarded the contract for the additional million barrels of Portland cement with which to complete the canal and that the mill price was 20 per cent. lower than that of the advertised-for bids of the Alpha-Lehigh and the Santa Cruz companies.

The lumber interests are considerably surprised over the unexpected buying movement from suburban as well as local dealers. The new price advance and promise of still further advances is spurring the dealers to buy in small quantities, although few are buying stacking quantities, evidently preferring to await the complexion of the general money and industrial situation at the first of the year.

The rise in the price of pig iron continues to be the basis upon which producers of building materials are pinning their hope for firmness of the new price levels. The stiffening of the lead market is counteracting the possible effect that the lowering of the price of linseed oil otherwise might have had upon paints, and the rainy weather at the lumber camps both south and north is responsible for an increased cost of getting raw materials.

The result of this condition of the building material market is that big operators are engaging their supplies as far into the future as mills will take orders. The time already has passed when delivery concessions are to be expected by purchasers; it is now a question of when the mills can ship.

### Opposed to the Crossway.

Editor of the RECORD AND GUIDE:

At the last meeting of the West Side Taxpayers' Association, it was unanimously decided to oppose the Marshall plan to cut a diagonal street, from the Pennsylvania depot to the New York Central R. R. for the following reasons:

1. This street would be of benefit only to the Pennsylvania and New York Central railroads.
2. It would mean a great loss in trade to our hotels, department stores, and retail people in general, as the majority of the travelling public, instead of shopping and spending money in our city, would not stop over, but pass through from one railroad depot to the other.
3. It would mean a tremendous loss to our tradespeople.
4. It would mean decrease in valuations of property immediately north and south of the new street; namely, Broadway, Sixth avenue and Fifth avenue, as the trade from these avenues would be considerably diverted.
5. The expense would be enormous, and as the city is now committed to the building of subways, all available money should be used for that purpose.





# BUILDING SECTION

## THE COMMERCIAL PROBLEM IN BUILDINGS

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

By Cecil C. Evers

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POINTS IN VALUING PROPERTY, CONTINUED.

Long blocks are beneficial to shops and stores whose trade is general and whose customers are drawn from outside districts, on account of the continuity of display windows. Secondary shopping streets are strong at intersection with main traffic streets, weaker within competitive distance of these streets, stronger again as they approach the center of their own sections and tend to be strongest at about the centre of gravity of the district they serve. Elevated railroads are detrimental to residence property, much less so to store property, which is benefited at stations, where they gather and distribute passengers, more especially at express stations. Advantage is taken of elevated railroads to advertise goods by displaying them at second and third story windows, also buildings seen from the station platforms are generally covered with advertisements.

Surface cars are detrimental to residence streets, but beneficial to residence property within easy reach of them. They are beneficial to store streets, except to fashionable shops, on account of their interference with carriage or automobile trade.

The pocketing of stores by the erection of other buildings nearer the street can be remedied by extending the stores out to the main alignment. Pocketed residences are permanently injured. Blanketed stores, with buildings projected on one side are injured, unless they can use the projecting face for advertising. Blanketed residences are permanently injured, losing sunlight and air.

ANALYSIS OF PROPERTY FOR VALUATIONS.

|             |                        |   |  |
|-------------|------------------------|---|--|
| INCOME.     | PERMANENCY OF RENTALS. | GROSS RENTALS.  | Rents, actual or estimated.<br>Are rents normal? Compare with rents for similar accommodation in neighborhood, and in similar locations. Ascertain if higher rent is paid by tenant for "good will." Ascertain rentals for previous years.   |
|             |                        | LOCATION PERMANENCY OF TENANTS.   | Is there much vacant accommodation in this section?<br>Is there much demand for this class of property?<br>Is there much building under way to supply the demand?<br>If the section is overbuilt and rents are too low, are they likely to improve, or to remain stationary, or to decrease?           |
|             | EXPENSES.              | LOCATION AND SURROUNDINGS.  | Suitability of building to location.<br>Surroundings, beneficial or detrimental, nuisances, street improvements, gas, electric, water, paving, drainage. Are they paid for?<br>Access to section, transportation facilities.<br>Section, active or inactive.<br>Permanency of character, restrictions. |
| BUILDINGS.  |                        | Access to building. Is entrance on level with above or below grade?<br>Light and air, and possibility of same being cut off.<br>Size of rooms, waste space.<br>Communication between the different portions of the building.<br>Conveniences.<br>Can alterations be advantageously made?<br>Construction; condition of building proper and of sanitary and mechanical appliances.<br>Party Walls. |  |
| NET INCOME. | OTHER FIXED CHARGES.   | Taxes, insurance, heating, lighting service.<br>Management and rent collecting.   | Liability for assessments for street improvements or special taxes.<br>Repairs; allowance for vacancies and depreciation.<br>"Commercial life."  |
|             |                        | Rate of capitalization of land and building, depending on the class of property and character of use.<br>Prevailing interest rate; high, low or normal.   |  |

STRUCTURAL COST OF BUILDINGS PER CUBIC FOOT, SQUARE FOOT OF GROUND AREA COVERED AND SQUARE FOOT OF FLOOR AREA.

Except in the case of special buildings and those which are more costly than the average, there is a tendency to an equalization of rents and a consequent similarity of cost for equal accommodation in the same section; this being the case, costs of construction can best be approximated by employing similar units as a basis, whether cubic feet, square feet of ground area covered, or square feet of floor area, depending on which will be most convenient.

In this connection we may say that generally the most useful unit of cost is the cubic foot; fewer comparative figures being needed than when the unit is the ground area built on, which requires a separate cost for each story, as well as for each class. Where a great number of buildings of similar height and class are under consideration, the unit of ground floor area is a quicker method of comparison. The unit of floor area is especially useful for comparison of buildings having similar rental values per square foot.

In estimating cost of buildings by these methods, it is most important, first, that the actual cost of standard types of buildings be well established for the locality under consideration; second, that uniform allowances be made for heights (especially in the cubic foot method) and similar deductions for light wells, courts, etc., otherwise there is no proper basis for comparison. Although, as has been contended, there may be a distinct variation between the cost of two similar buildings, yet where character of construction is governed by building laws, and when buildings compete for tenants with similar buildings, there must be, under equal conditions, a standard cost of construction, too great variations from which show that a building is either costing too much, owing to poor management or waste of materials, or that the amount to be paid for it is insufficient to secure proper construction.

As the principal cost of the average building is in the floors, roof, doors, windows, and other fitments, any slight variation in the height of stories will not materially affect the cost of construction, the extra expense being mostly for an added height of walls. The following standard heights have been adopted for use with the tables. Any decided variation from these can be allowed for by a slight increase in the cost per unit. In buildings with flat roofs the height is taken from the cellar floor to the highest part of the roof; in those having pitched roofs, especially residences, the height is either half way up the roof where the attic is unfinished or to the finished ceiling, where attic is finished; an extra allowance being made for rooms finished in attic.

On account of the variation in size of rooms, in residences, it is difficult to establish a unit cost per room, but this can be done in tenements and the cheaper apartments, where the rooms do not vary greatly in area. Special buildings are difficult of comparison by these methods, and their cost should be figured by taking off the quantities of materials used and of labor.

A building decreases in cost per cubic foot and per unit of accommodation up to a certain point, above which the cost increases. Thus a one-story building will be comparatively more costly than one of two stories, each having a cellar and a roof, which in the one case serves only one story, in the other, two stories. The point at which the cheapest cost of construction is reached depends somewhat on municipal regulations as to

The following tables giving comparative values per cubic foot are based on New York prices and are for the average building.

TABLE OF COMPARATIVE COST OF RESIDENCES PER CUBIC FOOT AND PER SQUARE FOOT OF GROUND COVERED.

Buildings are divided into three grades: (1) cheap; (2) average class; (3) good class. B—basement; C—cellar; sty—story.

| DESCRIPTION OF BUILDINGS.  | Class. | Cost per cubic ft. in cents. | Cost per Square Foot of Ground Covered—for Different Heights—in Dollars. |                          |                         |                                |
|--|--------|------------------------------|--|--------------------------|-------------------------|--------------------------------|
|  |        |                              | 1-sty & C, 20 ft. high.  | 1½-sty & C, 25 ft. high. | 2-sty & C, 30 ft. high. | 2-sty, C & attic, 35 ft. high. |
| Detached Dwellings.  |        |                              |  |                          |                         |                                |
| Cheap 1 and 2 story frame buildings (no cellar or plumbing).....   | (1)    | 7-8                          | no cellar<br>12 ft. high   | no cellar<br>20 ft. high | .....                   | .....                          |
| Frame detached dwellings with cellar.....  | (1)    | 8-10                         | 0.85-0.95  | 1.40-1.60                | .....                   | .....                          |
| Nos. 2 and 3 have furnace, steam or hot water heat; No. 3 has par-<br>quet floors and hardwood finish..... | (2)    | 10-15                        | 1.60-2.00  | 2.00-2.50                | 2.40-3.00               | 2.80-3.50                      |
| Brick detached dwellings, heat; No. 3 high class hardwood finish and<br>parquet floors.....                | (3)    | 15-20                        | 2.00-3.00  | 2.50-3.80                | 3.00-4.50               | 3.50-5.20                      |
|  | (2)    | 15-18                        | 3.00-4.00  | 3.80-5.00                | 4.50-6.00               | 5.20-7.00                      |
|  | (3)    | 18-30                        | 3.00-3.60  | 3.80-4.50                | 4.50-5.40               | 5.20-6.30                      |
|  | (3)    | 18-30                        | 3.60-6.00  | 4.50-7.50                | 5.40-9.00               | 6.30-10.50                     |

N. B.—Additional allowances to be made for wide porches and other external features.

| DESCRIPTION OF BUILDINGS.  | Class. | Cost per cubic ft. in cents. | Residences Built in Rows or Semi-Detached. |                         |                            |                         |                            |                         |                            |                         |                            |             |       |
|--|--------|------------------------------|--|-------------------------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|-------------------------|----------------------------|-------------|-------|
|  |        |                              | 1-sty & C, 20 ft. high.                    | 2-sty & C, 28 ft. high. | 2-sty, B & C, 36 ft. high. | 3-sty & C, 38 ft. high. | 3-sty, B & C, 45 ft. high. | 4-sty & C, 48 ft. high. | 4-sty, B & C, 56 ft. high. | 5-sty & C, 60 ft. high. | 5-sty, B & C, 68 ft. high. |             |       |
| Frame dwellings with brick basements.....  | (1)    | 7-10                         | 1.40-2.00                                  | 2.00-2.80               | 2.50-3.60                  | 2.60-3.80               | 3.10-4.50                  | .....                   | .....                      | .....                   | .....                      | .....       | ..... |
| Heat, ordinary finish.....   | (2)    | 11-13                        | 2.20-2.60                                  | 3.10-3.60               | 4.00-4.70                  | 4.20-5.00               | 5.00-5.80                  | .....                   | .....                      | .....                   | .....                      | .....       | ..... |
| One and two-family houses, brick; Nos. 2 and 3 have furnace, hot water<br>or steam; No. 3 has better class of finish and plumbing..... | (1)    | 12-14                        | .....                                      | 3.40-4.00               | 4.30-5.40                  | 4.50-5.60               | 5.60-6.50                  | .....                   | .....                      | .....                   | .....                      | .....       | ..... |
|  | (2)    | 15-17                        | .....                                      | 4.20-4.80               | 5.40-6.10                  | 5.70-6.50               | 6.70-7.60                  | 7.20-8.20               | 8.40-9.50                  | .....                   | .....                      | .....       | ..... |
|  | (3)    | 17-20                        | .....                                      | 4.70-6.00               | 6.10-7.20                  | 6.50-7.50               | 7.50-9.00                  | 8.20-9.60               | 9.50-11.00                 | 10.20-12.00             | .....                      | .....       | ..... |
| Three to five storied brick and stone houses of the better class, heat<br>and good finish and good plumbing.....                       | (2)    | 20-25                        | .....                                      | .....                   | .....                      | 7.50-9.50               | 9.00-11.00                 | 9.50-12.00              | 11.00-14.00                | 12.00-15.00             | .....                      | .....       | ..... |
|  | (3)    | 25-30                        | .....                                      | .....                   | .....                      | 9.50-11.50              | 11.00-13.50                | 12.00-14.50             | 14.00-17.00                | 15.00-18.00             | .....                      | .....       | ..... |
| High class fireproof houses, but not of the most expensive class.....  | ...    | 30-60                        | .....                                      | .....                   | .....                      | .....                   | 11.50-23.00                | 13.50-27.00             | 14.50-29.00                | 17.00-34.00             | 18.00-36.00                | 20.40-41.00 | ..... |

TABLE OF COMPARATIVE COST OF TENEMENTS AND APARTMENTS, LOFTS AND OFFICE BUILDINGS PER CUBIC FOOT, SQUARE FOOT OF GROUND COVERED AND SQUARE FOOT OF FLOOR AREA.

Buildings divided into three grades: (1) cheap; (2) average class; (3) good class.

| DESCRIPTION OF BUILDINGS.   | Class. | Cost per cubic ft. in cents. | Tenements and apartments. |                     |                     |             |             |             |             |             |             |            | Cost per sq. ft. of floor area.* |           |
|---|--------|------------------------------|---------------------------|---------------------|---------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------------------------------|-----------|
|   |        |                              | 2-sty. 27 ft. high.       | 3-sty. 36 ft. high. | 4-sty. 45 ft. high. | 5-sty.      | 6-sty.      | 7-sty.      | 8-sty.      | 9-sty.      | 10-sty.     |            |                                  |           |
| Frame tenements, with or without stores, no heat, ordinary finish.....  | (1)    | 9-11                         | 2.45-3.00                 | 3.25-4.00           | 4.00-5.00           | .....       | .....       | .....       | .....       | .....       | .....       | .....      | .....                            | 1.00-1.50 |
|   | (2)    | 11-13                        | 3.00-3.50                 | 4.00-4.70           | 5.00-5.85           | .....       | .....       | .....       | .....       | .....       | .....       | .....      | .....                            | 1.20-1.70 |
| Brick tenements and flats; No. 1 cold water; the higher priced in No. 2<br>have steam heat also; No. 3 better finish..... | (1)    | 10-12                        | 3.00-3.60                 | 4.00-4.80           | 5.00-6.00           | 6.00-7.20   | 7.00-8.40   | .....       | .....       | .....       | .....       | .....      | .....                            | 1.10-1.80 |
|   | (2)    | 12-15                        | 3.60-4.50                 | 4.80-6.00           | 6.00-7.50           | 7.20-9.00   | 8.40-10.50  | .....       | .....       | .....       | .....       | .....      | .....                            | 1.40-2.20 |
|   | (3)    | 15-18                        | 4.50-5.40                 | 6.00-7.20           | 7.50-9.00           | 9.00-10.80  | 10.50-12.60 | .....       | .....       | .....       | .....       | .....      | .....                            | 1.70-2.70 |
| Apartments of ordinary construction and elevator; No. 3 good class for<br>good rental.....                                | (2)    | 18-22                        | .....                     | 7.20-8.80           | 9.00-11.00          | 10.80-13.20 | 12.60-15.40 | 14.40-17.60 | 16.20-19.20 | .....       | 500 to 600  | 600 to 900 | .....                            | 2.00-2.90 |
|   | (3)    | 22-30                        | .....                     | 8.80-12.00          | 11.00-15.00         | 13.20-18.00 | 15.40-21.00 | 17.60-24.00 | 19.20-27.00 | .....       | .....       | .....      | .....                            | 2.40-4.00 |
| Fireproof apartment houses, elevators and modern conveniences.....  | ...    | 30-50                        | .....                     | .....               | .....               | .....       | .....       | .....       | .....       | .....       | .....       | .....      | .....                            | 3.60-6.10 |
| Stores and loft buildings; Nos. 1 and 2 ordinary construction; No. 3 mill<br>construction, heavy floors.....              | (1)    | 10-12                        | .....                     | 4.30-5.15           | 5.40-6.50           | 6.50-7.80   | 7.80-9.10   | 8.70-10.40  | .....       | .....       | .....       | .....      | .....                            | 1.20-1.70 |
|   | (2)    | 12-16                        | .....                     | 5.15-6.90           | 6.50-8.60           | 7.80-10.40  | 9.10-12.10  | 10.40-13.90 | 11.75-15.70 | .....       | .....       | .....      | .....                            | 1.40-2.30 |
|   | (3)    | 16-20                        | .....                     | 6.90-8.60           | 8.60-10.80          | 10.40-13.00 | 12.15-15.20 | 13.90-17.40 | 15.70-19.60 | 17.40-21.80 | .....       | .....      | .....                            | 1.90-2.90 |
| Fireproof lofts—modern.....   | ...    | 20-35                        | .....                     | .....               | .....               | .....       | .....       | .....       | .....       | .....       | .....       | .....      | .....                            | 2.40-4.50 |
| Brick and stone office buildings of ordinary or mill construction.....  | (2)    | 15-20                        | .....                     | 6.45-8.60           | 8.10-10.00          | 9.75-13.00  | 11.40-15.20 | 12.05-17.40 | .....       | .....       | .....       | .....      | .....                            | 1.70-2.90 |
|   | (3)    | 20-25                        | .....                     | 8.60-10.70          | 10.80-13.50         | 13.00-16.25 | 15.20-19.00 | 17.40-21.70 | 19.60-24.50 | 21.80-27.25 | 24.00-30.00 | .....      | .....                            | 2.40-3.60 |
| Fireproof office and financial buildings.....   | (2)    | 25-35                        | .....                     | .....               | .....               | .....       | 19.00-26.60 | 21.70-30.40 | 24.50-34.30 | 27.20-38.10 | 30.00-42.00 | .....      | .....                            | 3.00-4.50 |
|   | (3)    | 35-60                        | .....                     | .....               | .....               | .....       | .....       | .....       | 34.30-58.80 | 38.10-65.40 | 42.00-72.00 | .....      | .....                            | 4.20-7.30 |

\*Cellars and basements not included. The most expensive buildings cost up to \$10 per square foot. Old brick tenements should be figured at the same height as those of frame. Heights omitted are those not likely to be built.

the thickness of walls and other structural requirements. It will probably be found in the building of ordinary construction at the fifth or sixth story, in loft buildings at the seventh or eighth story and in buildings of skeleton construction at from the twelfth to the fifteenth story.

AVERAGE HEIGHTS USED FOR CUBING.

|   | Feet |
|---|------|
| 1-story brick or frame buildings, without cellar 12 feet, with cellar                         | 20   |
| 1½-story buildings, without cellar, 20 feet, with cellar                                      | 25   |
| RESIDENCES.—Detached, with pitched roofs, 2 stories and cellar, no attic, 30 feet, with attic | 35   |
| 2-story and cellar, with flat roofs   | 28   |
| 2-story, basement and cellar (high stoop)   | 36   |

This article completes the series by Mr. Evers, begun in the RECORD & GUIDE April 6, 1912. Back numbers can be furnished.

|   |    |
|---|----|
| 3 stories and cellar (English basements)  | 38 |
| 3 stories, basement and cellar (high stoop)   | 45 |
| 4 stories and cellar (English basement)   | 48 |
| 4 stories, basement and cellar (high stoop, or American basement)   | 56 |
| 5 stories and cellar  | 60 |
| 5 stories, basement and cellar (American basement)  | 68 |
| TENEMENTS.—Old brick and frame tenements and flats, with or without shops, 9 feet for each story and 9 feet for cellar or basement.   |    |
| APARTMENTS.—Modern brick tenements, flats and apartments of medium grade, with or without shops; 10 feet for each floor and 10 feet for cellar or basement. Better class apartments, 11 feet for each floor and 10 feet for cellar or basement. |    |
| STORE AND LOFT BUILDINGS.—Eleven feet for each floor and 10 feet for cellar or basement.  |    |
| OFFICE BUILDINGS OF AVERAGE HEIGHT.—Eleven feet for each floor and 10 feet for cellar or basement.  |    |
| HIGH OFFICE BUILDINGS.—Twelve feet for each floor and 10 feet for basement or cellar.   |    |

## A NEW KIND OF FIREPROOF STAIRWAY.

The "Polyxite" Is Intended For the Smaller Loft Buildings—  
Invented By an Engineer in the Building Department.

THE question of exit facilities in loft and factory buildings is now a matter of discussion among those interested in this class of buildings, and the next few years are bound to witness a radical change in the means provided for the occupants of such buildings to escape quickly in cases of emergency. It is worthy of note that several plans for new buildings that have been filed recently in the Bureau of Buildings show a marked tendency on the part of owners and architects to devote considerable study, time and money to this purpose.

Experts seem to be agreed that in the average loft or factory building the enclosed fireproof stairway is superior to other means of exit. The objections to mechanically-operated elevators, which are subject to disorders, and to outside stairways and fire-escapes that may become dangerous in winter because of ice coatings, are obvious.

Fireproof enclosed stairways are at present divided into two classes, namely, fireproof stairways and smoke-proof towers. The fireproof stairway (Fig. 1) communicates with each loft by means of a self-closing fireproof door that opens out directly on to the stairway. The smoke-proof tower (Fig. 2) is com-

These conditions should definitely locate the position of the exits, and require that at least two exits should be provided on a floor, one near the rear and the other near the front. A typical small loft plan will show how little note has been taken of the conditions noted, up to the present time. In spite of the fact that the majority of persons are usually found at the rear of a loft, the means of egress provided in that vicinity is an ordinary outside fire-escape. It can be readily seen that a fire of any considerable size, cutting off escape by the inside stairway, would under certain conditions trap the occupants at the rear. These conditions are balconies covered with ice and snow, machinery obstructions to windows, and iron shutters obstructing passage on the balconies. There is no question but that under the best conditions, the ordinary fire-escape provides the poorest means of egress from a loft.

These facts undoubtedly show that an exit to a stairway should be provided, when possible, near both the front and rear of each loft. This would necessitate two fireproof stairways for even a 25x100 foot loft building if a logically safe building is desired.

Designers of loft buildings are aware of the difficulties that often attend the proper design of a means of egress from a rear stairway to the street, and the object of this article is to show a new form of improved stairway that among other advantages would overcome this objection.

The polyxite stairway shown in Figs. 3, 4 and 5 is the design of Samuel N. Polishook, an engineer in the Bureau of Buildings, Manhattan, and offers no structural difficulties that could not be readily overcome.

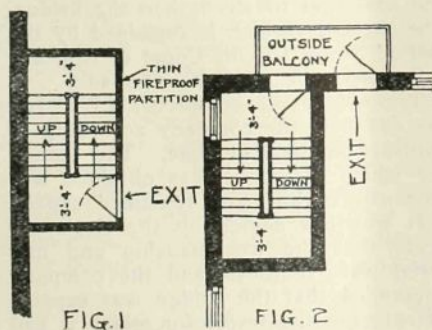
Mr. Polishook proposes to provide one stairway instead of two, this stairway being placed near the middle of the loft and at a considerable distance from both doorways leading to the stair. This is done in an inexpensive manner by making breaks in the side wall in the manner shown in Fig. 3. An examination of this design will show that the stairway is separated from the loft by a thick solid brick wall, and that the doorways leading to the stair enclosure are placed at the logically correct points.

The essential features of this design are: (a) the provision of reserve space in the fireproof passageways between the doorways and the stair, into which

the occupants of the floor could crowd to await an opportunity to descend, and (b) the independent support of the stairway and passages instead of making them an integral part of the floor construction, as in the ordinary enclosed stairway.

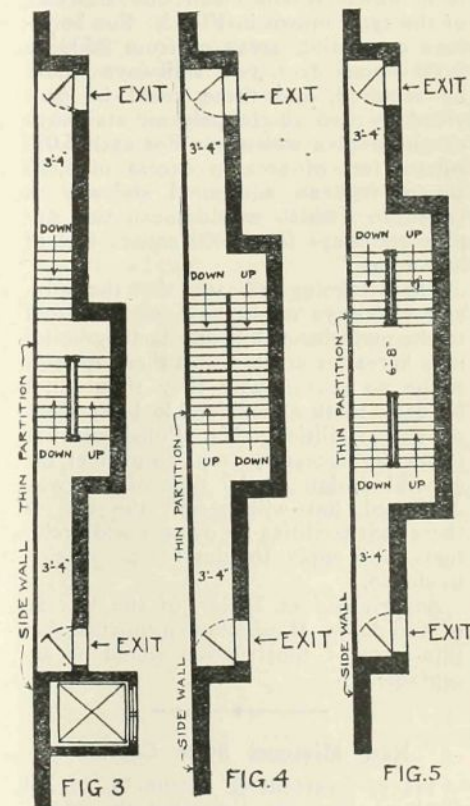
Several important advantages are claimed for this form of construction over fireproof stairways:

(a) The broken wall is far safer than a straight wall in that it will stand up even though the interior of the building



ing rapidly into favor in spite of some obvious defects.

In fixing on the proper location of exits from lofts, it appears evident that an exit should always be placed near a large number of persons. Those who are familiar with conditions in the average loft know that the rear portion is generally given up to the manufacture of commodities, and the front to offices and showrooms. The occupants of the floor are generally grouped at both the front and the rear of the loft because of the light, with the great majority at the rear. The middle or dark part of the loft is given up to stock and shipping.



were burnt out. It thus becomes a superior fire stop.

(b) The firemen have excellent points from which to fight a fire on any floor, with a considerable decrease of danger owing to the excellent retreat that is possible.

(c) A polyxite stairway does not take up more room than would the two independent stairways that should be provided for proper safety.

(d) The stairway uses some of the least valuable area in a loft, since it does not require the window space nor passageways at windows, that are called

for by smoke-proof towers and outside fire-escapes.

(c) The cost of a building provided with a polyexit stairway need not exceed the cost of one provided with an enclosed fireproof stairway and an outside fire-escape. It will certainly cost less than a building with two fireproof stairways.

Coming next to the various types of stairs to be used in the enclosures, it becomes apparent that duplex stairways can be profitably used in buildings exceeding an area of 2,500 square feet. Figs. 4 and 5 represent two types of these stairways, and clearly show how two stairways can be placed in a single enclosure.

The type shown in Fig. 4 takes up somewhat less room than does the other, and is alternately fed from the front and rear doors of the lofts as it descends. This tends to equalize the number of people using each stairway. Fig. 6 shows a simpler form of duplex stairway that permits communication between the two doorways on any floor through the stair enclosure in a simple manner which is an advantage that the other form of duplex stairway does not possess. The number of people using each stairway automatically adjusts itself in this type. The advantage of communication through the stair enclosure is that better opportunity is thereby offered for fighting a fire.

It now remains to decide on the type and number of stairways to be used for various sizes of loft buildings, and at the present time this depends on the requirements of the Building Code that is still in use. The code specifies that one stairway is required for buildings containing an area up to 2,500 square feet, which would mean one stairway of the type shown in Fig. 3. For buildings containing areas of from 2,500 to 5,000 square feet, two stairways would be required, and these could be provided by two single polyexit stairways or one duplex stairway. For each 5,000 square feet of area in excess of 5,000 square feet an additional stairway is called for, which would mean two duplex stairways for 15,000 square feet of loft area.

The foregoing indicates that the polyexit stairways might be easily adjusted to the majority of loft and factory buildings hereafter erected, and there appears to be no reason why they should not be used to the considerable betterment of exit facilities. Mr. Polishook has taken the necessary steps to protect the general design of the type of stairway described, but will permit the use of these exit facilities by owners and architects who apply to him for permission to do so.

Superintendent Miller, of the Bureau of Buildings, Manhattan, intimates that this form of construction would be acceptable.

#### New Missouri State Capitol.

Tracy, Swartout & Litchfield, of 244 Fifth avenue, are preparing the working drawings for the Missouri State capitol, for which building they were selected as the architects after a competition. The estimated cost of the edifice is \$2,230,000. In general outline the architecture will be of the usual but beautiful American capitol type; in details it will follow classic precedents. The stone with which the walls will be laid will be quarried in the State. Area of ground to be covered, 420x220 feet. The wings to the right and left of the dome are to be 88 feet in height, containing three stories and a basement with a sub-basement underneath the entire structure.

#### MISCONSTRUCTION A DANGER.

##### Threatens Fifth Avenue—Consequences of Over-Building Pointed Out.

The skyscraper and its effect on the surrounding neighborhood was the subject of an illustrated talk by Reginald Pelham Bolton, C. E., at the Harlem Y. M. C. A., on Wednesday evening. The pictures had an unusual quality in that many were night scenes and showed the effectiveness of the municipal lighting system, especially on Fifth avenue, which the lecturer termed the best lighted thoroughfare in the world.

The night-time views also brought out distinctly one of the points of the lecture, that so keen is the demand for show-window space on Fifth avenue that second, and even third, stories are being used for the purpose, as well as the first. Mr. Bolton regretted the indiscriminate erection of tall loft buildings for ordinary manufacturing purposes that had taken place on lower Fifth avenue, and was now threatening the middle section of the thoroughfare, and he hoped that the advent of apartment houses on upper Fifth avenue (Central Park East) would not be followed by an indiscriminate construction of this class of tall buildings there. The eventual consequence would be severe for land values and the whole city would be the loser.

One effect of the erection of a skyscraper loft building in a neighborhood was, by draining tenants from the old buildings, to compel the erection of other skyscrapers as a defensive measure on the part of adjacent owners. In order to find tenants, owners felt obliged to permit their use for manufacturing purposes of a kind that gave employment to great numbers of operatives from the lower East Side.

These operatives thronged the sidewalks at certain hours of the day to such an extent as to become a great hindrance to the high class retail trade that once belonged there. So many tall loft buildings had been erected so close together in some neighborhoods that the facilities of good light and air had been nullified, and business had to be carried on by electric light as in old buildings. The process that had made over lower Fifth avenue into a manufacturing district was now going on in middle Fifth avenue.

Mr. Bolton's pictures of skyscrapers in the vicinity of City Hall served to illustrate another point in his talk, that the multiplication of office space had recently been so great that the owners of an old building had been unable to obtain a loan in order to make an enlargement. Some new buildings had been a very long time in filling up.

On the other hand, there were many locations that were natural and proper sites for skyscrapers of architectural merit, as the site of the new Times Building, of the Metropolitan Building and of the Fuller Building—the old "Flatiron" plot on Madison Square.

In the opinion of Mr. Bolton there had been a great deal of "misconstruction," of injury done by high blank walls being erected around two sides and overtopping beautiful monumental buildings of an earlier period. He did not advocate a rigid uniformity of skyline, but he made an appeal for more "harmony," better judgment and more consideration for the rights of others than is now being exemplified.

#### Cathedral Buildings.

Building operations on the cathedral grounds will presently be more active. Plans were approved this week by the trustees for two new chapels—the Hun-

tington and Furniss memorials—and also the plans for a deanery, which is to be the gift of Mrs. Clinton Ogilvie. Plans are in preparation for the Bishop's house. The stone walls of Synod Hall are rising at the corner of Cathedral Parkway and Amsterdam avenue. This edifice which is estimated to cost \$250,000 is the gift of Messrs. J. Pierpont Morgan and W. Bayard Cutting. On the Morningside avenue side of the grounds the construction of a cathedral choir school has been commenced—this the gift of Mrs. J. J. Blodgett. Work on the nave of the cathedral itself will be commenced when the building fund for that purpose amounts to \$250,000.

#### Private Freight Terminal.

The present site of the stone-cutting plant of John Gillies & Son at Long Island City, at the foot of 13th and 14th streets, will be occupied by the new owners, the Brooklyn Eastern District Terminal Company, for a freight terminal. Plans for the new buildings have not yet been completed, as the site will not be available until next January. The president and general manager of the terminal company is H. O. Havemeyer, the sugar manufacturer, who says:

"We expect to have connections with eleven railroad lines, five coastwise steamship lines, two Long Island Sound lines, and four Hudson River lines. These, with their connections, will include every railroad in the United States, Canada and Mexico. Our Brooklyn terminal is handling more than 1,500,000 tons of freight a year."

Warehouses, freight sheds and platforms, ferry-landings and trackage, are to be built, but to what extent is not yet known. John Gillies & Son are building new stone works elsewhere.

#### Built as Planned, A Good Defense.

Another chapter was added to the history of the Queensborough Bridge when a jury in the United States District Court awarded to the Pennsylvania Steel Company of Steelton, Pa., a judgment for \$227,893 in payment for work and material on the bridge. Payment had been refused by the city because two experts after an examination had reported that the bridge would not carry the traffic for which it was designed.

A counter claim for \$2,000,000 was put in by the city, on the ground that it had cost that to strengthen the bridge. The present verdict, if sustained by the United States Circuit Court of Appeals, will cancel the city's counter suit.

The bridge was completed in 1908, and the city paid the company according to contract up to that time. The money for which judgment was obtained was an amount which still remained unpaid.

It was not denied by the city's experts that the workmanship and material were faultless, and the company contended that the bridge was capable of carrying the traffic for which it had been constructed, and if that claim had not been substantiated in the examination by city engineers, then the fault was not with the builders but with the designers of the Bridge Department. The bridge, Mr. Taylor pointed out, had been built in strict accordance with the plans and specifications of the contract.

Assistant Corporation Counsels Martin, Cohen and Collins represented the city. In setting up the counter claim and in opposing the awarding of a judgment, Mr. Martin declared that it had been set forth in the specifications just what the bridge was expected to do, and therefore the builders were responsible for the results.

**A German Town Planner Coming.**

The People's Institute, New York, has arranged with Dr. Werner Hege-  
mann, of Berlin, Germany, secretary of  
the committee for the architectural de-  
velopment of Greater Berlin, and gen-  
eral secretary of the city planning ex-  
hibitions of Berlin and Düsseldorf, 1909,  
to come to America in the spring of  
1913 to co-operate with American cities  
in the promotion of planning projects;  
to make town planning surveys and to  
lecture upon the subject. Engagements  
have already been made with several  
eastern cities, but it is hoped arrange-  
ments can be made to keep Dr. Hege-  
mann in this country for several months.

Within the past ten years a wide in-  
terest in city planning has been awak-  
ened in this country. More than a hun-  
dred cities have undertaken projects for  
the building of civic centers, for plan-  
ning and housing surveys, the laying  
out of suburbs, the control of water and  
rail transportation, and the building of  
docks, harbors and terminals. In the  
solution of these questions, German  
cities surpass the world, but it is a ques-  
tion if we can do under American con-  
ditions what it is possible to do in lands  
having a different governmental sys-  
tem. Some of our city planners are  
certain that we cannot.

**Joint Committee for Port Improvement.**

Meetings have been held at the head-  
quarters of the Merchants' Association  
and at the Maritime Exchange to con-  
sider plans for organizing a Joint Com-  
mittee for Port Improvement. The  
meetings have been attended by repre-  
sentatives of the Maritime Association,  
the Allied Real Estate Interests, the  
City Club, and the North Side Board  
of Trade. The Board of Trade and  
Transportation declined to join in the  
movement, on the ground that it be-  
lieved that it could act more effectively  
as a separate body.

The Merchants' Association has felt  
for some time that lack of co-operation  
of various branches of the city govern-  
ment in regard to the adoption and sys-  
tematic carrying out of plans covering  
the improvements of the waterfront of  
this city calls for concerted and con-  
tinuous agitation by the great commer-  
cial bodies. It therefore advocates the  
creation of a Joint Committee, composed  
of two delegates from each of the large  
commercial organizations, such joint  
body to properly examine into:

First—The needs of the port. Sec-  
ond—The plans already elaborated by  
the Dock Department, and, therefore,  
on behalf of the commercial bodies, to  
advocate before the Board of Estimate  
and Apportionment such plans as this  
joint body approves. When the or-  
ganization of the Joint Committee has  
been completed, it is intended to hold a  
series of public hearings at the head-  
quarters of the various organizations  
for discussion of plans and proposals.

**Skyscrapers Indestructible.**

The Rand & McNally Building, which  
was one of the first examples of steel-  
frame construction in Chicago, has just  
been taken down to make room for an-  
other building. In the opinion of D. H.  
Burnham & Co., the architects, the build-  
ing could have stood indefinitely. The  
steel framework was practically un-  
touched by the tooth of time, after  
nearly a quarter of a century. Press  
reports from Chicago state that the  
paint was still on the steel and there  
was practically no rust.

—Henry Korn, a retired merchant and  
real estate operator and a large owner of  
real estate in New York City, died Oct.  
21 at his home, No. 35 East 60th street.

**NEW THINGS**

Of Interest To

**THE ARCHITECT, BUILDING  
MANAGER, OWNER, CON-  
TRACTOR OR TENANT.**

**Guards Against Boiler Explosions.**

Every building in which there is a  
steam boiler is constantly liable to seri-  
ous danger resulting from a careless en-  
gineer or janitor permitting the water  
to get too low. There is a device on  
the market which, when the water in  
the boiler approaches the danger mark,  
sounds a warning. Furthermore it in-  
sures a uniform water level, thus saving  
fuel, reduces repair cost and protects  
the life of the boiler. This device is  
made by the Lunkenheimer Company, of  
64-68 Fulton street, this city.

**Exterior Structural Elevators.**

General contractors will find consid-  
erable saving possible by using exterior  
elevator towers in the construction of  
buildings. In the first place, barrow  
cost is eliminated at one floor if the  
concrete mixer can be placed at the bot-  
tom of the tower. Furthermore, there  
is less liability of workmen being in-  
jured by having the elevator outside  
where the winchman can see it at all  
times. The Lakewood line, of 50 Church  
street, is turning out a perfected tower  
which embraces new features. Inquiry  
sent to that address will bring data that  
will be of great interest to contractors  
and builders in general.

**Hydraulic Jacks for Tight Places.**

Building managers will encourage  
their engineers in making their own re-  
pairs if they install adequate jacks for  
hoisting heavy parts of machinery in  
places usually inaccessible. The Wat-  
son-Stillman Company, of 50 Church  
street, has a very powerful jack capable  
of lifting from 2 to 1,500 tons, from 3  
to 48 inches, even in places where there  
is not room for the operation of levers  
or spanners. The jack is fully described  
in the company's catalog which will  
be sent upon application.

**Steel Concrete Forms.**

Much neater jobs in concrete work  
can be done by the use of steel than  
with any other kind of form. There  
are several kinds of steel forms on the  
market, but Read & Morrill, Inc., of 179  
Joralemon street, Brooklyn, have some-  
thing a little different from the ordinary  
run of forms. It is composed of standard  
plates which are adjustable to any dimen-  
sion. They are made of pressed steel  
and almost absolutely waterproof. The  
system is operated without bolts, nuts  
or wires, only wedge connections being  
used. It is claimed for this system that  
form cost is reduced to ½ cent a sur-  
face foot. Owing to the "Swing-up"  
system all scaffolding is eliminated and  
only two tiers of plates are required,  
one being swung up on the other as the  
construction progresses. The company  
will send its catalog upon application.

**A New Mitre Box.**

A new type of mitre box, now being  
put on the market by L. H. Olmsted,  
of Hasbrouck Heights, N. J., is designed  
to meet all present day requirements.  
It is made in two sizes to take work  
½x3 inches, also 2½x4 inches. Upon  
the upper edge and at one end of the

uprights are fastened two flanges which  
are used to guide the saw when sawing  
a square cut. The frame is made of iron,  
but a board is secured to the bottom of  
the inside. When a hack saw is used  
with a blade 4 inches wide the back  
serves as a stop by striking the top of  
the adjustable iron saw guides. The iron  
saw guides protect the saw from com-  
ing in contact with the sides of the  
slots.

**Double Claw Hammer.**

In this age of rapid execution of work  
and demand for general efficiency it is  
of particular interest to employers to  
see that their workmen are properly  
equipped with tools. This is particularly  
so among building managers. Tenants  
will drive nails into the walls, but when  
these nails can be carefully withdrawn  
the damage is only slight. In this con-  
nection it would seem that every man-  
ager would see to it that his house car-  
penters and other employees are equip-  
ped with double claw hammers for the  
reason that by the use of both claws  
the nail can be extracted from a plaster  
wall or ceiling without pitting the sur-  
face. The double claw permits an even,  
straight pull on the head of the refrac-  
tory nail. It is well worth while com-  
municating with the Double Claw Ham-  
mer Company, of 453 Broadway, Brook-  
lyn, for literature. The cost of the ham-  
mer is only \$1.50.

**Extinguisher for Gasoline Fires.**

A device measuring 14 inches in  
height, 3 inches in diameter, and weigh-  
ing 5¾ pounds for extinguishing gaso-  
line, naphtha and other fires originating  
from highly volatile oils and liquids is  
being put upon the market by David  
Kahnweiler's Sons of 338 Pearl street,  
New York City. It is claimed for this  
appliance that it is non-freezing, non-cor-  
rosive, non-damaging, and a non-con-  
ductor of electricity. It is called the  
Simplex extinguisher. The machine is  
filled with Simplex fluid, a combined  
formula of powerful gases in liquid state,  
but entirely void of moisture, therefore  
it can not freeze. It contains no acid  
or alkali, evaporates readily and leaves  
no residue, nor does it cause any dam-  
age to delicate material. The compact-  
ness of this device and the fact that  
it extinguishes any kind of a fire should  
commend itself to building managers in  
particular and owners in general.

**Gravesend Bay Improvement.**

Property owners at Bensonhurst and  
Bath Beach are petitioning the govern-  
ment to build a breakwater for Graves-  
end Bay, so that the shore can be im-  
proved with docks and warehouses. A  
committee has been formed with Wil-  
liam G. Ford as chairman and Herbert  
E. Reeves as secretary to draw up a  
statement to be submitted with signa-  
tures to the U. S. government authori-  
ties. Mr. Ford, a consulting engineer,  
was a member of the Jamaica Bay Com-  
mission, and Mr. Reeves is president  
of the South Side Board of Trade.

Other men active in the move-  
ment are Gage E. Tarbell, Congress-  
man Calder, John Shields, William G.  
Morrisey, president of the Brooklyn  
Board of Real Estate Brokers, Freder-  
ick Semkens, Eugene Moran and C. R.  
Fry.

Engineer Ford gives the following  
reasons for building the breakwater:

"It would make possible the construc-  
tion of some twelve miles of protected  
wharfage. Without a breakwater ves-  
sels alongside such wharfage would be  
in danger. It would mean cheap build-  
ing material. It would mean lower cost  
of living. It would afford suitable sites  
for manufactories. And further, Graves-  
end Bay will never be available for full  
development without a breakwater."

### BUILDING MATERIALS

#### OFFICIAL FACTS IN THE ATLAS PANAMA CANAL AWARD.

Dealers in Control of Brick Market—Heavy Hardware Prices Higher—Sheets Advance \$2 a Ton—All Lumber Lines Stiff.

THE action of the steel companies in checking the runaway market for structural material was the most important feature in the building material market this week. It served as a brake upon possible speculative buying which, while inconspicuous in the recent past, shows signs of activity for deliveries running over the second quarter. The action of the steel companies in announcing that no further important price advance would be made before the bonafide buyer of steel has had a chance to get into the market, temporarily shuts out the speculative element.

At the same time the announcement was made from Pittsburgh that sheets have moved up \$2 a ton making the new minimum 2.25c. Pittsburgh, mill, on black and 3.40c., on galvanized. This is generally expected to be the last upward price movement for this commodity before the first of the year.

Next in importance to this development was the fact that the brick dealers in New York City are in practical control of the available supply. Delay in getting steel from the mill is tying up barge load after barge load, while the season is in its death throes. Those few jobs which are able to take brick are the levers upon which dealers are forcing the current price to the seven-eighths level, despite the fact that current quotations range from \$6.75 to \$7.25 a thousand. In order to free barges some manufacturers are selling even fair grades of brick at that figure.

The cement market is quiet. Very little new business is being taken on the \$1.58 level. Only a few isolated sales to dealers were reported during the week.

The Isthmian Canal Commission, upon request from this paper, stated the true facts in the award of the extra million barrels of Portland cement which will be required to complete the Panama Canal. The statement is published elsewhere on this page.

Lumber is a source of surprise to distributors who are finding a sharp buying movement when they least expected it. This buying, however, is for small quantities showing that dealers are not in any hurry to come into the market for stock lumber, despite the fact that prices are continually going up.

The upward movement in the price of building materials is becoming general. The Record and Guide is making investigations in every department of building material and equipment and the incomplete results so far obtained indicate not only continued strength but a general stiffening of quotations. Compilations of all the departments being covered will be published in a subsequent issue.

#### CEMENT IN PANAMA.

Isthmian Canal Commission Makes Statement Through Record and Guide.

PORTLAND cement distributors in this market as well as throughout the country have evinced considerable interest in the award of the Isthmian Canal Commission of the million barrel contract for Portland cement to be used in the completion of the Panama Canal to the Atlas Company. The Record and Guide in its issue of September 7 and October

12 reported the results of bidding on Circular No. 721 and the subsequent award to the Atlas Company.

The fact that the Atlas was awarded the contract came as a distinct surprise to cement interests in particular and building interests in general throughout the East, in view of the fact that the Atlas Company previously had made it plain that higher mill prices should be adhered to.

Inquiry was made to this department regarding the truth of the facts published, and verification was received from Major F. C. Boggs of the Corps of Engineers to the United States Army, in the following statement:

"The Isthmian Canal Commission is under contract with the Atlas Portland Cement Company for furnishing approximately 4,500,000 barrels of cement. It being realized that the amount of cement called for under this contract would be used within the next six months and that an additional million barrels would probably be required to complete all the work on the Isthmus, Circular No. 721 asking for bids was issued in the usual form. Several days before the opening of this circular, a letter was received from the Atlas Portland Cement Company, in which they stated that they did not contemplate bidding on the requirements of the circular, but that if no satisfactory bids were received thereunder, they would be willing to continue furnishing cement for the needs of the Canal at their former price. On the opening of the bids under the circular, it was found that the lowest bid was approximately 20 per cent. higher than the price the Commission had been paying to the Atlas Portland Cement Company. With the approval of the Secretary of War, all bids under the circular were therefore rejected and the former contract with the Atlas Portland Cement Company was continued in force."

John R. Morron, president of the Atlas Co., was out of the city when he was asked for a statement regarding the award to his company.

#### SLOW STEEL WEAKENS BRICK. Dealers Have Control of Open Market—Last Kila Burning.

WITH the last kilns of the season burning or about to be fired the dealers find themselves practically in control of the brick market. While prices are quoted at \$6.75 to \$7.25, practically about seven-eighths is about the best that distributors can get under the circumstances.

The position of the dealers is rather unique. Many buildings are temporarily tied up because of shortage of steel. The buying that is taking place is the result of barges being held at docks pending resumption of work. In those cases where riding can go ahead dealers will purchase, but only at their own figures which usually is placed at \$6.87½ a thousand. These dealers are in an independent position and rather than tie up the boats unnecessarily some manufacturers are selling even fair grades of brick on that concession.

There seems to be no immediate chance of this condition curing itself in view of the fact that steel deliveries are still from 400,000 to 500,000 tons a month behind orders, about one-sixth of which are scheduled for New York City deliveries. In other words, about 83,000 tons of steel or 24,900,000 common brick are tied up in this market because steel cannot be delivered promptly.

Many of the Hudson River brick manufacturers are making their double coal brick preparatory to firing their last burn for the season. It is entirely probable that with the midweek rain and the probabilities of colder weather with the next few days that by the first of November all but one or two plants in the Hudson River district will be entirely closed down.

The present price condition in New York City is not conducive to low prices late in the winter and early in the spring.

Transactions in this market last week with comparisons for the corresponding week in 1911 follow:

| 1912.                  |           |        |
|------------------------|-----------|--------|
| Left Over, Oct. 12—29. |           |        |
|                        | Arrivals. | Sales. |
| Monday                 | 24        | 5      |
| Tuesday                | 3         | 20     |
| Wednesday              | 5         | 5      |
| Thursday               | 4         | 8      |
| Friday                 | 7         | 13     |
| Saturday               | 9         | 2      |
| Totals                 | 52        | 53     |

Condition of market fluctuating. Current prices, \$6.75 to \$7.25. Basic, \$6.87½. Rarities, \$6.75 to \$7.25. Basic, \$6.75 (While sale dock New York. Add for cartage and dealers profit for retail prices.) Left over October 19—28.

| 1911.                     |           |        |
|---------------------------|-----------|--------|
| Left Over, October 14—12. |           |        |
|                           | Arrivals. | Sales. |
| Monday                    | 34        | 21     |
| Tuesday                   | 1         | 9      |
| Wednesday                 | 9         | 7      |
| Thursday                  | 5         | 5      |
| Friday                    | 3         | 4      |
| Saturday                  | 4         | 3      |
| Totals                    | 56        | 49     |

Condition of market easy. Prices, \$6.50 to \$6.75. Left over, October 21—19.

#### HEAVY HARDWARE HIGHER. Manufacturers Report Rush Orders Showing Heavy Retail Demand.

MANUFACTURERS of hardware are still advancing prices. Upward movements have been reported on some of the heavier lines where raw material such as pig iron and steel are important factors. This change affects tools such as sledge hammers, crowbars, wedges, mattslocks and other heavier appliances. It is seldom that advancing prices go so far as to attack these staples, and its importance from a building construction viewpoint lies in the fact that the recent price advances in this department are not only firm but general. The demand in the metropolitan district for structural material such as nails continues very firm. Quotations in carload and larger lots to jobbers and large consumers made on 60-day terms with 2 per cent. discount for cash in 10 days. Wire nails bring \$1.95 per keg out of store. Cut nails bring \$1.90 per keg, out of store.

Sheets are very active. Pittsburgh prices run as follows on 30 day net or 2 per cent. cash discount in 10 days.

| Blue Annealed Sheets.                   | Cents per lb. |
|---|---------------|
| Nos. 3 to 8.....                        | \$1.50        |
| Nos. 9 and 10.....                      | 1.55          |
| Nos. 11 and 12.....                     | 1.60          |
| Nos. 13 and 14.....                     | 1.65          |
| Nos. 15 and 16.....                     | 1.75          |
| Box Annealed Sheets, Cold Rolled.       |               |
| Nos. 10 to 12.....                      | \$1.80        |
| Nos. 13 and 14.....                     | 1.85          |
| Nos. 15 and 16.....                     | 1.90          |
| Nos. 17 and 21.....                     | 1.95          |
| Nos. 22, 23 and 24.....                 | 2.00          |
| Nos. 25 and 26.....                     | 2.05          |
| No. 27.....                             | 2.10          |
| No. 28.....                             | 2.15          |
| No. 29.....                             | 2.20          |
| No. 30.....                             | 2.30          |
| Galvanized Sheets of Black Sheet Gauge. |               |
| Nos. 10 and 11.....                     | \$2.30        |
| Nos. 12, 13 and 14.....                 | 2.40          |
| Nos. 15 and 16.....                     | 2.55          |
| Nos. 17 and 21.....                     | 2.70          |
| Nos. 22, 23 and 24.....                 | 2.85          |
| Nos. 25 and 26.....                     | 3.00          |
| No. 27.....                             | 3.15          |
| No. 28.....                             | 3.30          |
| No. 29.....                             | 3.45          |
| No. 30.....                             | 3.60          |

#### TO STEADY STEEL PRICES. Further Fluctuations Unlikely Before January First.

IN the midst of the general upward tendency of other building materials following the lead of steel action was taken this week by the producers in Pittsburgh in an attempt to check a runaway market as far as buying is concerned. This was done with the view to safeguarding manufacturers against tying up on first and second quarter delivery at current prices which are almost sure to move higher after the first of the year in conformity with the stiffening tone of the pig iron market. No further important price advances in finished steel products will develop before the first of the year.

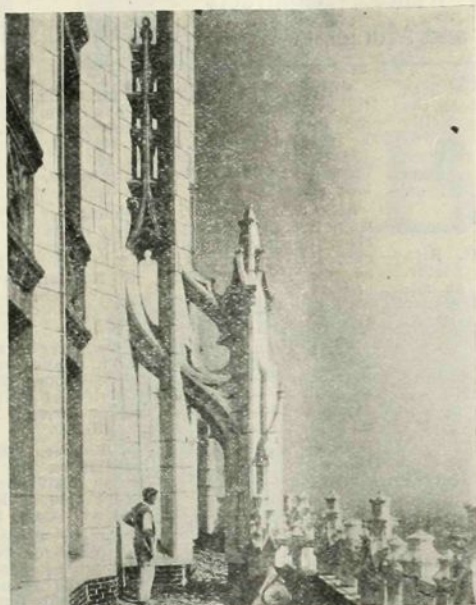
Many of the mills already have their capacity under contract to the end of the second quarter or up to July first. Three of the largest independent companies are entirely out of the market for the first quarter of 1913.

It is significant that during the recent excited steel market there has been very little speculation in the metropolitan district for the reason that the speculators were not inclined to take chances on the outcome of the election. It is this prospective speculative buying that the mills are figuring on to come out after January first.

Had no brake been applied to the present steel market the interim between November 5 and January 1 would have been featured by shutting out of almost every bonafide building steel order. The steel companies have come to the side of the responsible builder to protect him from being checkmated by the speculators.

Sheets are \$2 a ton higher making a new minimum of 2.25c. Pittsburgh mill on black and 3.40c. on galvanized. Pig iron producers are nervous because of the threatened advance in the price of coke. Prices are liable to go up further, particularly in No. 2 foundry for any shipment up to July 1 to next year.

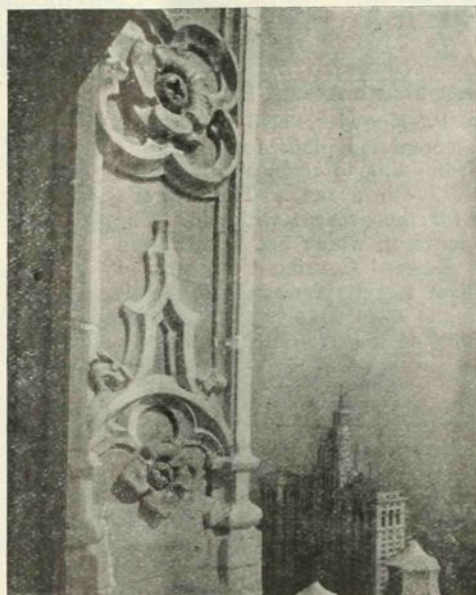
(Continued on page 790.)



Flying Buttress at 42d Story

Details  
of  
Woolworth  
Building  
New York

*Before cleaning and  
pointing*



Reveal of Upper Story Window Jamb  
*(Municipal Building in background)*

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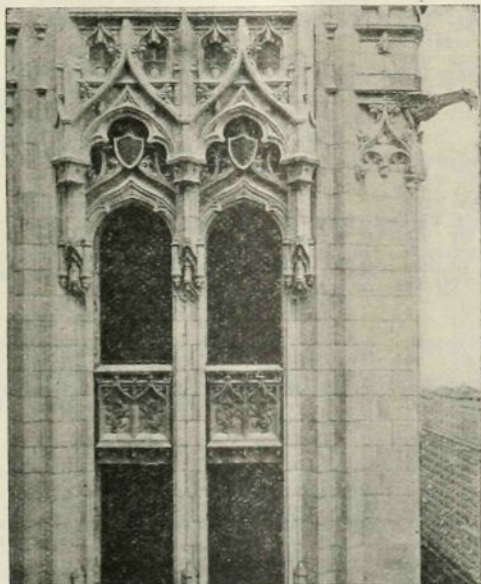
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Canopy at 45th Story



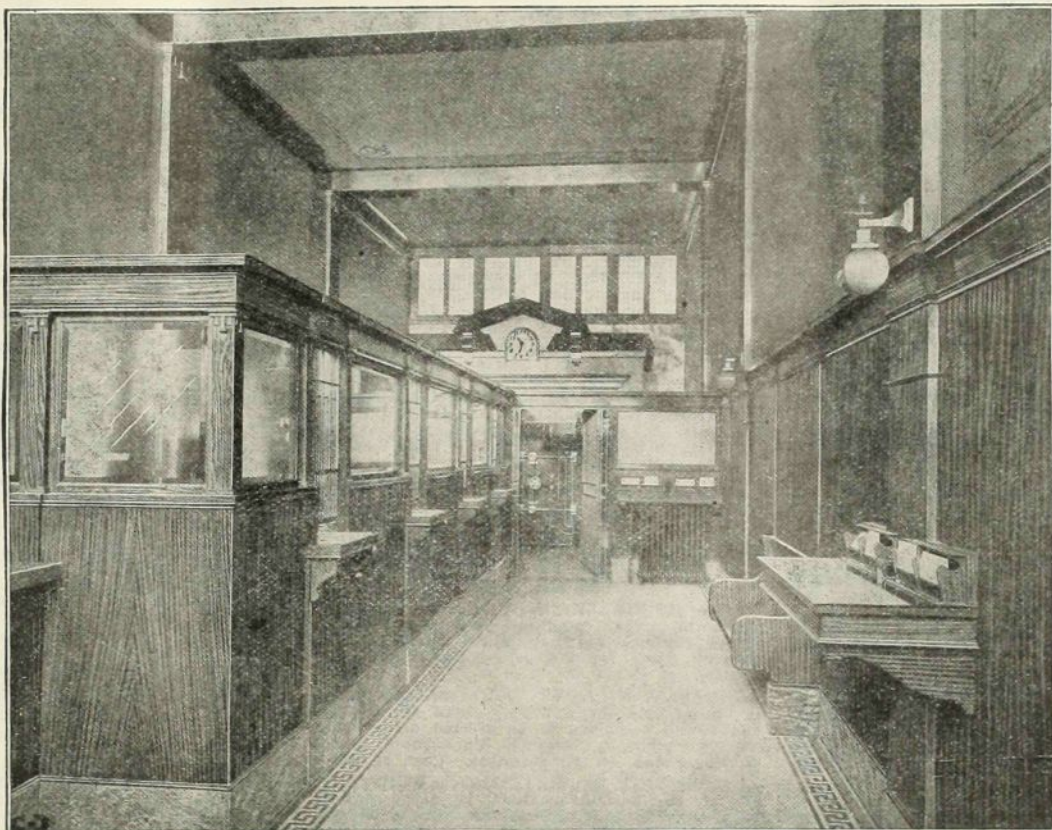
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# A RED GUM BANK



VIEW OF THE INTERIOR OF A WESTERN BANK.  
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Works, 26 Washington st, owner, J. K. Jensen, 138 Smith st, is architect. George W. Mercer Construction Co., 276 Maple st, has mason work.

### HALLS AND CLUBS.

ALBANY, N. Y.—Adolph Fleishman, 59 North Pearl st, has been commissioned to prepare plans for the construction of a country club on Schenectady rd, for the Delphi Country Club, L. S. Waldman, chairman of building committee, 51-53 North Pearl st.

MT. VERNON, N. Y.—Excavating is under way for the 2-sty brick club room and office building, 50x100 ft, to be erected on the east side of 5th av, 200 ft south of 6th st, for the Westchester Electric Railway Co., F. W. Whitridge, president, N. Y. C.; W. P. Seaver, 322 5th av, N. Y. C., architect; Dawson & Archer, 150 5th av, N. Y. C., general contractors; C. W. Klappert's Sons, Inc., 328 East 25th st, N. Y. C., have the carpenter work.

SEABRIGHT, N. J.—Foundations are under way for an addition to the 2-sty clubhouse here for the Seabright Beach Club, Captain Miller Newman, in charge, owner. Charles V. Shropshire, this place, has the general contract. Cost, \$5,000.

### MUNICIPAL WORK.

OSSINING, N. Y.—The Village of Ossining, John M. Terwilliger, clerk, corporation rooms, is taking bids to close October 29 at 8 p. m. for the construction of section 1 of the sewer system.

NEW YORK STATE.—Plans for contract "C" of the Cayuga and Seneca Canals are nearing completion. It consists of locks 2 and 3, dam 2, retaining walls, bridge abutments and appertaining work at Seneca Falls. The New York State Department of Public Works, owner, Duncan W. Peck, superintendent, Capitol, Albany, N. Y., John A. Bensen, Capitol, Albany, N. Y., state engineer.

### PUBLIC BUILDINGS.

DEPEW, N. Y.—Bids will close Nov. 1 for a 2-sty and basement village hall 50x80 ft for the Village of Depew, N. Y., John Glade, village clerk. Harris & Merritt, 1 Erie County Bank Building, Buffalo, N. Y., architects. Cost, \$25,000.

AUBURN, N. Y.—The U. S. Government, Treasury Department, Washington, D. C., is taking bids for remodeling and extending the Post Office and Court House from plans by Oscar Wenderoth, Treasury Department, Washington, D. C., supervising architect. Bids will close December 9 at 3 p. m.

### SCHOOLS AND COLLEGES.

AVON, N. J.—G. W. Henderson, this place, was low bidder on the general contract for the addition, 40x56 ft, to the 2-sty brick school, at the southwest corner of 5th and Lincoln avs, for the Board of Education of Avon, N.

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DWELLINGS.

WILLIAMSBRIDGE ROAD, e s, 1671 s Bronx and Pelham Parkway, 1-sty frame dwelling, tin roof 16x16; cost, \$500; owner, Carmino Serra, on premises; architect, Henry Nordheim, 1087 Tremont av. Plan No. 809.

FACTORIES AND WAREHOUSES.

221ST ST, s s, 506.3 e Barnes av, 1-sty brick factory, slag roof, 49.5x110.4; cost, \$10,000; owner, Edward Schmidt & Co., 31 Union sq; architect, Everts Tracy, 244 5th av. Plan No. 805.

HALLS AND CLUBS.

ARTHUR AV, w s, 164 s 187th st, 1-sty brick amusement hall, tin roof, 25x115; cost, \$1,000; owner, Joseph Pesoro, 189th st and Crotona av; architect, Charles S. Clark, 401 Tremont av. Plan No. 806.

STABLES AND GARAGES.

BASSETT AV, w s, 500 n Saratoga av 1-sty frame stable, 15.6x12; cost, \$500; owner, J. Lista, on premises; architect, Otto C. Krauss, 2318 Newbold av. Plan No. 807.

JEROME AV, 1934, 2-sty brick garage, tar and gravel roof, 25x101; cost, \$20,000; owner, John Schriber, 1835 1st av; architect, Louis E. Dell, 1133 Broadway. Plan No. 796.

MISCELLANEOUS.

HARLEM RIVER, R. R. YARD, 250 e St. Ann's av, 360 s 131st st, 1-sty concrete electrical house, 20.4x14.4; cost, \$1,000; owners, N. Y., N. H. & H. R. R. Co., 132d st and Willis av; architect, F. A. Keen, 132d st and Willis av. Plan No. 804.

Brooklyn.

APARTMENTS, FLATS AND TENEMENTS.

SCHENECTADY AV, e s, 99.8 s St. John's pl, 4-sty brick tenement, 40.11x96, tar and gravel roof, 18 families; cost, \$20,000; owner, Rudolph Norek, 1544 Union st; architect, Cohn Bros., 361 Stone av. Plan No. 6307.

UNION ST, s s, 150 e Nostrand av, 4-sty brick tenement, 38x105, tar and gravel roof, 16 families; cost, \$35,000; owner, Lyn Realty Co., 1521 President st; architect Clarence L. Sefert, 45 West 34th st. Plan No. 6350.

HOPKINSON AV, e s, 103.7 n St. Mark's av, 4-sty brick tenement, 52x87, slag roof, 23 families; cost, \$25,000; owner, Samuel Sassulsky, Inc., 312 Hopkinson av; architects, S. Millman & Son, 1780 Pitkin av. Plan No. 6371.

SUTTER AV, n s, 49.11 w Barrett st, 4-sty brick tenement, 50x88, slag roof, 20 families; cost, \$25,000; owner, Barrett Construction Co., 509 Howard av; architect, S. Millman & Son, 1780 Pitkin av. Plan No. 6370.

CUMBERLAND ST, w s, 200 n Lafayette av, 5-sty brick tenement, 56x85, tar and gravel roof, 20 families; cost, \$40,000; owner, Kahan Construction Co., Inc., 103 Amboy st; architect, Cohn Bros., 364 Stone av. Plan No. 6396.

CHURCHES.

AV \* G, s w cor Argyle rd, 1 1/2-sty brick church, 69x69.10, slate roof; cost, \$25,000; owner, Wills Memorial Presbyterian Church, 584 East 19th st; architect, Ernest Greene, 5 Beekman st, N. Y. Plan No. 6338.

STOCKTON ST, s s, 90 w Tompkins av, 3-sty brick synagogue and school, 34x85, tar and gravel roof; cost, \$22,000; owner, New Hebrew School of Brooklyn, 202 Stockton st; architect Klein & Koen, 9 Debevoise st. Plan No. 6439.

EAST 49TH ST, es, 100 s Linden av, 1-sty frame church, 25x25, metal roof; cost, \$3,500; owner, Rugby Presby. Church, 828 Lenox rd; architect, Decker Co., 277 Broadway, N. Y. Plan No. 6454.

DWELLINGS.

BARREN ISLAND, East End, ten 1-sty frame dwellings, 15x26, — roof, 1 family each; total cost, \$5,000; owner, Michel Phibiel, on premises; architect, S. Millman & Son, 1780 Pitkin av. Plan No. 6342.

BENNETT COURT, w s, 100 n 72d st, three 2-sty brick dwellings, 16.3x42.8, tar and gravel roof, 1 family each; total cost, \$8,400; owner, Grant Gregory, 970 Bay Ridge av; architect, C. B. White, 6323 New Utrecht av. Plan No. 6297.

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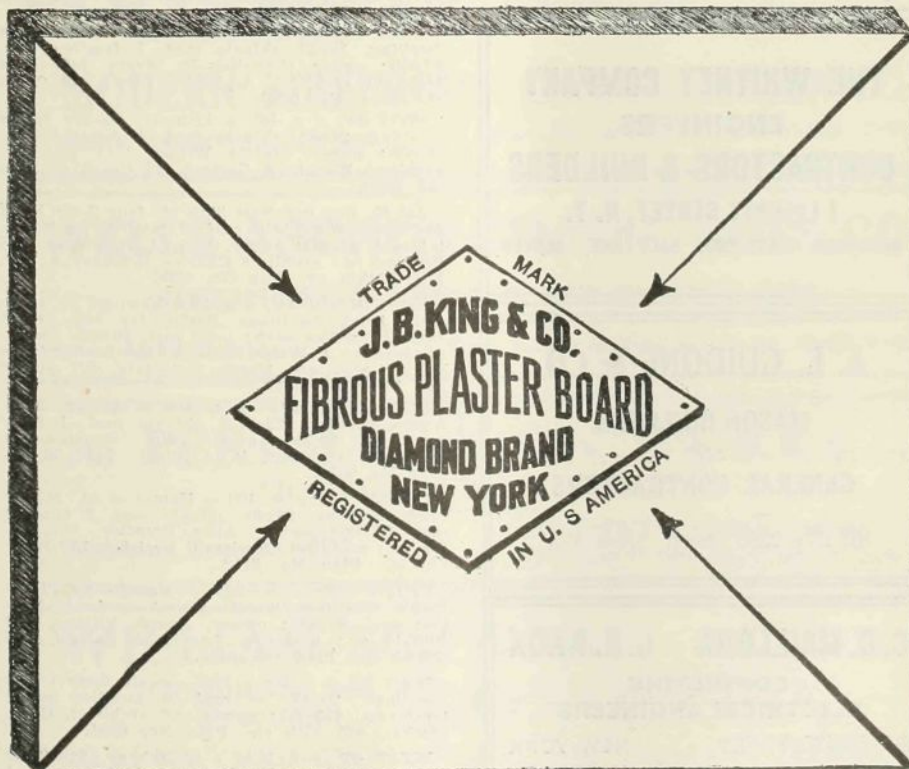
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STONE AV. w s, 20 s Blake av, 4-sty brick store and tenement, 25x89, slag roof, 11 families; cost, \$14,000; owner Robert Grosberg, 216 Bay 23d st; architect, S. Millman & Son, 1780 Pitkin av. Plan No. 6365.

**THEATRES.**

BROADWAY, n s, 100 w Hewes st, 1-sty brick moving picture, 50x100, tar and gravel roof; cost, \$8,000; owner, Edgar B. Newman, 548 West 25th st, N. Y.; architect, Van Buskirk & Leslie, 180 Montague st. Plan No. 6349.

**MISCELLANEOUS.**

BERGEN ST n s, 125 e 3d av, 2-sty brick wagon shed, 100x50, tar and gravel roof; cost, \$8,000; owner, R. T. Stevens Milk Co., 90 3d av; architect Albert Ullrick, 371 Fulton st. Plan No. 6293.

VAN SICLEN ST, n w cor Av T, 1-sty frame carriage shed, 18x12, shingle roof; cost, \$200; owner, Wm. Mayhew, on premises; architect, R. T. Schaeffer, 1522 Flatbush av. Plan No. 6310.

HENDRIX ST, w s, 130 s Fairfield av, 1-sty brick laboratory, 19.10x31.10, slate roof; cost, \$1,000; owner, City N. Y. (Bureau of Sewers), 215 Montague st; architect A. L. L. Martin, 215 Montague st. Plan No. 6363.

GATES AV, s s, 212.6 w Reid av, 1-sty iron shed, 20x28, iron roof; cost, \$150; owner, Ralph Semonite, 828 Gates av; architect, Louis Allmendinger, 926 Broadway. Plan No. 6372.

WEST 9TH ST, 189, 1-sty iron shed, 30.8x38.6, corr. iron roof; cost, \$300; owner, Dobler Smelting Co., 189 West 9th st; architect, Frank White, 220 Leonard st. Plan No. 6411.

WEBSTER AV, s e cor Gravesend av, 1-sty brick pool room, 22x40, — roof; cost, \$1,000; owner, Benisch Bros., Jamaica nr Railroad av; architect, Charles Infanger & Son, 2634 Atlantic av. Plan No. 6421.

**Queens.**

**DWELLINGS.**

ANNADALE PARK.—Tredwell st, s s, 160 e Marlowe av, three 2½-sty frame dwellings, 18x35, metal tile roof, 1 family; cost, \$6,000; owner, Stephen Tritschler, 35 Willow st, Richmond Hill; architect, James D. Geddes, 4 Lexington st, Richmond Hill. Plan Nos. 3272-3-4.

ARVERNE.—Remington av, s w cor Morris av, 2-sty frame dwelling, 25x37, shingle roof, 1 family; cost, \$3,500; owner, Morris Hesse, 15 Whitehall st, N. Y.; architect, Howard Callman, Far Rockaway. Plan No. 3228.

ARVERNE.—Remington av, n w cor Morris av, 2-sty frame dwelling, 25x37, shingle roof, 2 families; cost, \$3,500; Remington av, w s, 50 n Morris av, two 2-sty frame dwellings 25x37, shingle roof, 1 family; cost, \$7,000; owner, Morris Hesse, 15 Whitehall st, N. Y.; architect, Howard & Callman, Far Rockaway. Plan Nos. 3229, 3230, 3231.

ARVERNE.—Vernam av, e s, 160 s Almeda av, 2½-sty frame dwelling, 26x36, shingle roof, 1 family; cost, \$5,000; owner, Superb Construction Co., 271 Broadway, N. Y. C.; architect, H. T. Jeffrey & Son, 923 Lefferts av, Richmond Hill. Plan No. 3290.

ARVERNE.—Vernam av, e s, 40 s Almeda av, three 2½-sty frame dwellings, 26x36, shingle roof, 1 family; cost, \$15,000; owner Superb Construction Co., 271 Broadway, N. Y. C.; architect, H. T. Jeffrey & Son, 923 Lefferts av, Richmond Hill. Plan Nos. 3292-3-4.

ARVERNE.—Vernam av, e s, 100 s Morris av, 2-sty frame dwelling, 25x36, shingle roof, 1 family; cost, \$3,500; owner, Frederick Farthing, 8 Lincoln av, Rockaway Beach; architect, J. P. Powers Co., 60 Fairview av, Rockaway Beach. Plan No. 3295.

BAYSIDE.—Morak av, n s, 150 w Vernon av, 1½-sty frame dwelling, 12x24, shingle roof, 1 family; cost, \$400; owner, A. Ruthowski, Bayside. Plan No. 3297.

BAYSIDE.—Bell av, w s, 137 s Crocheron av, 2-sty frame dwelling, 24x32, shingle roof, 2 families; cost, \$4,000; owner and architect E. A. Sheffield, 3d st, Bayside. Plan No. 3226.

BAYSIDE.—7th st, w s, 146 s Montauk av, two 2½-sty frame dwellings, 24x29, shingle roof, 1 family; cost, \$8,000; owner and architect, John Dayton, Bayside. Plan Nos. 3276-77.

BELLAIRE.—Queens rd, w s, 144 n Buckingham pl, 2½-sty frame dwelling, 22x26, shingle roof, 1 family; cost, \$3,500; owner, Standard Homes Construction Co., 1 West 34th st, N. Y. C.; architect, John E. Nitchie, World Building, N. Y. Plan No. 3256.

COLLEGE POINT.—14th st, w s, 175 s 3d av, 2-sty frame dwelling, 22x48, tin roof, 2 family; cost, \$3,600; owner, Peter Eisenecht, 17th st, College Point; architect, Anthony Gordon, 104 10th st, College Point. Plan No. 3223.

CORONA.—Old Bowery Bay rd, w s, 1567 n Flushing av, 2-sty frame dwelling, 18x22, tin roof, 1 family; cost, \$800; owner, Paul Toto, Frey av, Corona. Plan No. 3218.

CORONA.—Randall av, n e cor Prometcha av, 2-sty frame dwelling, 20x50, tin roof, 2 families; cost, \$7,000; owner, John LaDuke, 90 Randall av, Corona; architect, R. W. Johnson, 60 Grove st, Corona. Plan Nos. 3270-71.

CORONA.—Railroad av, n s, 208 w Junction av, 2-sty frame dwelling, 20x30, tin roof, 1 family; cost, \$2,700; owner, Thomas Daly, 39th st, Corona; architect, Robert W. Johnson, 60 Grove st, Corona. Plan No. 3269.

DOUGLAS MANOR.—Shore rd, s e cor Westmoreland boulevard, 2-sty brick dwelling, 46x32, Spanish tile roof, 1 family; cost, \$5,600; owner, V. G. Hirsch, Douglaston, L. I.; architect D. Turner & Son, 54 West 116th st, N. Y. C. Plan No. 3257.

EAST ELMHURST.—Columbus boulevard, n s, 60 w Harbor Terrace, 2½-sty frame dwelling, 25x31, shingle roof, 1 family; cost, \$3,000; owner, Charles G. Johnson, 66 Grove st, Corona; architect, Robert W. Johnson, 60 Grove st, Corona. Plan No. 3296.

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Cathedral, 52d st, N. Y.; architect, Wm. J. McNamara, 7 West 67th st, N. Y. Plan No. 3220.

WOODHAVEN.—Benedict av, e s, 110 s Fulton av, 1-sty frame shed, 20x10, paper roof; cost, \$50; owner and architect, Realty & Construction Co., 4231 Broadway, N. Y. Plan No. 3227.

ROCKAWAY BEACH.—Division av, w s, 75 s railroad, 1-sty frame shed, 57x25, paper roof; cost, \$250; owner, Keshin Blestein Co., Chase av, Rockaway Beach. Plan No. 3302.

ROCKAWAY BEACH.—Chase av, e s, 50 s Boulevard, 1-sty frame shed, 19x30, tin roof; cost, \$200; owner, Keshin Blestein Co., on premises. Plan No. 3301.

**Richmond.**  
**CHURCHES.**

JERSEY ST, 500 w Brighton av, Tompkinsville, 2-sty brick synagogue, 30x73; cost, \$6,000; owner, Klein & Cohen, Tompkinsville; architect, John Davis, 265 Castleton av, Tompkinsville; builders, Block & Uslane, Tompkinsville. Plan No. 691.

**DWELLINGS.**

FINGERBOARD RD, e s, 255 s Clove av, Grasmere, 2-sty frame dwelling, 36x24; cost, \$3,300; owner, Geo. Cadmus, Grasmere; architect, John Davies, 265 Castleton av, Brighton Hgts.; builders, Hesse & Offenjust, Stapleton. Plan No. 686.

JEWETT AV, w s, 150 n Washington pl, Westerleigh, S. I., 2-sty frame dwelling, 25x50; cost, \$5,000; owner, G. T. Jackson, Westerleigh; architect, P. P.; owner builds. Plan No. 684.

FREELINGHUYSEN RD, 160 e Havenwood Esp, Brighton Hgts, 2-sty frame dwelling, 24x33; cost, \$3,500; owner, Chas. S. Dunning, Brighton Hgts.; architect, John Davies, 265 Castleton av, Tompkinsville; builder, Karlsson Bros., Stapleton. Plan No. 690.

TURNPIKE, e s, 40 s Wheeler av, West New Brighton, 2-sty brick dwelling, 21x30; cost, \$2,800; owner, Adolph Schwartz, West New Brighton; architect, P. P.; owner builds. Plan No. 688.

WILLARD AV, w s, 40 s Lathrop av, Westerleigh, 2-sty frame dwelling, 24x44; cost, \$4,800; owner, Jos Nuzzi, Westerleigh; architect, S. H. Bailey, New Dorp; builder, Gustave Ericson, New Dorp. Plan No. 695.

NEW DORP LANE, s s, 78 e 4th st, New Dorp, 2-sty brick dwelling, 19x26; cost, \$3,800; owner, F. E. V. Brandenburg, New Dorp; architect, H. W. Putnam, New Dorp; architect builds. Plan No. 693.

KISSELL AV, e s, 40 n Prospect av, New Brighton, 2-sty frame dwelling, 31x24; cost, \$2,800; owner, Russel Hobson, Arlington, N. J.; architect, John Megirian, 209 72d st, Brooklyn; builder, Robt. Lyon & Son, 77 Bay View av, New Brighton. Plan No. 692.

PRALL AV, e s, 100 s 1st st, West Brighton, 2-sty frame dwelling, 20x24; cost, \$1,800; owner, James Schmidt, West Brighton; architect, W. S. Holbert, West Brighton; architect builds. Plan No. 696.

WASHINGTON AV, 45 sw Curneaux av, New Dorp, 2-sty frame dwelling, 18x24; cost, \$1,000; owner, Helena Boyles Duntou, New Dorp; architect, James Grunert, New Dorp; builder, N. J. Golway, New Dorp. Plan No. 697.

CENTRAL AV, e s, 600 s Ter Pt, Richmond, 2-sty frame dwelling, 16x26; cost, \$1,700; owner, Tillie Van Name, Pt. Richmond; architects, Drake & Bush, Pt. Richmond; architects build. Plan No. 694.

CLIFTON AV, 150 w Bay st, Stapleton, 2-sty frame dwelling, 20x26; cost, \$1800; owner, John Cornell, Stapleton; builder, John Hemmes, Stapleton. Plan No. 698.

MOUNTAIN VIEW AV, op Purdy pl, W. N. B., four 2-sty frame dwellings, 23x29; cost, \$12,000; owner, Mt. View Realty Co., 26 Court st, Brooklyn; architect, F. Bucher, 1776 Pitman st, Brooklyn; builder, Albert Nelson, 1380 East 15th st, Brooklyn. Plan No. 699.

**STABLES AND GARAGES.**

HOPPING AV, n s, 125 e Amboy rd, Tottenville, 1-sty frame garage, 16x20; cost, \$100; owner, Geo. C. Brown, Tottenville; architect, P. P.; owner builds. Plan No. 687

**MISCELLANEOUS.**

TURNPIKE, ss, 70 e Perry av, West New Brighton, 1-sty frame poultry shed, 12x24; cost, \$60; owner, Geo. Palmer, West New Brighton; owner builds. Plan No. 689.

LAKE AV, Princess Bay, 1-sty brick ice house, 40x80; cost, \$2,500; owner, Abram Sharrot, Princess Bay; architect, A. H. McGeeham, Princess Bay; owner builds. Plan No. 685.

**PLANS FILED FOR ALTERATION WORK.**  
**Manhattan.**

BLEECKER ST, 40, 1-sty extension, 26.8x62.7, add 1 sty to extension, stairs to 3½-sty store and loft; cost, \$2,500; owner, Henry Krause, 59 Bleecker st; architect, Edward L. Middleton, 103 Park Row. Plan No. 2738.

BLEECKER ST, s e cor Mercer st, toilets to 2-sty store; cost, \$300; owner, Robert Goelet, 9 West 17th st; architect, E. W. Berger & Son, 121 Bible House. Plan No. 2771.

BOWERY ST, 282-286 Houston st, 81-85 East, partitions, stairs, store fronts to 4-sty store and loft; cost, \$3,500; owner, J. J. Astor estate, 23 West 26th st; architect, L. E. Denslow, 44 West 18th st. Plan No. 2775.

CANAL ST, 198-200, partitions to 6-sty loft; cost, \$100; owner, Brevoort Construction Co., 6 West 18th st; architects, Schwartz & Gross, 347 5th av. Plan No. 2752.

COLUMBIA ST, 26, interior changes to 4-sty loft; cost, \$500; owner, Estate Richard Dudgean, Cold Spring Harbor, L. I.; architects, Ewing & Chappell, 345 5th av. Plan No. 2763.

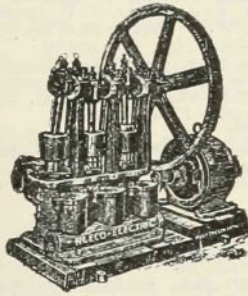
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LEXINGTON AV. 77, partitions to 4-sty hotel; cost, \$300; owner, M. D. Ryan, care of H. C. Cook, 38 Park Row; architect, B. W. Berger & Son, Bible House. Plan No. 2780.

50TH ST 313-15 West, passageway, seats to 1-sty bank; cost, \$2,000; owner, Alfred Beuhauer 200 5th av; architect, J. H. Kimbel, 305 West 43d st. Plan No. 2782.

DEY ST, 86-88, West st, 124, change stairway, store fronts to three 3-sty office and stores; cost, \$500; owner, J. A. Macdonald, 65 Liberty st; architect, Phillip Goldrich, 676 Beck st. Plan No. 2783.

14TH ST, 138-146 West, change show windows to 7-sty store and loft; cost, \$1,000; owner, Seth M. Milliken 79 Leonard st; architect, H. G. Knapp, 17 Madison av. Plan No. 2784.

34TH ST, 314 East, alter elevator shaft, partitions, skylights to 6-sty store and loft; cost, \$1,000; owner, W. L. Cahn, 128 Broadway; architect, J. E. Snook Sons, 261 Broadway. Plan No. 2785.

3D AV, 2211-2217, partitions, windows to 4-sty store; cost, \$600; owner, Edward Callan, premises; architects J. B. & J. P. Walther, 147 East 125th st. Plan No. 2723.

3D ST, 30 East partitions, windows to 3-sty store and dwelling; cost, \$1,200; owner, Adolph Schlesinger 7 Stanton st; architects, Gross & Kleinberger, Bible House. Plan No. 2724.

1ST AV, 1455, toilets, partitions to 5-sty tenement; cost, \$3,000; owner, Ida Kraus & Meta Deicher 353 East 78th st; architects, Goldner & Goldberg. Plan No. 2725.

GRAND ST, 273-275, partitions, interior changes to 3-sty loft; cost, \$15,000; owner, Morris Rose 63 Orchard st; architects, Hrenburger & Bardes, 122 Bowery. Plan No. 2726.

14TH ST, 207 East, toilets, partitions to 5-sty tenement; cost, \$500; owner, estate T. K. Kaughran 147 4th av; architects, Comyns & Tobar, 147 4th av. Plan No. 2727.

GANSEVOORT ST, 53-61 partitions, windows, to 5-sty store; cost, \$2,500; owner, Robert W. Goelet, Newport, R. I.; architect, A. M. Gray, 1402 Broadway. Plan No. 2728.

BROADWAY, s w cor 49th st, windows to 2-sty restaurant; cost, \$500; owner, James Churchill, 1603 Broadway; architect, H. M. Baer, 21 West 45th st. Plan No. 2729.

33D ST, 155 West, partitions toilets to 4-sty tenement; cost, \$450; owner, estate Martha Hughes, 21 Archer av, Mt. Vernon, N. Y.; architect, J. H. Friend, 148 Alexander av. Plan No. 2730.

5TH AV, s w cor 20th st, interior changes to 9-sty office; cost, \$500; owner, Methodist Book Concern, 150 5th av; architects, Milton Lee & Son, 6 West 22d st. Plan No. 2731.

**Bronx.**

OVERING ST, e s, 159 s Frisbie av, 1-sty frame extension, 13.6x15.6, to 1 1/2-sty frame barn; cost, \$100; owner R. T. Fordham, on premises; architect, J. E. Cahill, 2216 Ellis av. Plan No. 477.

148TH ST, n s, 225 w Morris av, move 2 1/2-sty frame dwelling; cost, \$300; owner, Antonio De Pillo, on premises; architect, T. J. Cunningham, 648 Jackson av. Plan No. 475.

164TH ST, 511 and 513, 1-sty brick extension 10x25, to 3-sty brick factory; cost, \$500; owners Van Horn and Sawtell on premises; architect, John A. Hamilton, 32 Broadway. Plan No. 474.

CORLEAR AV, w s, 84.11 s 231st st, new foundation to 2-sty frame dwelling; cost, \$500; owner, Thomas Coffin, on premises; architect, Wm. A. Kenny, 420 West 259th st. Plan No. 478.

MORRIS PARK AV, s e cor Taylor av, 1-sty frame extension 25x25 to 3-sty frame stores and dwelling; cost, \$500; owner, Charles Nielsen, on premises; architect, T. J. Kelly, 643 Morris Park av. Plan No. 476.

WHITE PLAINS AV, w s, 350 s Pelham Parkway, move 2-sty frame dwelling; cost, \$900; owners, estate of John J. Astor 23 West 26th st; architect, James Hulbert, 1199 Fulton av. Plan No. 479.

3D AV, Willis av and 148th st junction, new stairs, new doors and new partitions, etc.; to 7-sty brick office building; cost, \$35,000; owners, Knickerbocker Trust Co., 34th st and 5th av; architect, Alfred C. Bossom, 366 5th av. Plan No. 480.

3D AV, 2908, new show windows, new stairs, new partitions to 4-sty brick store and tenement; cost, \$5,500; owner, Paul Schnabel, 2952 3d av; architects, Schwartz & Gross, 347 5th av. Plan No. 473.

138TH ST, n s, 27.3 e Locust av, 1-sty brick extension 63x24.7, to 3-sty brick shop; cost, \$1,000; owners, Central Union Gas Co., 124 East 15th st; architect, W. Cullen Morris, 124 East 15th st. Plan No. 485.


164TH ST n s, 291 w Washington av, 1-sty brick extension, 17x12, to 1-sty brick laundry; cost, \$400; owners, R. Beinke Estate, 448 East 110th st; architect, J. G. Michel, 323 45th st, Brooklyn. Plan No. 482.

M'COMBS RD, w s, 125 n 170th st, 1-sty frame extension, size, irregular, to 2-sty frame dwelling; cost, \$500; owner, Lucy Gaffney on premises; architect, Henry Nordheim, 1087 Tremont av. Plan No. 484.

POWELL AV, n s, 190 e Havemeyer av, 2-sty brick extension, 19.6x14, to 2-sty frame dwelling; cost, \$1,000; owner, H. Pfeil on premises; architect, Otto C. Krauss, 2318 Newbold av. Plan No. 483.


TREMONT AV, n s, 23 w Bathgate av, new store front to 2-sty brick store; cost, \$500; owners, estate of Mary Dunne, 2731 Webster av; architect, Charles Schaefer, Jr., Co., 401 Tremont av. Plan No. 481.

WESTCHESTER AV, s s, 19 e Tiffany st, new store front, new stairs, etc., to 1-sty brick store; cost, \$1,000; owners Usona Construction Co., C. S. Shumway, 989 South Boulevard, president; architect, F. W. Woolworth Co., 280 Broadway. Plan No. 486.



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

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Vol. XC

No. 2328

New York, October 26, 1912

(17) 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.

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| 268-46      | 775-46       | 1339-21-22    | 1834-39               | 2132-58            |
| 269-69      | 780-70       | 1382-22       | 1837-43               | 2143-49            |
| 315-22      | 784-5        | 1404-12       | 1847-46               | 2153-55            |
| 326-29      | 789-56-58    | 1410-58 & 69  | 1863-26               | 2157-25½           |
| 335-24      | 802-5        | 1439-48       | 1872-11               | 2177-158-161       |
| 339-58      | 805-pt Lt 75 | 1470-25       | 1889-61               |                    |
| 343-43-45   | 831-51       | 1510-24       | 1896-47               |                    |
| 415-56      | 832-32       | 1511-1        | 1904-27½ & 46         | <b>WILLS</b>       |
| 429-9       | 839-31       | 1512-7-8      | 1911-23               | 405-35             |
| 442-6       | 877-37-38    | 1556-8        | 1913-56               | 893-54             |
| 457-52      | 886-79       | 1578-41       | 1916-21               | 929-49             |
| 470-15 & 27 | 890-82       | 1596-67       | 1921-44               | 1057-33            |
| 478-16-17   | 920-32       | 1598-33       | 1928-6-7              | 1060-20            |
| 530-28      | 995-22       | 1615-32½ & 65 | 1929-19               | 1185-44            |
| 533-28      | 1006-2       | 1624-48       | 1939-16               | 1238-56½           |
| 590-9       | 1007-45      | 1636-67-68    | 1966-52-56 & pt Lt 86 | 1343-22            |
| 593-18-19   | 1008-3       | 1638-9        | 1969-40               | 1378-30            |
| 624-57      | 1034-27      | 1658-10-11    | 1985-22, 24 & 37      | 1721-44            |

#### 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 the 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 names 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.









Mosholu av (13:3421), ss, 365 w Field-ston rd, 25x85.6x—x100; Jas S Segrave to Mary A wife & Benedict F Buhle, 108 Elliott av, Yonkers, NY; Oct18'12. nom

Weeks av (11:2796 & 2826), ws, 26 n 175th, 50x95.6, except part for Weeks av; John Winters to Anna M W Winters, 167 E 176; mtg \$4,600; Sept11; Oct21'12. nom

William st, 198 (1:103); all; Meyer Abraham & ano, TRSTES Sarah Levy, to John Briemer; 6yf July'08; Oct24'12; re-recorded from Jan21'09. 5,200

LEASES. Borough of Manhattan. OCT. 18, 19, 21, 22, 23, 24.

Bayard st, 108 (1:199), cor str & b; Louis Peirano to Eubio Di Carlo, 299 E 103; 1 9-12yf Aug 1; 3y ren at \$2,100; Oct 22'12. 1,800

Broome st, 375 (2:471), all; Alessandro Delli Paoli by Ralph Delli Paoli ATTY to Beniamino Di Palma, 375 Broome; 5yf Nov 1; Oct23'12. 4,500

Crosby st, 101-3 (2:496); 2d loft; Emma Josephson to Hubbell & Benninger, on premises; 2yf Nov1; Oct21'12. 1,200

Elizabeth st, 251 (2:508); s str; Bernard J MacCorry to Francisco Monaco, 251 Eliz; 3 10-12yf July1; Oct18'12. 600

Forsyth st, 118 (2:419); asn Ls & consent of Max Fine, 402 Grand st, owner; Michl Karp to Harry Barron, 153 Ross, Bklyn; AT; Oct21; Oct22'12. nom

Forsyth st, 118 (2:419), str & b; Chas I Weinstein Realty Co to Michl Karp, 70 Rivington; May23'11, from completion of premises to Apr30'21; Oct22'12. 1,800

Graham st, 403 (2:530), all; U S Trust Co of N Y TRSTE to Edw Benneche; lease during life of party 2d part or to cease at death or remarriage of Magdalena Benneche, his wife; Oct23'12. taxes, &c, & 4,200

Houston st, 368 E (2:371-38), ns, 71.6 e Av C, 20x48.8; asn Ls; Leon Levy to Lena Levy, 368 East Houston; Oct15; Oct21'12. nom

Norfolk st, 150 (2:354), all; Regina L Gross to Bertha Rudes, 25 Meserole, Bklyn; 3yf Sept1; Oct22'12. 2,600

Rivington st, 118 (2:354), ns, 40 e Essex, 20x74.11; all; Nathan Tuckman & ano to Elias Mayer, 537 Willoughby av, Bklyn & ano; 5 7-12yf Oct1; privilege 5y renewal; Oct19'12. 3,900

Rivington st, 118; sur Ls; Arthur A Alexander & ano to same; Oct11; Oct19'12. nom

Rivington st, 120 (2:354), ns, 60 e Essex, 20x75; all; Hyman Rubin & ano to Elias Mayer, 537 Willoughby av, Bklyn & Louis Schneider, 104 Delancey; 5 7-12yf Oct1; privilege 5y renewal; Oct19'12. 3,500

Rivington st, 120; sur Ls; Arthur A Alexander & ano with same; Oct12; Oct 19'12. nom

Rivington st, 355 (2:323), syc Tompkins, all; Claus Doscher et al to Martin L McInerny, 2539 8 av; 3yf May'18; Oct22 '12. 1,700

Sheriff st 120 (2:335); sur Ls; Hyman Schiff to Louis Fortgang; AT; Oct21; Oct 24'12. 800

Tompkins st, syc Rivington, see Rivington, 355.

Tompkins st, syc Rivington, see Rivington, 355.

Tompkins st, syc Rivington, see Rivington, 355.











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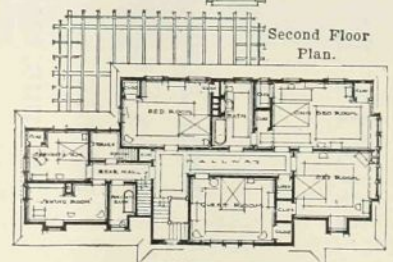
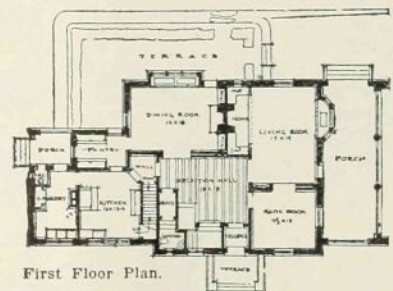
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