

REAL ESTATE RECORD AND BUILDERS GUIDE.

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HOUSING FOR WORKMEN SHOULD BE STIMULATED

Urgent Demand for Structures of the Type—Concrete
Can Be Utilized—Minneapolis Cited as an Example

By WILLARD REED MESSENGER

THE patriotic and also the purely business advantages, or disadvantages of building during the war, are being widely discussed by the people who know what they are talking about as well as those who do not; by those who are prejudiced and would like to see building curtailed in order to raise rentals of existing structures and by those who own vacant property and want it built upon in order to produce a revenue to meet the increasing taxes, and by builders who naturally want to build and continue their business, which is one of the basic activities of the nation's life.

Aside from these discussions, there are also the incessant demands of manufacturers who are appealing for a place into which they can move immediately their machinery, put labor to work and meet an urgent and necessary demand for their product, which would incidentally help to reduce soaring prices of some essentials.

This factory and industrial plant problem is being solved by one means or another a little more satisfactorily than has the housing problem for the workers employed in such plants. Thus there comes an appeal from the industrial operators in the Borough of Queens, urging those familiar with the industrial housing question to construct more homes for factory workers.

In one plant controlled by the Government located at a distance from New York, housing and living conditions in the neighborhood are so undesirable that more than ten thousand workmen have come and gone at that one plant within a short period. Anyone familiar with efficient manufacturing administration knows what a demoralizing and tremendously expensive situation this condition creates.

This general situation at different points has become so serious that the Federal Government, through the recently created "House Building Board" working through the "Council of National Defense" and including representatives from both the Army and Navy Departments, is undertaking to study overcrowded living conditions in the most congested centers, such as the iron and steel center at Birmingham, Ala., manufacturing communities such as Bridgeport, Conn., where housing facilities are at a great premium, at Akron, Ohio, Newport News and Norfolk, Va.

It appears from careful investigation that in some localities and in many instances, building at just this time is a real patriotic service. In some cases it seems important to push both factory and housing facilities at the same time. In other instances existing plants have doubled the number of their employees by working extra shifts, and by additions to existing plants and new factory construction, have doubled the demand for homes. Thus it seems impossible to speed up production without considerable building of one kind or another.

It therefore becomes important to analyze the situation, to study the factory requirements regarding raw material supply, the market for the finished product and the subject of distribution;



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whether by railroad or water transportation and also the vitally important question of labor supply, for labor at the present time is difficult to attract and hold, even with a wage bonus.

Therefore the unwise policy somewhat in vogue early in the war, of locating factories on cheap land but with meager facilities, is giving way under a more careful study and a better understanding of original costs, fixed charges, permanent assets, labor requirements, freight rates, handling charges, market and housing conditions.

Business Advantage and Policy.

Aside from these questions arise also the business advantage and policy of building under present conditions. Iron and steel of course are high, but there is little indication of a general range of lower steel prices for some time to come. The Southern States have been given a strong industrial impetus through shipbuilding and other industrial plants due to war conditions and will require millions of dollars of supplies even after the war is terminated in order to carry out the industrial policies and ambitions of their respective sections.

The reconstruction period abroad will make unheard of demands for American building materials. The great steel industries and other engineering and industrial organizations are today actually planning in detail for this coming period. They are already sending representatives abroad, to the Orient, to South America and to Europe. Already some classes of building materials demand at the seaboard, a higher price for export, not only to the war zone in Europe but to South America, than for domestic use and this indicates the growing requirements for construction and building supplies abroad.

In order to construct wisely at the present time it is necessary to analyze the prices and advantages of different classes of building material and not to be misled by price discussion in general. For instance, reinforced concrete has become one of the most popular and

serviceable types of building for all sections of the United States for factory construction. Considerably more than two-thirds of the material for concrete is sand and gravel, usually obtained locally, thus avoiding the expense of transportation for long distances and also relieving the railroads from the burden of extra tonnage. The 20% or 25% of cement is obtainable from plants located both East and West of the Mississippi and in the South and also along the Hudson River adjacent to New York City, and at other points where transportation by water can be utilized, thus again avoiding overcongestion of the railroads.

These same favorable conditions apply to the construction of concrete houses for workmen. At the attractive community of Roslin Farm at Carnegie, Pa., this type of construction is used, even in the midst of the steel center. Attractive workmen's cottages have been built at Seawaren, N. J., constructed entirely of precast concrete slabs, where the industrial workmen's colony is being developed under the auspices of the Sage Foundation Homes Company and another model city, known as Morgan Park, at Duluth, Minn., is also constructed entirely of concrete.

Here in New York building can profitably and patriotically be pushed in the same way. The present is not the time for every type of construction such as the skyscraper or unnecessary theatres or amusement places, but on the other hand factories to produce necessary food and clothing and other supplies, and homes for the workmen, should be continued.

It should also be remembered that the percentage of highly skilled labor required on steel construction is not necessary for concrete, although it is subject to extremely artistic design and in the case of factories is non-vibrating. Large areas of structures of this type are composed of glass windows. Concrete is cool in summer, and these buildings are easily heated in winter. In houses and cottages, inexpensive but attractive stucco and color features are produced. All types of concrete are fireproof and last for centuries. Such construction is therefore an enduring asset both to the individual, the community and the nation.

It would seem to be the part of patriotism, efficiency and good business to review the whole subject rationally. At Minneapolis a gigantic industrial community comprising 200 acres is not merely being discussed but actually developed, with the only union freight station in the city. The plan is the result of cooperation between the municipality, the business men's organizations and the twelve railroads entering Minneapolis, substituting a model factory and terminal development for what was industrial slums.

Where perpetual waste in time, money and efficiency exists, through incomplete or antiquated facilities, such continued waste and total loss should be stopped by the creation of just what Minneapolis has developed—a valuable asset which can serve the nation and the community effectively.

WAR AND TRANSPORTATION PROBLEMS

Address by Calvin Tompkins Before
Chamber of Commerce of Cleveland

TO stop the enemies' communications and to develop commercial freedom, accessibility and opportunity for all international-law-abiding peoples has become the federated policy of the world.

The League to enforce peace has been inaugurated by the Allies and acquiesced in by the neutrals, and its consequences are daily becoming more apparent. The Central Empires are being shut in tighter, economic pressure supplementing military force. Their undersea assault upon the world's commerce is becoming less menacing and what the armies and navies of the Allies may not quickly accomplish, will, in the end, surely be achieved by continued exclusion from the sea, from markets and from sources of supplies. The whole world is organizing to resist German autocratic aggression because it cannot continue part free and part autocratic, not even within Germany itself. The war will go on 'till this issue shall be settled. Any compromise can only result in a truce after which the struggle will be renewed, since improved communications have made the world too small to tolerate these two antagonistic ideals of government.

The Germans are the most powerful ethnic group among the nations. Feudalism, Capitalism and Socialism, which elsewhere are antagonistic, have under the influence of an intense German Nationalism, been fused into the most effective cooperative organization the world has known, cooperative within, ruthlessly aggressive without. There can be no security for the world till the German will to dominate shall give place to willingness to cooperate as merely human men and women with the rest of us. Our losses will be minimized and the war will be shortened if we can succeed in dividing public opinion in Germany and if we can quickly open up the world's resources to our Allies and keep them closed to Germany.

The world's shipping is beginning to be administered under international control and is being coordinated with the railroad and storage facilities of our Allies and our neutrals. Railroads and terminals within the United States are also being coordinated and administered as a great national business unit with an efficiency never before attained. The war in itself, aside from its political ends, is effecting a stupendous change for the better in our heretofore ineffectual, unrelated transport systems. Already under the direction of the Federal Government and the patriotic and intelligent supervision of their own ablest officials, the railways of the country are being operated as one system to the immense advantage of themselves and the country at large.

Cars are now being fully loaded. Train mileage has phenomenally increased. Sidings and tracks have been cleared for traffic. Car loading and unloading has been speeded up so that idle cars are no longer being used as warehouses.

The Government can go farther and organize a system of belt-line transfers between the separate terminal units of the separate railway systems at each city, on the basis of a single inexpensive switching charge, as is now the practice at New Orleans, San Francisco, Montreal and the modern North Seaports of Europe. It can eliminate the duplication of expensive terminal and other services which will not be necessary after administrative unity shall have been fully achieved.

It can induce or compel the railroads to pro-rate with the waterways as well as with each other, especially on coarse freights and so add greatly to their total carrying capacity. It will, however, be of little use for the Central Government, or the States, to undertake expensive waterway improvements unless land-bound cities as well as those

comparatively few cities situated on canals and rivers, are afforded opportunities for combined water and rail rates under a just system of pro-rating.

The Government can establish minimum as well as maximum freight charges. It can substitute complete National for partial State control. It can influence service on the basis of cost instead of basing it too exclusively upon competitive conditions. When necessary it can provide for holding freight at points of origin instead of permitting it to go on and congest overloaded terminals or pile up in expensive warehouses.

It can obviate unnecessarily long hauls by routing over the shortest lines. It can promote continuous combined railroad and steamship routing and not insist on the complete separation of rail and water carriers, since it is axiomatic from an economic standpoint that all transportation should as far as possible be uninterrupted from start to finish, whether it is coal on a belt conveyor or grain routed from Chicago to Liverpool. The Government is constructing an immense mercantile marine and it is incumbent upon it to see that hereafter ocean as well as rail transport shall not be monopolized, since whoever brings the freight to the ships will be the real shipmaster.

The Interstate Commerce Commission and the Department of Commerce can cooperate with and show municipalities how to coordinate and modernize terminal facilities, and effect organizations comparable to those of the cities in the Rhine Valley. They can promote the store door delivery at terminals, and the use of motor trucks and trains as feeders to the railroads in sparsely settled districts. They can nationalize, modernize and standardize the highway and waterway system of the country. In short, the Government can gradually bring about the substitution of railroad and highway and waterway cooperation for outgrown railroad competition, to the advantage of the roads, of the country, and of the war service. Neither does Government ownership necessarily follow as an immediate consequence of the adoption of such an integrating policy, which will, however, involve added national responsibility and the modification of the Government's aloof railroad policy.

Cooperation and competition cannot go on together, and the Government, in addition to publicity and supervision, must soon revise its present policy and permit the roads to pool their terminals, their equipment and their freight. No moderate increase of freight rates such as that recently asked for, can begin to compare with the enormous increase in revenues and efficiency which will follow the reorganization of the railway system of the country as an administrative business unit.

Is it not probable that in the future, as in the past, the roads may continue to look to increased efficiency rather than too exclusively to increased pay for service? For the past ten years they have kept themselves solvent by improving roadbed equipment and service. Will not the principal opportunity of the next decade be found in service integration and administrative cooperation rather than in much higher freight rates? When Government ownership arrives there will not be the same opposition to higher freight charges.

The Federal Government has made a good beginning by enlisting the best railroad talent in its service, and by securing the goodwill of the carriers who are also beginning to appreciate the unlimited opportunities for economy and for improved service which will be opened up through physical and administrative unity under public supervision.

International control of the mercantile marine of the world is rapidly de-

veloping under the urgency of the war. The Allies have begun to pool their ships and port facilities and circumstances are compelling the neutral nations to cooperate with them and against Germany, since there is no German commerce. The question will soon arise, how far such international control of ocean transportation will go and how permanent it will become? When we recall to what an unwarranted extent irresponsible private shipping pools have, in former years, either fixed or influenced the values of our exports and imports, the query arises whether the present war time policy should not be continued when peace comes? To my mind international control, at least over North Atlantic commerce, will be a natural sequence of the war, because it will be in the economic interest of the peoples of Europe and North America and because it will afford the means of curbing unfair national exploitation policies in the future.

Whatever our wishes may be, it is inevitable that trade after the war will assume national characteristics everywhere. This is another way of saying that States will hereafter foster the cooperative efforts of their Nationals to secure markets and supplies, to an extent not heretofore thought possible. Great danger and great promise will attend the development of these processes, and it is vital that our railroad and ocean shipping policies should be wisely and promptly decided upon. I do not believe that we shall recede from our present policy of railroad integration under federal control within the country, and of international control over ocean transportation.

In the wider field of world policies, is it an exaggeration to say that the desire for commercial privilege and for freedom from commercial restraint are the two primary causes of war, which world-wide freedom of commercial opportunity will go far to eradicate?

Within recent years, world conditions have fundamentally changed. Steam and electricity have made the world smaller, and its peoples closer neighbors, and thus intensified both their sympathies and their antagonisms. The interdependence of nations is demonstrated by the present war. The extent to which credit, transportation and exchange have been paralyzed and business everywhere dislocated shows the world to be more essentially a unit than was any considerable state only a short while ago. Commercial relations promote international goodwill. The one great obstacle to this tendency is the method by which industrial competition between the peoples of different states has been carried on. Each State has attempted to secure exclusive privileges for its citizens, instead of insisting upon world-wide equality of opportunity, the open door.

"Peace will never endure unless founded on justice, and fundamental justice is justice in economic relations."
—Henri Lambert.

There are differing kinds and degrees of restrictions upon trade, that is restrictions upon justice, which will gradually be abolished.

First—There is the restriction of tariffs imposed by nations upon themselves (protectionism). Under existing circumstances, it must be left to the intelligent self-interest of the masses and the solvent influences of commerce to slowly overcome the delusions and the selfish private interests on which this obstruction is based.

Second—There are restrictions upon the best uses for international commerce, of the terminal and land transfer facilities of the great trade routes and seaports of the world. A few ports command entrance to and exit from vast continental hinterlands. It is vital to these interior regions that their natural communications with the outside world should be kept widely open, and this is equally vital to the rest of the world. Obstructive control of such ports and routes to the detriment of the world's commerce cannot, and should not, be tolerated by states whose interests are adversely affected.

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DEFECTS NULLIFY THREE-FAMILY HOUSE LAW

Reasons Why Owners Have Not Altered Dwellings—Practical Men Suggest Remedies Which Next Legislature Should Consider

IN MAY of this year the Legislature passed Senate Bill No. 1176 and it was signed by Governor Whitman on June 8, as Chapter 806 of the Laws of 1917. This was the Lawson Three-Family House Bill. It applies to "three-family converted dwellings" and three-story and basement houses hereafter erected. Its purpose was to permit the old fashioned dwelling, no longer available as a private residence, to be converted into a house in which three families might reside, one on each floor; and also to permit the somewhat cheaper construction of future three-story and basement houses.

In the case of the old private house it was claimed that it could not be altered economically if the requirements of the Tenement House Act were imposed upon it. Tenement houses are structures occupied by three or more families, therefore a private dwelling would automatically come under the Tenement House Act.

The law has been in operation for six months. It had taken an unusual amount of work to get it on the statute books. For years such a change in the law had been desired. About a year ago some of the social workers, whose opinion carried weight with the Legislature, were finally convinced that the change was a desirable one and would bring into the renting market wholesome housing for the numerous families who would rather live in a properly altered three-family house than in a tall tenement.

In the autumn of 1916 and the spring of this year many conferences were held and a bill was agreed on. Not all the charity interests, however, were convinced and it took a split in the ranks of these workers and a fight by real estate and building interests and owners of thousands of the old residences to counteract the opposition brought to bear against the bill.

In this bill the kind of residence permitted to be brought under the Tenement House Act is defined as follows:

"A 'three-family converted dwelling' is any dwelling of brick or stone erected in a city of one million or more population prior to April 10, 1901, not over three stories and basement in height, and not over forty-seven feet in depth, exclusive of bay windows and existing extensions, provided one side of such extension is separated for its entire length from side line of lot by an outer court of not less than six feet in width at all points, and the rear wall of said extension is separated from the rear lot line by a yard not less than ten feet in depth, and with no other building on the lot, converted or altered under the provisions of this chapter into a tenement house for not more than three families and not more than one family on any floor."

In spite of conditions now affecting real estate and building, it is reasonable to suppose that the shortage in housing would have induced considerable business in the way of alteration of these residences to make them available under the act. It appears, however, that notwithstanding the keen interest taken in the preparation of the bill and the hard fight made to obtain its passage, little or nothing has been done under its provisions.

Inquiry of the Tenement House Department as to what had been done and if nothing of importance had been done, what are the reasons, elicited from Deputy Tenement House Commissioner William H. Abbot the following reply:

"I herewith forward you in tabulated form the number of applications that have been made in the various boroughs along the lines of the Lawson

Three-Family House Act. The second column of the table showing the approved applications indicates that there were two in Brooklyn. One of these, I am told, was a building that had been occupied by three families some years ago, and while the owner endeavored to legalize it through the Lawson Act, it was accepted as an old law tenement, so that we might say only one case has actually been approved.

"While there was considerable inquiry in the early spring as to the possibility of converting the private dwelling into the Lawson tenement, these inquiries seem to have entirely died away during the past few months, consequently few persons seem interested in this amendment. There may be two reasons for the failure of property owners to take advantage of this amendment, the main ones being, I believe, the excessive cost of labor and material, and the other the belief that the amendment would allow a greater latitude with the private house than is actually the case."

PLANS FILED FOR THE CONVERSION OF DWELLINGS TO TENEMENTS IN THE CITY OF NEW YORK UP TO DECEMBER 1, 1917.

Borough	Filed	Approved
Manhattan	2	0
Bronx	1	0
Brooklyn	8	2
Queens	0	0
Richmond	0	0
Total	11	2

W. B. Greenman, a prominent Brooklyn builder, said this week:

"The effect of the passage of the Lawson Three-Family House Bill up to the present time in the Borough of Brooklyn, and the remodeling of old three-family and basement houses, has not come up to expectations. In fact, there has been practically no alterations. Some of the reasons I believe, are:

"That the bill does not go nearly far enough in removing, in this type of building, unnecessary requirements of the Tenement House Law, thus still making cost prohibitive.

"Certain non-requirements which were conceded and agreed upon in conference between Charity Organization Societies and property interests, were unintentionally omitted in the bill as passed, simply due to incorrect drafting.

"The unsympathetic, and I might almost say the hostile, attitude taken by the Tenement House Department, particularly in view of the fact that many of the provisions in this law are discretionary and not mandatory.

"The high prices of material and the scarcity of labor is a contributory cause, but not nearly to the extent as the above reasons; and to a smaller degree, the lack of knowledge on the part of the property owners that a change could be made.

"It is vitally important that the bill be redrafted to comply with what was originally intended and agreed upon, and necessary amendments made and then passed by the coming legislature.

"It is also important that this be done immediately, as the condition of the three-story and basement houses and their neighborhoods, both socially and economically, require that the owners be given all the help possible to encourage the alterations into three-family dwellings.

"Present conditions require this even more than did conditions when the bill was originally passed.

"If the above conditions were changed, I believe the alterations would commence, as it is a social problem as well as an economical one."

Vincent C. Pepe, who has specialized in modernizing residence properties in the Greenwich Village and Washington Square sections, said:

"I do not know of any houses that

have been altered in this section under the Lawson Three-Family House Law. One reason is the material market and the labor situation. Another is that the alterations are expensive.

"Most of the houses altered by me have only two kitchen accommodations. The third floor is arranged as a non-housekeeping apartment. In this way, I avoided the Tenement House Law. Many houses have been altered into a duplex apartment and occupied by two families. Others have been altered as follows: One family occupying the parlor floor and basement with housekeeping facilities; one family occupying the second floor with housekeeping facilities; the top floor has been altered into one large room, used as a working studio with a top light, for a painter or a sculptor, with a bedroom and bath and no housekeeping accommodations.

"Other houses that were under the Tenement House Law have been altered, complying with its requirements, without any constructional changes, except the installation of electricity, steam heat, new plumbing and painting. I presume that fully one hundred of these houses have been altered in the Washington Square and Greenwich Village sections, and if it had not been for the labor and material conditions, many more houses would have been converted. The demand for this class of apartments is great, and fully fifty per cent. of those desiring these accommodations go away unsatisfied. These houses, usually, have been fully rented two months before the alterations have been completed.

"If the Lawson Three-Family House Bill is not improved in the next legislature, I believe this section will not derive any benefit. This bill, I believe, is more beneficial to Brooklyn and other districts outside of Manhattan. In order to be helpful to Manhattan, it should include four-story private houses, but as the law reads, no house more than three stories in height and more than fifty feet in depth, can be altered. This eliminates many private houses deeper than fifty feet and higher than three stories. There are many dwellings fifty-five or sixty feet deep and three and one-half stories in height, with American basements, and many four-story houses, with English basements, which are barred from obtaining the advantages provided by the Lawson Three-Family House Bill.

"I believe that the Law can be greatly improved by this modification. It will benefit a larger number of owners and become more practical."

Resolution Adopted.

At a meeting of the Brooklyn Board of Real Estate Brokers held at 189 Montague street, Brooklyn, Tuesday, December 11, the following resolution was unanimously adopted:

Resolved, That the Brooklyn Board of Real Estate Brokers do request the Board of Education and city officials that all books teaching German in the public high schools, and colleges in the City of New York be discontinued and books destroyed.

Be It Further Resolved, That this resolution is made because of the German propaganda carried on in this country, and one of their methods is through the public schools, and that through these books incorrect statements of Germany and its rulers are made, and that loyalty to Germany and its officials is taught in these books, and paid for by the taxpayers of this city.

Resolved, That a copy of this resolution be sent to the Board of Education and to every member of the Board of Estimate and Apportionment.

LEGAL NOTES AFFECTING REALTY

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

Priority of Liens.

THE Washington Supreme Court holds that where the agent of a mortgagee represented to contractors that he had the money obtained on the mortgage in his possession, and told them to go ahead and do the work, and that he would see that they were paid, the mortgagee would be estopped to set up that the mortgage was prior to the contractors' liens for the work and materials.—*Schweitzer v. Equitable, Etc., Ass'n.*, 167 Pac. 111.

Delegation of Broker's Duties.

The general rule is that an agent in whom is reposed trust and confidence, or who is required to exercise discretion or judgment, cannot intrust the performance of his duty to another. This general rule, however, does not prohibit a broker from employing others to perform service involving no skill, discretion, or exercise of judgment, a service peculiarly clerical or ministerial.—*Jackson v. Brower*, New Mexico Supreme Court, 167 Pac. 6.

Mortgages—Redemption.

Where one entitled to redeem in any capacity tendered the amount required by the statute to effect a redemption, the holder of the certificate of foreclosure sale was bound to accept the tender, and was not entitled to be informed as to the particular capacity in which the redemptioner was acting.—*Miller v. Lanktree* (Cal.) 167 Pac. 195.

Broker's Commissions.

The owner of land, on receiving an inquiry from realty brokers in the interest of a prospective purchaser, wrote the brokers stating his terms, and that he would pay the regular commission of five per cent. on the sale, "when the same is consummated." In an action for commissions the California Supreme Court held, *Purcell v. Furth*, 167 Pac. 379, that though "consummate" means to bring to completion, to finish, to perfect, to achieve, the broker's commission was earned, though completion of the sale was prevented by failure of perfect title or by the mere will of the owner; the purchaser having been ready, willing, and able to meet his terms.

Sufficiency of Broker's Services.

The fact that a lessee secured by a broker executed the lease with other persons as co-lessees whom the broker did not secure will not defeat the broker's right to commissions.—*Stoneman v. Gottschalk* (Cal.) 167 Pac. 550.

Broker's Duty to Principal.

The Kansas Supreme Court holds that where a real estate agent who is employed to find a buyer, fails to communicate to his principal an offer he has received, and as a consequence the latter names a lower price, at which the agent agrees to take it himself, specific performance of the resulting contract will not be granted at the instance of the agent, because he cannot, even after his agency has ceased, take advantage of an offer brought about by his previous concealment of information which it was his duty to impart.—*Kurt v. Moscript*, 167 Pac. 1065.

Encroachment of Building.

Calls in a deed to "a point on a line with the northern edge of the said brick store" and "then easterly a straight line 209 feet to the beginning of John street," were held by the North Carolina Supreme Court, *Shrago v. Gully*, 93 S. E. 458, to be for a point and a line marked on the ground, though the wall of such building leaned outward over the land conveyed. Where the plaintiff received land by warranty deed, and it was discovered that his vendor's adjoining building leaned over the land some four inches at the top, though built on the line at the ground, the plaintiff could recover damages on the warranty in his deed.

Broker's Statements.

The seller of property through a real estate agency could not be bound by any statements made by the agency as to what disposition could be made of the property after title passed out of him through the agency.—*Columbia Sav. Bank & Trust Co. v. True*, South Carolina Supreme Court, 93 S. E. 389.

Existence of Incumbrance.

Mere knowledge of an incumbrance at the time of the contract, and the mere taking possession with such knowledge, especially where the contract provides for possession in advance of the conveyance, does not necessarily cut off a defense against the specific execution of a contract for the sale of real estate; but where the circumstances and the conduct of the parties show that the existence of an open, visible, physical incumbrance of the property must have been taken into consideration in fixing the price of the property, the purchaser can neither refuse to complete the purchase nor require an abatement of the price. In such cases a covenant of general warranty is not broken by the continued adverse use of the road or right of way.—*Riner v. Lester*, Virginia Supreme Court of Appeals, 93 S. E. 594.

Mortgage or Conditional Sale.

If an absolute conveyance be made and accepted in payment of an existing debt, and not merely as security for it, an agreement by the grantee to reconvey the land upon payment of a certain sum within a specified time creates, not a mortgage, but a "conditional sale"; and the grantee holds the premises subject only to the right to pay and demand the reconveyance. But if the grantor remains bound to pay the debt after the execution of the conveyance, the transaction is not a conditional sale, but a mortgage.—*Gibson v. Hopkins*, West Virginia Supreme Court of Appeals, 93 S. E. 826.

Right to Commissions.

The owner of land applied for a loan of \$60,000 with which to erect a building and the prospective lender offered to make the loan on condition that the owner added \$20,000 to the amount of loan and erected a building costing \$80,000. In an action for broker's commission the California Supreme Court held, *Cameron v. Ayres*, 166 Pac. 801, that the owner's acceptance of the offer was tentative, and conditional upon her own ability to raise the additional money, and if she was unable to do so she was not in default so as to entitle a broker to commissions for procuring the loan.

Specific Performance.

In an action to require the owner of real estate to perform a contract of sale made by his agent, it appeared that, forgetting that he had granted an agent exclusive authority to sell his land within a stipulated period, the owner authorized another agent to sell the land. The Kansas Supreme Court holds, *Luigo v. Gentry*, 166 Pac. 476, that the trial court did not abuse its discretion in denying specific performance of the sale made by the agent last appointed.

Liability for Repairs.

The New York Appellate Division holds, *Lichtenstein v. Belknap*, 165 N. Y. Supp. 936, that a receiver in mortgage foreclosure of the rents of premises, whose only authority to make repairs was the court's order to apply rents received to maintaining the premises in a tenable condition, is not liable to the tenant for failure to repair unless he had received rents applicable thereto.

Coal Holes in Sidewalks.

In an action against the owner of real estate leased to a tenant, for injuries caused by the tilting of the lid of a coal hole in the sidewalk at the leased premises, it is held that the plaintiff cannot recover where no evidence is offered as to the cause of the tilting of

the lid, and no evidence is produced to warrant a finding that the premises were not in a safe condition when possession was delivered to the tenant, or that the landlord thereafter exercised any control or supervision over the coal hole.—*Levick v. Patterson Co.*, 65 Pa. Superior Ct. 261.

WAR PROBLEMS.

(Continued from page 768.)

Rotterdam and Antwerp are the North Sea Ports which naturally serve the trade of Central Europe, including that of Eastern France, Germany, Austria, Switzerland and Russia, and their service, or at least that of the best equipped free port districts within them, as well as that of bonded railroads between them and interior countries, should be extended and guaranteed. The public opinion of the world should seek to influence similar freedom for international exchange at Adriatic, Aegean and China ports, and the ports of the lower Danube, Constantinople, and the overland route from Central Europe through it to the Orient should be specifically internationalized.

The Panama Canal ports, affected as they are with an international use, should be the first American ports adapted to this advance toward a free trade policy. Through the influence of President Wilson, the Panama Canal itself is now operated under conditions of equality for all.

Third—There are restrictions upon opportunities to trade with territories ruled as colonies, or being exploited within spheres of influence. This is what now remains of the old mercantile system, which flourished before our Revolutionary War and which has been weakening ever since. Great Britain claims no preference for herself in her colonies. Other States have been less liberal. The fear of such restrictions being applied against them is today the main motive for a policy of colonial oversea possessions. If industrial States could be assured of the application of the open-door policy, no state would envy another its colonies. Colonies should be the world's commons.

Fourth—Neutral trade has been circumscribed and the sea has necessarily been closed to Germany during the war by the League for the Enforcement of Permanent Peace. Must not the civilized world agree that hereafter the freedom of the seas shall be restricted to international-law-abiding peoples? Outlaw nations such as Germany is now, to be interned till they subject their sovereignty to the common will; since national sovereignty and international anarchy are interchangeable terms.

Panama, Suez, Gibraltar, the Dardanelles, Kiel, the Sault, the Belt, the English Channel and less important straits may well be considered as the world's international highways through which commercial passage shall always be maintained on equal terms for the ships of all nations conforming to international law and order.

It is essential that public opinion throughout the world should make it clear to the German people that they are invited to join an international federation of the principal nations of the world, provided, as President Wilson has insisted, they shall cooperate and help assure the world's security by substituting popular government for irresponsible autocratic government, and by substituting international law, for national sovereignty.

There can be no tolerable alternative for Germany or the rest of us. She must either seek to become an integral part of a civilized world-federation, or remain excommunicated, under the tutelage of a feudal government for conquest, which will continue to be a perpetual conspiracy against the security and peace of the world and which, for their self preservation other nations must necessarily resist by force of arms and economic exclusion. The war has demonstrated that international control of the sea is the only way to limit irresponsible National Sovereignty on land.

REPORT TO THE COMMITTEE ON THE CITY PLAN

Contention Made That Control Should Be Exercised Over Erection of Buildings Within Lines of Proposed Streets

By ROBERT H. WHITTEN, Secretary

THE following is the report of the Committee on the City Plan, prepared by Robert H. Whitten, its secretary, dealing with the necessity of regulation over the erection of structures which extend over the lines of proposed streets, as laid down on the city map:

On April 4, 1916, your secretary submitted to you the following communication calling attention to the need of additional legislation or other means of preventing the erection of buildings within the lines of proposed streets laid down on the final map:

"Since the law denying compensation for buildings constructed within the lines of streets laid out on the final map in the city was held unconstitutional by the Court of Appeals in 1893 the carrying out of a good street system has been seriously handicapped. Though most owners follow the lines laid down on the map a few disregard such lines and this often results in serious injury to neighboring owners and to the city. It often makes it practically impossible for the city to carry out an efficient street system for the area in question. Many of the leading financial institutions refuse a loan on a building that is partly within the lines of a mapped street.

"The present method is unsatisfactory, both to the owners and to the city. The problem merits careful study with a view to working out a practical solution. While there can be no return to the former method in force from 1807 to 1893 of denying all compensation for buildings failing to observe the mapped lines, it is probable that a reasonable modification of the former method can be worked out which will be fair and acceptable both to the owners and the public and which will be approved by the Courts as a reasonable regulation of property rights in the interest of city planning and the general welfare."

On receipt of this communication the Committee directed the secretary to investigate and report in relation to this entire subject. In accordance with such direction the following report is submitted:

Much progress has been made in laying out street systems in advance of building development. This work is carried on by the borough authorities subject to the approval of the Board of Estimate after a report by the Chief Engineer of the Board.

The importance of planning a comprehensive system for an entire Borough and not leaving the development of such system to chance or to the whim or selfish interest of the individual land developer or builder, cannot be overestimated. But plans are futile unless they can be enforced. This is the great weakness of present methods. It is not easy, however, to suggest practical remedies. The city is not in position actually to condemn and acquire the ownership of land within the boundaries of proposed streets long in advance of their actual requirement for building purposes, and yet unless this is done there is nothing to prevent an individual owner from so improving his property as practically to block the eventual carrying out of the city's street plan.

There are examples in various parts of the city where the disregard of the street plan laid down by the city has resulted in serious public injury. There is probably no locality, however, where this disregard has resulted in more serious injury to the entire city than in the Woodhaven section of Queens, between Jamaica avenue and Liberty avenue, adjoining the Brooklyn Borough line. Owing to the high hills and cemeteries on the north and a projecting arm from Jamaica Bay on the south this narrow neck of land furnishes the chief available means of communication between Brooklyn and Long Island. The plans laid down by the city provided for a number of streets of adequate width to care for the enormous traffic that will certainly develop.

Jamaica avenue, in some respects, offered the best possibilities for a low



ROBERT H. WHITTEN.

level trucking route between Long Island and Brooklyn. This was an old road connecting at East New York with Fulton street and Broadway, Brooklyn, and leading out through the center of the island. It was planned to widen it to 100 feet east of its intersection with Myrtle avenue and Lefferts avenue. Buildings were, however, erected within the lines of the mapped street to such an extent that the proposed widening has been abandoned. Ridgewood avenue was planned as a relief street for Jamaica avenue. It would have furnished an excellent cut-off and substitute auto and trucking route into Brooklyn from the point at which Queens boulevard enters Jamaica avenue. Houses, however, have been constructed within various portions of this proposed thoroughfare to such an extent that such portions of the street have finally been taken from the map. Fulton street was also planned to continue through this section of Queens as an extension of the existing street in Brooklyn running through to the ferry. Through the building of houses within the lines of the mapped street this, too, has been abandoned as a continuous thoroughfare. The only other street that has a possibility of development as a thorough traffic artery in this section is Rockaway boulevard. This has been mapped with an adequate width, but is being developed with buildings encroaching upon the lines of the mapped street. Unless something is done soon this, too, must be abandoned. The result is that this narrow neck of land which should furnish a passage for an enormous traffic between Long Island, Brooklyn and lower Manhattan is so blocked and handicapped by buildings erected within the lines of proposed streets that a satisfactory solution of the traffic problem is impracticable.

The city was not always as helpless in this matter of safeguarding its street plan as it is at present. The city during the greater part of the Nineteenth Century was able not merely to plan with broad vision an adequate street system, but it had the satisfaction of seeing those plans carried out. Its plans were not mere paper plans; they meant something. We have gone backward instead of forward in the matter of street planning. That our street system is not of the crazy-quilt design that some cities have as the result of the unrestricted license of private developers is due to the fact that the general street layout of most of Manhattan, The Bronx and Brooklyn was planned far in advance

and that the integrity of those plans was preserved by denying compensation for buildings constructed within the lines of proposed streets.

A real plan of this kind was undoubtedly of great advantage to property owners and of immense value to the city, yet it has been overthrown by the courts on the constitutional ground that it attempts to take private property without compensation. In 1885, the Court, in Matter of Opening Rogers Avenue, 29 Abb. N. C. 361, held unconstitutional a statute denying compensation for buildings within the lines of mapped streets in certain towns that now form a part of the Borough of Brooklyn. The Court in this case said:

"The validity of the Act under examination in this case passed since the constitution of 1846, can be upheld on neither the grounds of decision of Judge Bronson nor of the Court of Errors. Private property cannot be taken without compensation and where the compensation is not made by the State, it must be determined by a jury or commissioners appointed by a Court of Record. This is not a case where compensation is made by the State, nor is it a State improvement. Therefore, if the increase of the value of his property is compensation for the deprivation of the unrestricted right to use the land, intermediate the adoption of the plan and the opening of the street, it is solely by fiat of the Legislature. But were it not actually the fact, neither the Legislature nor the courts, under the constitution of 1846, are competent to ascertain it. That must be done by a jury, or by commissioners appointed by a Court of Record.

"The right to property includes the right to use that property for any lawful purpose of profit to the owner. Whenever that right is restricted, property is taken within the meaning of the Constitution. Doubtless all property is subject to the police power of the State, and to the rule *sic utere tuo*, etc. But, palpably, an enactment that, one shall not improve his property, in order that in case the public should acquire it, it may purchase it cheap, is no exercise of the police power. There is no provision in the act of 1869 for compensating the owner for this deprivation of the right to use his land. In my opinion, therefore, the direction contained in that Act, that he shall receive nothing for his building, is void. I do not say that when a highway is laid out, and provisions made for its speedy and certain openings, buildings could be erected to enhance the damages. But there is no direction to open the streets laid out under the act of 1869. The opening of such streets is entirely discretionary with the various town authorities. Decades may not only, but doubtless will, elapse before a majority of such streets are opened."

In 1893 in the case of Forster v. Scott, 136 N. Y. 577, the right to deny compensation for buildings constructed within the lines of proposed streets was again attacked and a decision secured from the Court of Appeals declaring such denial to be unconstitutional.

Although these decisions have taken from the city a power of great value in the interest of well ordered city growth, they are clearly justified under existing constitutional guarantees. A general and permanent prohibition against building within the lines of mapped streets may be in certain cases a permanent denial of the right of the individual to use his property. This is unjust and undoubtedly unconstitutional. There may be ways, however, to avoid the unreasonable features of previous statutes and still secure some measure of control over the erection of buildings within the lines of mapped streets.

There are still various influences that tend more or less strongly to prevent the erection of buildings within the lines of a proposed street shown on the final map of the city. In some cases this adherence is secured by the refusal of the title company to insure the title or of the mortgage company to loan money on a building that is within the lines of a mapped street. In portions of the city where the mapped layout has been long established and is well known to the developers and the public generally, there is comparatively little tendency to depart from the mapped layout. In newer portions of the city, however, where the final map has been recently

adopted or where there exists only a tentative map builders are much less likely to conform to the mapped layout. The topographical bureau by securing publicity for the city's street plan and conferring with the property owners in regard to criticisms of the existing map are able to exert a strong influence in favor of the recognition of the lines of mapped streets.

The practice varies in different boroughs in relation to the issue of building permits for buildings within the lines of proposed streets shown on the city map. The present practice in The Bronx is to require that with the application for a building permit a sketch be submitted showing the location of the building in relation to the building line and its distance from a corner. This sketch is submitted to the topographical bureau where the final grades are marked thereon and sidewalk widths are indicated. The sketch is compared with the final map and if the proposed building encroaches upon an existing or proposed street shown on the final map the building permit is not issued unless the applicant secures a mandamus from the Court requiring such issue, or an opinion from the Corporation Counsel to the effect that the applicant has the right to build as proposed and that the permit should be issued. A similar practice is followed in Brooklyn.

At present the cases in which the authorities are unable to secure adherence to the lines of the mapped streets occur most frequently in Queens and Richmond. It appears that the various forces that are operative to prevent departures from the city plan in the more intensely developed sections of the city become less and less effective in suburban sections where the city plan is new and little known.

The establishment of a street plan is a distinct advantage to property owners generally and is important in the interest of the public safety, convenience and welfare. It is so vital to the future welfare of the city that it is inconceivable that no practical method can be devised to safeguard the integrity of a well considered street layout approved by the city government. The police power is the reserve power of government to secure anything that is vital to the public convenience, safety and welfare that can be obtained by no other practical means.

In this case the only other means is the actual purchase of the land within the lines of all proposed streets years in advance of the time when these streets will be needed by the public. This would be an intolerable burden upon property owners generally through high taxes or assessments. This method is utterly impractical.

The powers of eminent domain being ineffective resort must be had to the police power. In other words, the right of each owner to do what he pleases with his own property must be slightly abridged in the interest of neighboring owners, of property owners generally and of the public convenience and welfare. It seems just that where an owner can appropriately improve and use his property without encroaching upon the lines of proposed streets he be required either to do so or to give the city sufficient notice of his proposed encroachment so that the city can, if it sees fit, take steps to secure the legal opening of the street or of a portion thereof.

In case an owner's property is so situated with reference to the proposed street lines that it cannot be appropriately improved without violating such lines the owner is clearly in a different position. Even in this case, however, it is only fair that before proceeding with the erection of a building that may effectually block the carrying out of the city's street plan he should give the city notice and permit the city if it so desires to condemn the land for street purposes.

Legislation should be enacted that would permit the city to withhold for a period of from six months to one year the granting of a permit for any building within the lines of a street shown on the final map of the city. Every applicant for a building permit should be required to file a survey showing the

location of the proposed building with reference to the lines of mapped streets. Such survey should then be examined by the topographical bureau and if such examination shows that the proposed building is not within the lines of a proposed street laid down on the city map, the map should be approved as to location.

If, however, examination by the Topographical Bureau discloses that the building is within the lines of a proposed street shown on the final map, a permit for construction should not be issued, but the matter should be referred with the recommendation of the Borough President to the Board of Estimate. If the board, on the report of its chief engineer, concludes that the lines of the proposed mapped street should be retained and that the property in question can be appropriately improved without encroaching on the lines of the proposed street, the location of the proposed building should be disapproved and a permit for the erection of the same should not be issued until the expiration of one year from the date of the filing of the application for a building permit.

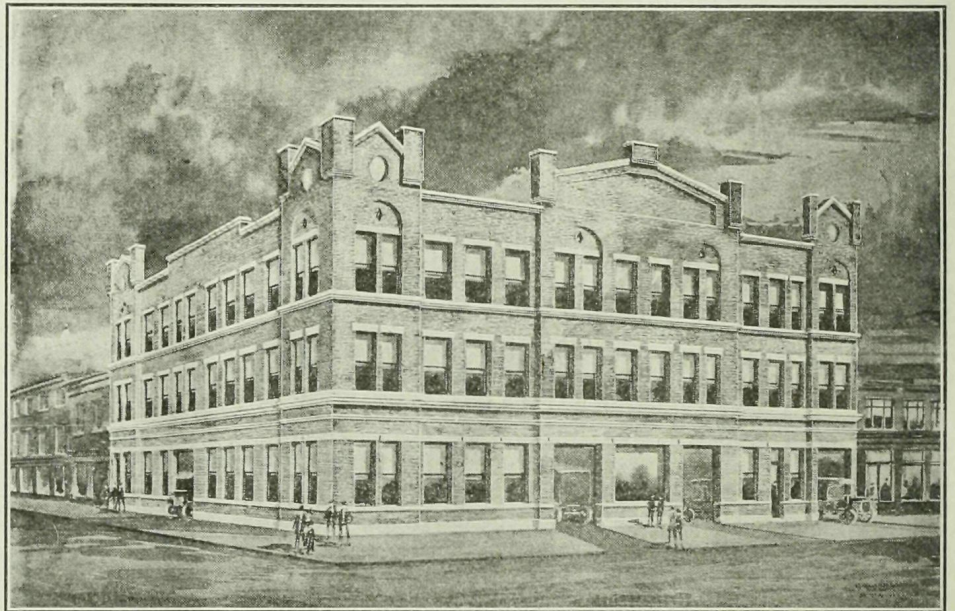
In the meantime steps should be taken to secure the preservation of the lines of the proposed street by legally opening such portion of it as seems necessary and practicable. The legal right of an owner to block the carrying through of an opening proceeding should be taken away as to the owner whose application for a building permit to encroach upon the lines of the proposed street has led to the initiation of the opening proceeding.

If, however, the Board of Estimate

finds on the report of its Chief Engineer that the property in question is so located with reference to the lines of the proposed street that it can not be appropriately improved without encroaching on such lines, the board may in its direction either approve the proposed location and thus permit the erection of the proposed building or refuse such approval. In case of disapproval the period between the time of the filing of the application for a building permit and the granting of the same should be made six months instead of one year. This will give the city authorities opportunity to begin an opening proceeding and vest title if they desire so to do. It seems appropriate that the required delay in the issuance of the building permit should be less in the case of a property that cannot be appropriately improved under the street plan adopted than in a case where the property can be appropriately improved and still adhere to the street plan laid down by the city.

This plan would not be subject to the constitutional objections inherent in plans denying compensation for buildings within the lines of mapped streets. On the other hand, it would be a reasonable regulation of the use of property in the interest of owners generally and in the interest of the public safety, convenience and general welfare. Practically all owners who could appropriately improve their property without encroaching upon the lines of mapped streets would do so rather than suffer a year's delay. Very few applications would actually go to the Board of Estimate for determination.

NEW GARAGE FOR GREENWICH VILLAGE



James C. Mack, Builder.

George McCabe, Architect.

LARGE GARAGE IN WAREHOUSE DISTRICT.

THE rapidly growing popularity of motor-propelled vehicles for industrial and commercial use has been responsible for the construction of a large number of private and public garages during the past year. These structures have been erected singly and in groups in practically all boroughs of the city and according to the number of new plans for similar buildings the coming year will witness no recession in this type of building activity. Working plans have been practically completed and the specifications are being prepared for a large garage to be erected in Manhattan. This building will be located at the northeast corner of West 12th and Washington streets, in the center of the warehouse district. The plans have been prepared by George M. McCabe, architect, 96 Fifth avenue, and the construction will proceed under a general contract obtained by James C. Mack, 30 East 42d street. The owner of this project is the Duval Company, Charles L. Duval, president, Pier 39, North River. This new garage will be four stories in height and will have ground dimensions of

approximately 90x120 feet. The construction will be of reinforced concrete throughout, with facades of brick and concrete. The estimated cost of construction is placed at approximately \$100,000.

New Bronx Land Maps.

New land maps, replacing obsolete records made so by the numerous changes that have been made in streets and avenues of The Bronx, have been filed by the Board of Tax Commissioners with Register Edward Polak, of Bronx County. The new maps are the result of an amendment to the Greater New York charter to correct the confusion in conveyancing from the old records, and henceforth, as provided in the law of 1916, will be corrected annually to conform with the tax maps. The new maps are in two volumes, one containing records of the area west of the Bronx River, comprising sections 9, 10, 11, 12 and 13, and volume two takes in what formerly was known as the Annexed District. The new maps, which are identical as to block lines and numbers with the tax map, will be officially adopted on January 1.

BUILDING MANAGEMENT

NECESSITY FOR RAISING RENTS EXPLAINED BY WESTERN MANAGER

THE necessity for the increased rentals for many types of both business and residence properties which were put into force this fall has been evident to office building managers and realtors for a long time. During the summer there was quite a general increase in rentals for residence properties, especially such as are heated. However, there has been no corresponding increase in rentals for business property.

During the past five years rents have been practically static until this fall. This condition has been maintained in spite of a constantly increasing rise in maintenance costs for every type of property.

During this period rentals for heated apartments have been practically stationary. Allowing for the usual differences of rental as between new and old buildings, and the fluctuations which occur in different neighborhoods, the ordinary householder has, until this fall, been able to obtain an apartment or a house at practically the same figure in 1916-17 as in 1912.

The same is true of business properties as a whole. For instance, a compilation of the average square foot rentals of office buildings in Minneapolis, including such buildings as the Security, McKnight and the Plymouth, shows that in 1912 the gross returns averaged about \$1.14 per square foot. In 1917 the average gross receipts for the same group of buildings, including those given above, averaged about \$1.18, showing an advance of 4 cents per square foot, or less than 4 per cent.

During this same period, from 1912 to 1917 inclusive, maintenance costs of all kinds have risen with great rapidity. Everything necessary for the proper upkeep of property, including both labor and materials, has been steadily increasing in cost. Below is given a table which includes a few of the things in constant use in and about an office building and the increase in price for a period covering the last three years:

Coal	100%
Waste	50%
Oils	30%
Soap	100%
Brushes	40%
Sponges	20%
Chamois	50%
Brooms	45%
Toilet Paper	100%
Cables	40%
Paint	60%
Oil, Boiled	100%
Varnish	17%
Pails	133%
Mops	75%
Dry Colors	50%
Wages	20%

It will be seen from these figures that the average cost of materials in ordinary use, and wages, have increased more than 60 per cent. during the past three or four years.

During the same period of time taxes have also steadily risen. In 1912 the tax rate was 32.19 mills. In 1916 the rate was 39.43 mills, an increase of 22 per cent. in four years. The tax rate for 1917 has not yet been determined, but our best guess is that it will be at least forty-five mills. That would mean an increase of more than 40 per cent. over the tax rate of 1912. That a taxation increase of this magnitude is serious is obvious when it is remembered that business properties pay from 18 to 30 per cent. of their gross receipts in the form of taxes. Owners of residence property state that taxes take at least 10 per cent. of their gross receipts.

The real estate agent and the landlord do not hope nor expect to make a profit during times such as these. How-

ever, the great amount of capital invested in real estate must secure some return, and in order to make this possible it is patent that rentals cannot remain static. Realtors and landlords should use every means of informing the public concerning conditions such as we have mentioned so that in cases where it is necessary to advance rentals the public will not feel aggrieved. If during the coming year it should prove necessary to advance rentals still further in order to prevent the wiping out of all net returns the public should know that such an advance is due entirely to economic conditions, over which the landlord and the realtor have no control. Practically every article necessary for the maintenance of property is still increasing steadily in price, and the end is not yet in sight. How far the cessation of the war would affect prices and wages no one can foretell. It is not probable, however, that there would be any immediate recession of prices. The same is true of wages. Therefore realtors and landlords will be compelled to figure their rentals upon the basis of present prices of materials and present wages.

Of the relation of taxes to realty income, Ell Torrance writes:

"Does it mean anything to you when you see a new high value for the taxable property of our city? Every second year the assessor flatters us with a staggering increase in the value of real estate, and for the moment we envy the fortunate land owner. Later

our envy may turn to pity as we hear the wail of the taxpayer on May 31. Why does this man complain? Why does he own property?

"Primarily, his purchase of property is an investment. On this investment he expects to get a fair return, commensurate with the risks of ownership. The money could be put into mortgages or bonds and earn 6 per cent. for all time. If property is purchased instead and developed and cared for it cannot be rightfully disputed that its net return should be greater than this. This percentage of income should not decrease as time goes on. Therefore, as our city grows and the values go up and taxes increase, rents must go up to keep the balance. Rent goes into overhead; overhead goes into cost, and the public buys goods enough above cost to give the merchant his profit.

"On downtown property it is the exception if the taxes do not exceed 15 per cent. of the gross income, while 18 to 20 per cent. is the rule. There are many instances where the ratio of the amount paid for taxes to the gross income has increased within the last ten years from 18 to 28 per cent.

"This means an increase in some rents, the justice of which it is hard to convince the tenant. The fact remains, nevertheless, that the item of taxation is becoming more important each year, and the tenant sooner or later will feel the full responsibility of seeing that the money collected through taxation is wisely expended."

PROBLEMS CONSIDERED.

New York Building Managers' Association Receives Reports from Committees.

THE New York Building Managers' Association is investigating a number of problems which have been the source of a great amount of annoyance, to its members, and expense to owners. An investigation has been made of employees in apartment houses, and reports received from several of the uptown managers of this class of structure, indicate that women employees make satisfactory elevator operators.

Women have been substituted for men in many of the high-class East Side houses, and instead of being a makeshift, the service in general has improved to such an extent as to excite favorable comment from tenants. The wages paid to the women is less than that demanded by the men, and up to the present time they have proved more reliable. The shortage of men elevator runners which promised to be serious has been overcome. The Employees Committee reports an easier condition in the labor market in general.

The Tenant Committee reports as follows regarding closing hours: It is almost impossible to make a closing rule and stick to it, as each building has its own peculiarities in the way of tenants. For instance, in loft buildings in the lower Fifth avenue section tenanted by clothing manufacturers, the closing hour for the regular working day is six o'clock, no services being rendered on holidays, Sundays or after one o'clock Saturdays, unless by special arrangement. This special arrangement means that in buildings where elevators are run by electricity, permission is given to tenants to employ the elevator man to operate one of the elevators, with the understanding that the tenants pay him direct for his services.

Apartment houses are kept open all night, but the fires are banked at 10:30 o'clock, except in extreme cold weather, when full pressure is kept up all night. The closing hour in office buildings is determined by the class of building and

the service rendered. Many buildings have the night watchman operate the elevator for tenants. No charge is made for this service.

In an effort to lessen the increase in fires, and loss of life and property, Commissioner John J. Murphy, of the Tenement House Department, has issued to all tenement house owners, a warning to keep dumbwaiter shafts free from rubbish, to keep fire escapes in good order and to keep means of egress from buildings clear. The Commissioner states that the Department finds defective fire escapes all over the city, even on new-law houses. The law compels the owner to repair fire escapes, or to replace those beyond reclaiming.

The coal situation is becoming more serious each day. Freight congestion and priority shipments, together with labor trouble at the mines, have brought about the most serious shortage experienced in years.

Fuel Administrator Garfield has urged the President to endorse the immediate enactment of daylight saving legislation. It is said that in England, 300,000 tons of coal were saved in the summer of 1916 by turning the clock forward an hour, and France saved \$10,000,000 in coal and light.

It has been found that, due to the increased water pressure throughout the city, by making changes in the piping, water will, by street pressure, rise to a considerable height, thereby making a material saving in the cost of operation of both steam and electric pumps. The Water Department furnishes the data giving approximately the pressure for the area in which any building is located, and by doubling that pressure, the approximate height at which the water will be available, is shown. A slight allowance should, however, be made for friction in pipes, etc.

In the Long Island City Police Court an employee of a factory was sentenced to pay a fine of \$20 or serve two days in jail for smoking in the factory. The Legislative Committee of the association desires suggestions on the proposed amendments of the Labor Law as affecting sanitary requirements in factories now enforced against the owner.

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NOTICE.

IN accordance with rule LXXXVI of the Supreme Court General Rules of Practice, the Record and Guide has been designated by the Appellate Division of the First Department, for the publication of all legal notices, and such insertion in the Record and Guide will be accepted as fulfilling all requirements of the law.

Ex-Governor J. Franklin Fort is credited with having said that extraordinary activity is in prospect for some time to come, with at least reasonable profit to business. Reasonable profits are just, but profiteering should be stopped, even if drastic measures should have to be resorted to.

The pooling of the nation's entire coal output under Government control may be put into effect within a few weeks. The Government is facing a serious situation, and is doing its utmost to overcome existing obstacles. It has the cooperation of not only the operators, but also the consumers, for all are working toward a common end.

Ample supplies of steel for all the Government's war needs were assured to the War Industries Board last Monday by representatives of the nation's largest steel mills. A different system of allocating orders was proposed. This would take into consideration idle capacity, the fuel supply and transportation conditions. In line with this suggestion, placing of orders hereafter will be centralized in the hands of J. L. Replogle, the Board's expert, and it is believed that deliveries will be expedited.

Labor Survey Being Made.

To determine whether there is actually a labor shortage in the United States and why there exists, in some places, an apparent dearth of employment along with this labor shortage, the Department of Labor, through its employment service, is conducting a survey of labor conditions in the State of New York. The survey, when completed, will show what proportion of women is replacing men in industries.

To date, the survey has covered 37 cities in New York State. Approximately 500 schedules from 29 cities have been received. The main objective of the New York State survey is to secure facts concerning the status of labor supply in war industries and, specifically, in war contract plants that will assist the United States employment service in the effective administration of its placement work.

The method employed has been the collection of facts relating to business conditions directly from business establishments showing, especially, the effect of war orders on these conditions; also, those facts concerning the working conditions which might explain the status of the labor supply and the necessity and relative importance of the calls for labor.

The Department's investigation has been in progress for the past two months. The views of both organized labor and employers have been collected and facts relating both to taking on and laying off of labor. Whether the call for additional labor is due to increased business or to the employer's fear that labor may be even scarcer and that he "must employ too many laborers to get enough" will be determined by the Department's investigators. Conditions in the war-order firms furnish interesting statistics which are embodied in the preliminary report of the survey.

The war order firms scheduled in the 29 cities employ 168,446 people. Twenty-three thousand and forty-eight additional workers, or a number which is less than 14 per cent of the existing labor force in these industries, are definitely necessary. Thirteen thousand three hundred and twenty-three workers are requested by one firm which is pushing to rapid completion a new plant covering 40 acres.

Schedules also show that of the calls for extra employees, 1,400 of the 23,000 were obviously not warranted, or at least of doubtful validity because of business conditions or because of the existence of labor disputes. About one-fourth of the 500 firms, 128, are represented in these calls and measured by the number of their employees; the call for additional help is equal to about a third of the force already on the rolls of the establishments.

The industries making the largest calls for labor are, in the order named, aeroplanes and sea planes (the call from which constitutes 57 per cent of all the labor asked by the 128 firms); ordnance and ammunition; iron and steel castings and forgings; machinery; scientific instruments and optical supplies; knit goods; electrical apparatus and supplies; chemicals; and trucks and motor vehicles. To date no industry scheduled has called for as many as 300 workers and many are asking for smaller numbers.

As yet there are comparatively few women—only about 300—called for on the schedules to take the places of men. These are confined practically to the Rochester instrument and tool-making firms. Even there the call is for "men or women." The wages offered women can not be compared with those offered men, except by a test, as men are paid on a time basis and women are offered piece rates.

One Elmira firm, although it does not appear in the schedules as calling for women to take men's places, actually has substituted 400 women, and by advertising cards has announced its intention of substituting 1,100 more very soon. This firm's action has called

forth a vigorous protest from organized labor in Elmira, because of lower wages reported to be paid to the women.

At this stage of the survey, it appears that there is more unrest in establishments working on direct war orders than in plants otherwise engaged, owing to the conviction of organized labor that the direct war order firms are taking excess profits.

A remarkable fact revealed by the schedules is that those firms which are calling for extra employees and those which are either not taking on extras or "laying off" workers are frequently within the same industry, the exceptions being a few cases where a firm has completed large orders and is waiting or making adjustments for new orders. The conditions shown in carpet factories are especially singular. Weavers are being laid off in carpet factories because the war has caused a sharp decrease in the purchase of floor coverings. Yet the woolen and cotton duck factories are calling for weavers because the war orders and civilian needs have increased their business. Factories making gears and other machinery for pleasure automobiles are laying off help, while the makers of trucks and other service machines are calling for more labor.

Other industries suffering heavy losses in commercial business which has resulted in freeing a large part of the working force for war work are the fine kid gloves, the fancy sweater, the broom and brush, the typewriter, and the high-grade woodwork industries.

New York—A Shipbuilding Center.

The marked development in the building of ships during recent months, the revival of an industry made necessary as a consequence of our entry into the world conflict, indicates that this nation is destined to return to its one-time position among the leading maritime countries of the world. After the war is ended the growth of this industry will not be permitted to lag, but will undoubtedly proceed with renewed vigor. From this time forth the United States of America will occupy a pre-eminent position in world shipping circles, a place that we never should have relinquished.

The City of New York is in an excellent strategic position to assume the lead as the shipbuilding center of the country. Vessels of every type and description can be built both to supply the demands of the existing war emergencies and also as a future provision to fortify our national foreign trade facilities after hostilities have ceased. The Port of New York offers almost ideal conditions for the construction of ships on a large scale and that these qualities have been realized is best evidenced by the number of concerns that already have started the erection of new shipyards or that are planning for the enlargement and remodeling of plants that have been in sporadic operation in the past. A definite movement toward the development of the Port of New York as a shipbuilding center is now well advanced and there is all reason to assume that this comparatively new industry will rapidly increase in scope to a point where it will become a permanent factor in the industrial life of this city.

The extensive waterfront of New York City and its neighboring municipalities lends itself admirably to the building of ships and the allied industries. The deep harbors and basins furnish almost ideal sites for the location of shipbuilding plants. Staten Island, Jamaica Bay, the Bronx River and the New Jersey shore are only some of the locations available for the purpose. At these points operations have already been started for the construction of shipyards and there are under contemplation other projects along similar lines that will greatly increase the tonnage output.

There are a number of sound economic reasons for locating plants in

this vicinity other than the topography of the territory and the physical benefits at hand. This city is the focal point of some of the largest railroad systems that will greatly simplify the problem of transportation of materials and supplies. The best engineering advice is available for all problems and the fact that New York is the financial center of this nation will also have a large effect in influencing a rapid development of the shipbuilding industry.

The Port of New York as a shipbuilding center would add materially to the power and prestige of this city. The operation of these plants will attract a large force of skilled mechanics in a variety of trades and they will require housing and sustenance. This will create a new demand for housing on a large scale and furthermore will generally add to the activity of community business. Additional housing facilities will have to be provided to accommodate the mechanics and their families which will tend to strengthen the building situation so long dormant. In every way the effect will be beneficial to the city.

Every assistance and inducement should be offered to large shipbuilding concerns to take advantage of the city's facilities as a location for their plants. New York needs additional live industries just as they are a requirement to the economic life of any growing community and the shipbuilders most certainly need the locations and other valuable assistance that New York City is able to supply as its part of the contract.

Correcting Tax Rolls.

Editor of the RECORD AND GUIDE:

The recent completion by the Register in New York and Brooklyn of an index showing the recorded owners of real estate is of importance to every taxpayer and to everyone interested in real property.

It makes possible something approaching accuracy in the Tax Rolls as regards owners' homes.

Yearly the city publishes a "Copy of the Annual Record of Assessed Valuation of Real Estate in the City of New York" which contains in addition to the assessed valuations, block and lot numbers, street numbers and size of parcels, what purports to be the owners' names although this column in the record is so full of errors that it is practically useless, and the printing of so much of the record has been for years practically a waste of money.

The writer understands that the Bureau of Taxes and Assessments will shortly begin transcribing the records preparatory to publication of the Tax Rolls of 1918.

Would it not be wise to have the Tax Department officials confer with the Registers in New York and Brooklyn with a view to having the tax rolls checked with the owners' lists, that the new rolls may be practically correct in this regard as of the date of publication, or the date of the opening of the books. During the interval between the semi-annual tax dates, a certain number of men might, probably, be detailed for this work without interfering with the routine work of the Tax Department, and assistance might also be given by the staffs of the Registers.

Aside from the value of this correction of the records to every owner of real estate in furnishing a means of readily getting in touch with other owners, it would probably materially reduce the number of cases yearly in which people pay taxes and assessments on the wrong pieces of property, the correction of which is a source of expense to the city as well as loss and inconvenience to the public.

It is understood of course that these lists of names of owners will not have the complete accuracy of title searches, as they will not show transfers of title by will, but the improvement will be so great as to be of great public benefit. The writer recently sent a letter to the Mayor calling attention to the matter.

Could Mayor Mitchel see his way

clear to direct the Department of Taxes and Assessments to start the work of correcting the names of owners on the Tax Rolls, the appointees of Mr. Hylan would probably be glad to carry on the work.

Others among your subscribers may have suggestions to offer which would help to make the published record of assessed valuations of greater service.

J. B. ALLEE.

Increased Commissions for Leasing.

Editor of the RECORD AND GUIDE:

On November 27, 1917, the Board of Governors of the Real Estate Board of New York issued a notice increasing the commission for the sale and exchange of real estate in Manhattan, Bronx and Brooklyn (within old Brooklyn City limits) from the present rate of 1 per cent. to $2\frac{1}{2}$ per cent. on the sale price up to \$40,000 and 1 per cent. in addition above \$40,000, effective January 1, 1918.

At the same time that the matter of the increased commission on sales was being entertained, the question of advancing the rate on leases was presented; in fact the two propositions were offered jointly for consideration.

Due to the complex problem involved in arranging a schedule of commissions for the great number and various classes of leases, the matter was put over until further information could be obtained.

The object of this letter is to ascertain the opinion from as many members of the Real Estate Board of New York as possible the effect an increased commission would have governing the particular class of property and section in which they are engaged.

It seems to me that in the present market the question of increased commission on leasing is more important than the advancing of the sales commission, and if there is any way to bring about this necessary change, I am heartily in favor of it.

HERBERT R. HOUGHTON.

Fifth Avenue Restriction.

Editor of the RECORD AND GUIDE:

In the last issue of your Record and Guide several letters, each advocating the proposed Fifth avenue restriction, appeared. The writers seem to ignore the fact that private mansions are no longer the vogue, that many of our social leaders have given up their private homes and taken quarters in the very type of houses which they would prohibit.

This tendency to reside in apartment buildings is, indeed, worthy of encouragement. What wanton extravagance, thousands of families living in individual dwellings! Each of these families uses its own coal, involving, as this does, waste both in the distribution and consumption of this already too scarce commodity. Each has its exclusive army of domestics, drawn from the more essential body of industrial producers. In these as in numerous other directions, the apartment house affords a most excellent opportunity for the conservation of resources through the cooperation of the consumers. The problem of extravagance has ceased to be one of financial ability and has become one of social expediency.

As for the appearance of Fifth avenue, it is, perhaps, true that its beauty has been somewhat diminished by the recent buildings erected. This, however, is not because of the character of these buildings, but because there are too few of them. None will charge that these buildings are not imposing structures. The fault is that, since there are but five or six such buildings on Fifth avenue between 60th and 96th streets, each attracts more than usual attention to itself and so disturbs the general impression otherwise conveyed.

JESSE M. ROSENSTOCK.

The fire waste of the country is excessive, and is sapping its prosperity. Reduction of the fire waste is an important part of the campaign for the conservation of the national resources.

QUERY DEPARTMENT

This department is intended to be of service to all interested in the real estate market, whether as broker, agent or property owner. The readers of the Record and Guide are invited to send in questions on matters pertaining to real estate, building and building management, though legal questions will not be answered in this column. Questions should be stated as fully but as briefly as possible so as to allow intelligent answers. Arrangements have been made through which the questions will be answered by a Committee of the Real Estate Board, including the following:

E. A. Tredwell, real estate broker.
Frederick D. Kalley, real estate broker.
Robert R. Rainey, real estate broker.
B. E. Martin.
William Douglas Kilpatrick, builder.
H. H. Murdock, architect.

Question No. 288.—In reference to tax sales in the City of New York, why is the bidding started at 12 per cent. and bids accepted down to "flat," what is the meaning thereof, and after a purchase has been made what is the procedure to be followed in order to obtain title?
WM. F. SEITZ.

Answer No. 288.—The rate of interest is provided in the charter presumably on the theory that it must be made high enough to attract bidders. Old tax leases carried 14%. It was later reduced to 12%, as it was thought this maximum would be sufficient inducement to bidders. The result seems to justify this expectation. The method for sale of property for taxes is provided in the charter, Section 1026, and in Section 1027 as amended by Chapter 490, Laws of 1908, and in following sections. Section 1032 as amended by Chapter 63 of the Laws of 1917 provides that the interest due the purchaser on a tax lien may be paid directly to the holder of the lien or to the collector of assessments and arrears. After three years for taxes and assessments and four years for water rent, if taxes are unpaid the city sells the tax lien. The old method for the collection of arrears was by the sale of a lease of the property for the lowest term of years for which the bidder would advance the amount of the arrears due. The uncertain validity of leases given by administrative process resulted in inactive bidding and leases were sold for extravagant terms of over nine hundred years. Delinquent taxpayers were obliged to pay heavy penalty to redeem their property from such sales, and the method was not effective in obtaining for the city what was due. The new law provides for the sale of the city's lien to the person who bids the lowest rate of interest for which he will take the lien and carry it for three years. The maximum interest rate is 12% and the actual interest rate on each tax lien is the minimum bid, which sometimes is flat—no interest. The lien when sold is treated in exactly the same manner as a mortgage, and if not paid at maturity, or if interest is not paid within thirty days, or subsequent taxes are not paid within six months, the lien may be foreclosed in the Supreme Court exactly as a mortgage would be foreclosed. No title can be obtained by the holder of a tax lien in New York without judicial foreclosure and the sale of the property at auction to the highest bidder. The surplus, after the payment of tax lien, with interest, is held for the benefit of the owner. The owner may pay the amount of the tax lien at any time before action is commenced to foreclose. After the commencement of proceedings to foreclose the owner must pay costs in addition to the amount of the tax lien by the city and the subsequent foreclosure if the owner of the property defaults. After the sale of the tax lien, he may pay as herein explained; but after the sale pursuant to the foreclosure by the purchaser of the tax lien, the owner can never redeem the property, though he does get any surplus that may result from the sale. A lien of taxes is superior to any lease or other encumbrance on the property, and a transfer of tax lien constitutes a first lien and may be foreclosed as such.

REAL ESTATE NEWS OF THE WEEK

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N. E. Cor. 123rd Street Telephone 6500 Harlem**Steady Demand For Small Properties, Though
Deals Closed Did Not Have Special Significance**

STEADY demand for apartment house and dwelling properties were reflected in this week's realty sales. While the private transactions reported were fair in numbers, there were few deals having a special significance. The strong demand for residential property was seen not only in Manhattan and the Bronx, but likewise in Brooklyn and in localities outside of New York City, where a number of fairly large deals were effected.

In Manhattan the need for apartment property was shown in the sale of a house in Colonnade Row in Lafayette street, formerly the home of the Milhau family, it being announced the structure will be altered into studios and apartments. Another instance was the sale of a dwelling and garage on St. Nicholas avenue, plans being drawn to convert the building into studio apartments.

Of interest in the Bronx was the sale of an apartment house on Fairmount place, the buyer owning two apartments, recently completed, at the adjoining corner of Fairmount place and Southern Boulevard. The purchaser gave in part payment a plot at the northeast corner of Heath avenue and Albany Crescent, in the section in which the Goodwin estate property, recently sold at auction, is located.

The steady demand for locations along Broadway was illustrated in two commercial leases involving large total rentals. A firm of ladies' tailors, for many years located on Second avenue, leased the northwest corner of Broadway and 74th street for an uptown branch for twenty years at a yearly net rental of \$20,000. In the Einstein-Wolff Building, at Broadway and 25th street, 22,000 square feet of space was leased for about \$80,000 total rent.

Another commercial lease of interest was the old Quintard iron works property, at East River, between 10th and 11th streets, to a warehouse concern. The property, located between two city

owned piers, is one of the largest private ownerships along that waterfront. This transaction indicates the demand for waterfront properties, as do also two extensions of leases given by the city—one of a pier at the foot of Market street to a steamship company, and the other of the shore end of wharf property at the north side of the pier at East 21st street.

The auction market afforded transactions of interest. The Lauriston apartment house, a seven-story structure at the northeast corner of Madison avenue and 89th street, was sold subject to a \$200,000 mortgage, and was purchased for \$239,579. The Otto C. Heinze home in East 72d street was sold, due to a foreclosure action, and was bought for \$120,000. The property had been held at \$350,000. The foreclosure auction sale of the Astor leasehold of a five-story tenement house in West 16th street was marked by much competition. After eighty-eight bids it was sold for \$3,625.

To Extend Gas Mains.

The Public Service Commission has issued an order directing the New York and Richmond Gas Company to construct an extension of its mains to Grant City and New Dorp, Staten Island, by May 1, 1918. The order, however, was made without prejudice to a later proceeding or order in respect to an extension of the mains and service of the same company to the communities known as Midland Beach and New Dorp Beach, in the Fourth Ward of Richmond Borough. The Commission took action following hearings which were preceded by a complaint from Lewis E. Collings of Midland, Staten Island. Mr. Collings stated in his letter to the Commission last summer that the gas company had planned to make the extensions desired, viz., to Grant City, New Dorp, Midland Beach and New Dorp Beach, and had actually begun the work of laying the twenty miles of trunk and lateral mains necessary to furnish the service. It appeared that a controversy had subsequently arisen between the company and the Department of Water Supply, Gas and Electricity as to the payment of a corporation inspector assigned by that department to supervise the work. The gas company refused to pay the inspector the stipend desired, and the work was halted under an injunction brought by the city. The Commission gave due consideration to the various matters involved and has now issued an order requiring extensions of the mains, as above indicated.

Inspection Tour Made.

In order to determine exactly the conditions existing on Staten Island in reference to steam railroad transportation lines, Public Service Commissioners Travis H. Whitney and Charles S. Hervey made an inspection tour over the whole island last week. This tour was occasioned by an application of the Staten Island Rapid Transit Railway Company for permission to eliminate eighty-eight trains daily from its service. The cutting down of train service is advanced as a "war measure," which would result in a reduction of operating expenses, cost of coal, etc. Officials of the railroad company stated that the line of a trolley company ran parallel with the railroad line, and that there was an unnecessary duplication of service, traffic not offering more than the trolley line could care for.

Auctioneers Elect Officers.

The Real Estate Auctioneers' Association has elected James L. Wells president. Other officers elected are: Vice-president and treasurer, William F. Redmund; secretary, Hugh D. Smith. Joseph P. Day was chosen chairman and Samuel Goldsticker and Bryan L. Kennelly members of the Executive Committee.

THE Zoning Resolution recently adopted by the Board of Estimate divides the city into residential and business districts. From the residential districts all kinds of business and manufacturing establishments are excluded. From the business districts all heavy manufacturing establishments as well as all kinds of nuisances are excluded. The Law, however, affects only new uses to which buildings may be put. It does not interfere with the use existing in any building prior to July 25, 1916. For their own protection, therefore, citizens should report all changes of occupancy in restricted districts that are of a hurtful character to the Fire Commissioner, who is charged with the enforcement of the Zoning Resolution in so far as it affects existing buildings. Although inspectors of the Fire Department report violations of the occupancy provisions of the resolution, citizens can do much to obtain a more effective administration of the Law by entering complaints against the introduction of any new trade or business hurtful to the quiet and comfort of their neighborhood. This is especially true of residential districts. Any apartment or dwelling in such districts changed into a shop or store should be immediately reported to the Fire Department. When not reported at once it becomes increasingly difficult for the department to obtain proof that the building was not so used as of the date when the Law was passed, in which case it has no authority to act.

Citizens' Union Expands.

The Citizens' Union announces that, in connection with the organization of its working forces for the new year, an important extension of its activities is planned. A new Committee on City Government is being organized, which will have the services of a small paid staff of experienced and competent assistants, under the direction of Leonard M. Wallstein, now Commissioner of Accounts, who returns to law practice and who will act as attorney to the committee. The names of the chairman and members of the committee will be announced later.

Through this new committee the Union will follow systematically the work of the Board of Estimate, Board of Aldermen, Sinking Fund Commission and other administrative departments. The object is to build up an authoritative and impartial contemporaneous record of fact and opinion with respect to the work of the city administration. From time to time reports upon municipal problems of current interest and importance will be given to the public.

It will not be a "vigilance committee" or a "muckraking agency," instituted to spring sensations. On the contrary, it will expect to cooperate with the city authorities, inviting the latter's cooperation in giving to the public complete information, accurate statements of fact and unbiased conclusions. In this way the committee will seek to aid in the adoption of sound public policies and administrative methods.

The Union is starting an aggressive membership campaign, with a view to broadening the scope of its work and influence. It is expected that women voters will soon occupy important places in the organization. An initial step in this direction has been taken in the appointment by William Jay Schiefelin, Chairman of the Union, of Mrs. Rosalie Loew Whitney to membership on the Union's Executive Committee.

Steel Cars Instead of Wooden Ones.

The Public Service Commission has been informed by officials of the New York Municipal Railway Corporation that several weeks must yet elapse before the necessary work can be done to station and structure so as to permit of the operation of all steel cars through the Center street loop in Manhattan and over the Broadway-Myrtle avenue elevated line in Brooklyn. Testimony to this effect was given at a hearing before the Commission in its investigation to determine the earliest date at which all the wooden cars may be removed from subway service and operation of all steel cars begun. Changes must yet be made to the elevated railroad structure at the Wyckoff avenue station on the Myrtle avenue line and some minor changes in the station in the Center street loop subway must also be completed before the all steel car operation is possible. It is believed that this operation when begun will result in a greatly increased service, owing to the fact that the capacity of each steel car is estimated as approximately twenty per cent. more than the wooden car.

Operation of New Subway.

In a recent letter to Frank L. Dowling, President of the Board of Aldermen, Chairman Oscar S. Straus of the Public Service Commission stated that the Commission has under consideration plans for the temporary operation of the Lexington avenue and Seventh avenue subways, Manhattan, before complete operation is possible. He expressed himself as hopeful that temporary operation might begin some time in January, but with every indication that complete operation could not be had much before March 1. The chairman also stated that it is hoped that operation of the Broadway subway, Manhattan, may be extended north from 14th street to 42d street by the end of the year, with provision made for a local service from 42d street to Whitehall street at the same time.

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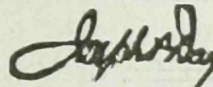
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PRIVATE REALTY SALES.

THE total number of sales reported and not recorded in Manhattan this week was 20, as against 22 last week and 27 a year ago.

The number of sales south of 59th street was 8, as compared with 8 last week and 14 a year ago.

The sales north of 59th street aggregated 12, as compared with 14 last week and 12 a year ago.

From the Bronx 17 sales at private contract were reported, as against 13 last week and 5 a year ago.

Statistical tables, indicating the number of recorded instruments, will be found on page 785 of this issue.

Downtown Block Accumulated.

Through the acquisition of 157 and 159 Water street, southeast corner of Fletcher street, from the estate of Emily L. Kent, Geo. R. Read & Company has assembled the entire block bounded by Maiden lane, Fletcher, Front and Water streets, which is in the heart of the coffee, spice and metals district, just east of the financial section. Thirteen buildings ranging from three to six stories, none of which are even comparatively modern, are involved in the various purchases. These were made from the Kennedy Estates, Ltd., George F. Riggs, the estate of Solomon Appel, Gustav Basch, George F. Martens, Sarah F. Willets, and the estate of Emily L. Kent. The brokers assembled the property in the interest of the Smith Valley Realty Corporation, which will improve the property with a seven-story office building. This project, which will occupy the easterly end of the block, taking in the entire frontage in Front street, is under way, the buildings on the site being in process of demolition. The proposed building, plans for which have been completed by H. J. Hardenburgh, who designed the Plaza Hotel and other notable buildings, has been leased in its entirety by the Smith Valley Corporation to the New Jersey Zinc Company for its exclusive occupancy. The latter, now located in large offices in the National City Bank Building in Wall street, expects to be in the new location by October 1 next. Making of this improvement and its occupancy are taken as a good indication of the anchoring of the metal trade in this district, which is but five short blocks from Broadway, and near the subway under William street. Recent improvements in the immediate neighborhood include buildings for L. E. Waterman; Powers, Weightman, Rosengarten Company; the Kennedy Estate, which built a six-story office building on a large plot of the block between South and Water streets, Maiden lane and Fletcher streets, and also the large plant of the New York Steam Company at the southwest corner of Water street and Bergen slip.

Sale in 57th Street.

Warren E. Dennis sold the four-story dwelling, 110 East 57th street, on a plot 19.11 x 100.5 feet, situated about 150 feet east of Park avenue. Mr. Dennis recently transferred a half interest in his property and a strip one inch wide, adjoining it on the west to William E. Lake, of Montclair, N. J. The property was held at \$100,000. Gates W. McGarragh is said to be the buyer. He owns 108 adjoining. The purchase would give him a frontage of 140 feet. No. 112 was leased last April to J. J. & A. Lynch, milliners.

Rhineland Real Estate Co. Sells.

Rhineland Real Estate Company sold the five-story building at 60 West 14th street, 25 x 103.3 feet, between Fifth and Sixth avenues, to Frances Steel Company, representing R. Smith & Company. The property was sold subject to a mortgage of \$62,000. The buyer owns 58 adjoining, having recently acquired it from the Fidelitas Realty Company.

Sale in Colonnade Row.

William H. Whiting & Company sold for Louis J. Milhau to Ferdinand T. Hopkins, Jr., 428 Lafayette street, a five-story building on lot 27 x 137 feet, between Astor place and 4th street. About a year ago the same brokers sold to Mr. Hopkins the adjoining building at 430 Lafayette street, which he has extensively remodeled, occupying the first floor for his own business. The upper floors have been converted into studios and bachelor apartments, all of which were rented before the completion of the improvements. It is reported that 428 will be similarly altered. Colonnade Row contains houses erected more than eighty years ago, and was once a section in which families, socially prominent, resided.

Heights to Have Studio Apartment.

A. H. Levy bought from the Grand Boulevard-170th Street Company, Inc., Charles Richardson, president, 400 St.

Nicholas avenue, a three-story dwelling and George A. Reeber, dealer in second-125, at the southeast corner of 130th street. Plans are being drawn by A. L. Kehoe, architect, for altering the dwelling into studio apartments at a cost of \$3,000. The seller acquired the property recently in a trade for a Bronx apartment house. A Schreiber and M. Berkowitz were the brokers.

Sale Near Bronx Subway.

John A. Steinmetz sold for William C. and George A. Reeber, dealers in second hand building materials, to the J. C. Hoffman Company, 2585 to 2593 Third avenue, running through to Morris avenue, about 73 feet north of the junction of 139th street. The purchase involves a five-story brick loft building, and three one-story frame buildings covering a plot fronting 150 feet on Third avenue, 171 feet on Morris avenue, with a north line of 149 feet. It was held at \$125,000. It is one block north of the

FACTS FOR YOU TO REMEMBER

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Bronx Trade Closed.

Harry H. Cohen sold for John Clark, the apartment house, on a plot 50 x 100 feet in the south side of Fairmount place, about 150 feet west of Southern Boulevard, held at \$65,000. The buyer is the Benenson Realty Company, Benjamin Benenson, president. This company recently completed two apartments at the adjoining southwest corner of Southern Boulevard and Fairmount place. The purchasing company gave in part payment the vacant plot, 72 x 94, at the northeast corner of Heath avenue and Albany Crescent.

Cattle Man Buys in New Jersey.

William Rice Spann, head of the Burr Oak Farm, of Louisville, Kentucky, importer of Jersey cattle, bought the Laontaka Farms, the \$125,000 estate of Joseph W. Ogden, at Morristown, N. J., to F. M. Crawley & Brothers and Eugene B. Welch. The property consists of 115 acres of land with a fifteen-room house; also several outbuildings. It is located on Laontaka road and South street, and adjoins the estates owned by E. B. Thomas, John Claffin and Charles Scribner. The property has a frontage of 3,500 feet.

Standard Oil Company Buys.

Standard Oil Company, of New York, bought through C. E. Griffith's Sons, from Eberhard Faber, the Faber home-stand on the waterfront at Pever Hill, Port Richmond, S. I. The estate fronts about 176 feet on Richmond terrace, and extends to the Kill Von Kull River, in which it has riparian rights. The property adjoins the Standard Oil Company's depot.

Sale at Greenwich, Conn.

Douglas L. Elliman & Company, and Ladd & Nichols sold the J. H. Snowden Estate on Field Point, Greenwich, Conn., to Kenneth Van Riper. It consists of five acres of beautiful landscape surrounded by water, and was held at \$250,000. Mr. Snowden purchased the property last year from Edward Shearson, of Shearson, Hammill & Company, bankers.

Manhattan.

South—of 59th Street.

BEDFORD ST.—Meister Builders, Inc., resold 71 Bedford st, a 3½-sty brick building, on a plot 20x80.

BROOME ST.—Meyer Levenson sold for Philip Lax a 5-sty tenement house, on lot 25x100, at 24 Broome st.

MADISON ST.—Joseph A. Kirk sold to John Villios a 3-sty building, on lot 22.2x31.6x irreg., at 57 Madison st, between Oliver and Catharine sts.

48TH ST.—Edward N. Crosby & Co. sold for Piepenbring estate a tenement house, with stores, on lot 25x100.5, at 323 East 48th st, between 1st and 2d avs.

North—of 59th Street.

88TH ST.—Ennis & Sinnott resold two 5-sty flat houses, on plot 40x100, at 34 and 66 West 88th st, between Central Park West and Columbus av, to a client of J. Romaine Brown Co.

93D ST.—Land Estates, Inc., affiliated with New York Title and Mortgage Co., sold an apartment house, on plot 37.6x100.5, at 62 West 93d st, 137.6 ft. east of Columbus av.

96TH ST.—Freidus & Co. sold for Mrs. Mary E. Milhard a 5-sty tenement house, on plot 32x100.8, at 224 East 96th st.

119TH ST.—Harry Sugarman sold for Lawyers' Mortgage Co. the 3-sty dwelling, on lot 18x100, at 79 West 119th st, near Lenox av.

120TH ST.—Davis J. Ryan sold the dwelling, on lot 20x100, at 117 West 120th st, between Lenox and 7th avs, to Bert L. Haskins, who resold it to Martha Hensle.

120TH ST.—David Lion and S. Soracl sold for Charles E. Rhineland estate four dwellings at 437 to 443 East 120th st, on plot 75x100, to Anthony and James Paladino, who will erect a stable and garage.

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121ST ST.—Horace S. Ely & Co. sold for Mrs. Catherine B. Davis a tenement house, on lot 18x100.11, at 236 West 121st st, between 7th and St. Nicholas avs.

133D ST.—Freidus & Co. resold for Mrs. Catherine A. Anthon a 5-sty triple flat house, on lot 25x99.11, at 545 West 133d st.

152D ST.—Freidus & Co. sold for Maurice Cohen the 6-sty new-law tenement house, on plot 40x100, at 526 West 152d st.

166TH ST.—Zachary Heller sold to David Pasinsky a 5-sty new-law tenement house at 451 and 459 West 166th st, on plot 50x100, between Amsterdam and Edgecombe avs. The buyer recently acquired the property, which was held at \$52,000, from Therese Schmeidler.

2D AV.—E. Stern and David Wetzler sold for Bond & Mortgage Guarantee Co. to John F. Weter and Adam Keel the 4-sty tenement house, with stores, on plot 25.6x100, at 1012 2d av, near 84th st.

Bronx.

HOFFMAN ST.—J. Clarence Davies sold for Charles F. Deshier to a client of Frank Capodimpo the 5-sty flat house at 2391 Hoffman st, 40 ft. south of 184th st.

HOME ST.—William S. Sussman, Inc., sold for the D. H. Jackson Co. the apartment house, on plot 168x100, at 941 to 985 Home st, at the northeast corner of Hoe av, to John F. Mencher.

TIMPSON PL.—Byrne & Baumann sold for Myvira Corp. to Barnes Realty Co. a plot, 320x100, in the east side of Timpsion pl, 100 ft. south of 144th st. The property was held at \$50,000.

1641H ST.—Shaw & Co. sold for the Payne estate a 2 1/2-sty dwelling, on lot 16.5x10, at 483 East 164th st to a client of James H. Stryker.

197TH ST.—Lawrence Davies sold to Southwest corner of 197th st. and Webster Av. Corp., headed by Hyman Berman, a plot, 100x100, at the southwest corner of 197th st and Webster av as a site for a 1-sty taxpayer with stores. The property was held at \$50,000.

CASTLE HILL AV.—Byrne & Baumann sold for Myvira Corp. to Barnes Realty Co. a plot, 100x100, at the southeast corner of Castle Hill and Starling avs, held at \$20,000.

FOREST AV.—John F. Metzler sold for Alice Day to the Falco Holding Co. a plot, 32x210, extending from Forest to Tinton avs, about 240 ft. south of 160th st, a 10-acre farm at Lake Kehosia, Sullivan county, was given in part payment.

PROSPECT AV.—J. Shank sold for Greenwood Cemetery, Inc., the 6-sty apartment house, with stores, at the northwest corner of Prospect av and 16th st, having frontages of 50 ft. and 100 ft. respectively. The property was taken over by the selling interests in May, 1915, in foreclosure proceedings.

PROSPECT AV.—Edward J. Bausch sold to East 109th St. Realty Co., composed of John A. and Thomas C. Mulligan and E. C. Robinson, two apartment houses at the southwest corner of Prospect av and Freeman st.

UNION AV.—Francis R. Robert sold through Samuel Bitterman for Aivan Olsen a tenement house, on plot 40.1x105, at 991 Union av.

VALENTINE AV.—James E. Barry, of Knap & Wasson, sold for Delta Holding Co., Frederick Brown, president, to Jacob S. Kana a plot, 100x100, on the east side of Valentine av, 100 ft. north of 196th st. The buyer gave in exchange a dwelling at 422 Ocean parkway, Brooklyn.

VALENTINE AV.—Moore, Schutte & Co. and E. H. Weisker sold for Lucy M. Cook the 5-sty apartment house at 2310 Valentine av, 69 ft. north of 186d st, on plot 50x110, and containing 20 apartments in 3, 4 and 5 room suites. The property was held at \$60,000. The buyer gave in part payment his country home, furnished, at Beacon Beach, Keansburg, N. J., which was taken at \$15,000.

WASHINGTON AV.—D. Sylvan Crakow and Joseph Herzog resold for Nason Realty Co., Max N. Natanson, president, three 3-sty buildings, on plot 50x80, at 1438 to 1442 Washington av to Fannie Maibach. The seller acquired the buildings about a month ago.

WASHINGTON AV.—John L. Fox sold to the East Side Iron Works, Samuel Rubin, president, a modern 5-sty apartment house, on plot 65x110, at 1364 Washington av, near 170th st.

WESTCHESTER AV.—Basch Realty Co. resold to the C. J. R. Realty Co. the 1-sty stores and moving picture theatre at 721 to 749 Westchester av, covering the triangular block bounded by Forest and Westchester avs and 190th st. The sellers acquired the property last July.

Brooklyn.

HENDRIX ST.—Edouard C. Panitz sold the 1-fam. dwelling, on lot 25x100, at 198 Hendrix st for the Linn-Carroll Realty Co., Inc., to Celia Jena.

LINWOOD ST.—Harry Sugarman sold for Charles Jacobs the 3-fam. house, on lot 20x100, at 460 Linwood st to Meyer Sheriff.

PACIFIC ST.—Nicholas J. Occhifinto sold the 3-sty tenement house, on lot 19x110, at 940 Pacific st, for Robert V. Tisall to Joseph Montella and the similar building at 942 Pacific st for John Tisall to Frank and Rose Penna.

PALMETTO ST.—R. A. Schlesing sold for Christian Rieth the 2-fam. brick house at 305 Palmetto st; also the 2-sty brick factory in the rear of the above premises to John and Margarethe Goettle.

PARK PL.—Charles Partridge sold a 2-sty house at 676 Park pl for Minnie Waters to a client, who resold it to S. A. Loeb, who resold it to J. H. Murcott.

PROSPECT PL.—Charles Partridge sold for S. Roache to A. Marshall the 2-sty house at 667 Prospect pl.

48TH ST.—Tutino & Cerny sold for James V. Gurge the two 4-sty double brick steam heated apartment houses, on plot 60x100, at 512 and 514 48th st. This is the third sale of this property by these brokers this year.

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53D ST.—Newman Leavy sold for Mrs. M. E. Haig the house, on plot 120x100, at 1441 53d st.

54TH ST.—Realty Associates sold the 2-sty 1-fam. dwelling, 20x38x100, at 1140 54th st to Joseph Horne and the similar property at 1142 54th st to Ole Kasmussen. The properties are between 11th and 12th avs, within two blocks of the 55th st station of the 4th av subway, West End line.

68TH ST.—Walter S. Ross and C. C. Gret-singer sold for the Realty Associates the plot, 120x120, on the north side of 68th st, 93 ft. east of 6th av, to a Bay Ridge builder, who will erect five 2-fam. detached houses, with garages.

74TH ST.—Harry M. Lewis sold for Sidney F. Strongin, executor of estate of Frederick W. Barwick, the 2-sty, 2-fam. dwelling at 1032 74th st to Peter S. Blumberg.

BAY RIDGE AV.—Frank A. Seaver & Co. sold the 3-fam. flat house at 362 Bay Ridge av for M. Rosenberg to an investor.

BEDFORD AV.—Charles Partridge sold for Rose Diringer to Mussen & Hepp a 4-sty building at 1405 Bedford av.

CLASSON AV.—Nicholas J. Occhinfanto sold for John H. Seed to Morris Gassinsky a lot, 24.8x88, at 639 Classon av.

GEORGIA AV.—Realty Associates and Philip Weinstein sold to Michael Chesler the 3-sty 3-fam. house, 20x36x100, at 390 Georgia av.

MANSFIELD PL, ETC.—J. D. O'Connell, Jr., sold for A. S. Parker a bungalow and garage at 469 Mansfield pl; also for Margaret S. De Groot a dwelling and garage, on lot 20x100, at 311 Caton av; also for E. S. Greene a dwelling, on lot 20x100, at 58 Rutland rd; also for Elisha Henshaw a dwelling, on plot 21.8x106, at 96 Hawthorne st; also for Francis S. Jewett a 2-fam. house, on lot 20x100, at 88 Fenimore st; also for Albert J. Maeder a dwelling, on lot 20x 100, in the south side of Rutland rd, 640 ft. west of Bedford av.

ST. JOHNS PL.—Meyer Levenson sold for Bond & Mortgage Co. the 4-sty building, on plot 26.8x120, at 1315 St. Johns pl.

ST. MARKS AV.—Charles Partridge sold for E. Kohnstam to C. F. McElroy the 3-sty dwelling at 598 St. Marks av.

SHEFFIELD AV.—Meyer Levenson sold for Rubin Stone the 3-sty tenement house, on lot 25x100, at 261 Sheffield av.

SUNNYSIDE AV.—Edouard C. Panitz sold the 2-sty, 2-fam. dwelling, on lot 20x83, at 98 Sunnyside av for Joseph A. Baluta et al to William A. Abel and Louise Abel.

WOODRUFF AV.—Z. D. Berry sold to Mrs. Marie L. Martin the Roslyn Court apartment house at 33 Woodruff av.

Queens.

BAYSIDE.—Henry W. Medicus sold to John C. Buehler a dwelling, on a 1½ acre plot at Edgewater View.

DOUGLSTON.—Fargraf Development Co. bought, to lay out in building lots, seven plots held by the Van Vliet estate, composed of parcels formerly owned by G. A. Wiggins, W. H. Cornell, W. Thorne, J. Lambertson and J. Schenck; a plot on the west side of Main av, 650 ft. south of Cedar av; a plot in the east side of Alley Creek, adjacent to property of North Shore Railroad Co.; a large plot owned by A. M. Randel and a plot of 5.7 acres adjoining the Van Vliet property from E. M. Farrington.

GLENDALE.—Jamaica Securities Co. sold to S. Weitch a plot, 40x100, in the southwest side of Meade st, 100 ft. northwest of Lynn av.

JAMAICA.—W. L. Pyne sold to O. O. Gardiner a dwelling, on lot 37x107, at 16 Clinton ter.

JAMAICA.—L. A. Barthel sold to W. M. Bennett a dwelling at 29 Sayres st.

JAMAICA.—P. H. Leifert sold to Rosebern Building Co. a plot, 100x100, at the northeast corner of Broadway and Myrtle av.

JAMAICA.—A. Short sold to H. J. Sanders a dwelling at the northwest corner of North 1st st and Madison st.

JAMAICA.—G. M. Laub bought from E. M. Stoothoff a plot 40x83 on the west side of Leferts av, 23.3 ft. north of Broadway, and from S. W. Stoothoff a plot 30x130; adjoining it on the east and a plot 25x100 on Frost av, 100 ft. south of Beaufort st, Jamaica.

JAMAICA.—Rengaw Realty Co. sold to J. Horowitz a dwelling, on plot 39x199, at the southeast corner of Liberty and Wells avs.

JAMAICA.—L'Ecluse, Washburn & Co., Inc., sold for the Stuyvesant Realty Co. to Printing Industries Corp. a plot with 428 ft. frontage on Fulton st, corner of Winsted av, for the site for a printing plant.

LITTLE NECK.—D. Provost sold to C. Raydor a 4-acre plot adjacent to the Lamberson property.

MORRIS PARK.—F. Gesche sold to F. Hoschen the dwelling, on plot 80x100, on the southwest corner of Walton st and Jeffery av.

RIDGEWOOD.—Island Holding Co. sold to H. O'Brien the dwelling at the south corner of Onderdonk and Greene avs.

WOODHAVEN.—J. E. Brazel sold to Sim & Creig land on east side of Vandever av, 22 ft. south of Pitkin ct.

Out of Town.

GREENWICH, CONN.—Douglas L. Elliman & Co. and Ladd & Nichols sold for John H. Snowden the former property of Edward Shearson. The price reported is about \$200,000.

AMITYVILLE, L. I.—William S. Sussman, Inc., sold to D. H. Jackson an estate on Great South Bay, comprising a dwelling and outbuildings and 2 acres on the main land and an island, of about 300 lots, in Great South Bay and Amityville Creek.

BAYSHORE, L. I.—Terry & Brewster sold for Charles L. Lawrence Corp. to Iola M. Ransom a 4-acre plot on Garner la, on the O'Co'Nee development. Contract calls for the construction of a Mount Vernon type of residence.

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 5857

GREAT NECK, L. I.—Frederick C. Franke sold to Mme. Olga Petrova the Samuel H. Harris estate, comprising a dwelling and about 8 acres, at Elm Point, with 600 ft. frontage on Long Island Sound. The property adjoins the estate of George M. Cohan and was valued at \$125,000.

HUNTINGTON, L. I.—Daniel M. Gerard sold the Rockwell house, in Sammis pl, to Mrs. Edna Brush and Miss Jeanette Conklin.

WESTBURY, L. I.—Henry A. Rogers, of Worthington Whitehouse, Inc., sold for Stephen H. Valentine his country property on the Jericho turnpike, between the properties of William Payne Thompson and A. Ludlow Kramer.

BERKELEY HEIGHTS, N. J.—Factory Exchange sold for the First National Bank of Bangor Me., to the Block Chemical Works, of Newark, N. J., the Berkeley Brick Co. plant. The property had been held at more than \$25,000.

LODI, N. J.—James A. Crowley sold for Thomas J. Carlon to St. Michael's Church of United Catholic Greek Rite 22 acres, having nearly 4,000 ft. frontage on Saddle River rd. The property was held at \$32,000.

MONTECLAIR, N. J.—Frank Hughes-Taylor Co. sold for Ellis P. Earle to Edward C. O'Neill, a plot with 145 ft. frontage on Prospect av, near the homes of Ellis P. Earle and Edward A. Bradley. The property was valued at \$10,000.

NEWARK, N. J.—Feist & Feist, Inc., sold a 4-sty mill constructed building, formerly occupied by Racquet Brothers as a trunk factory, on a plot, 60x about 100 ft., at 117 and 119 New Jersey Railroad av, located on the east side of the avenue and about 100 ft. south of Green st, to Samuel Nash, and resold it for him to Specialty Handle Co., manufacturers of leather novelties, etc., who own adjoining property, and who will use the newly purchased building to increase manufacturing facilities and as storage space.

RIDGEWOOD, N. J.—S. S. Walstrum-Gordon & Forman sold the residence of Frederick L. Schuyler at 49 Beech rd, Prospect Pk, to Willard P. Smith.

BRONXVILLE, N. Y.—Burke Stone, Inc., sold for Mrs. Georgina B. Whitney to Stephen Donohue a dwelling with large plot on Greenfield av.

LARCHMONT, N. Y.—George Howe sold to Joseph Dickinson 2 lots adjoining his residence in Larchmont Gardens.

NEWARK, N. J.—Louis Schlesinger, Inc., sold to the General Electric Co. the Lang plant, comprising buildings and 26 lots, on 17th av and in Lillie and Boyd sts.

OSSINING, N. Y.—Nichols & Hobbie sold to A. A. Ainsworth the country home of the late John V. Cockroft, comprising about 65 acres, extending from Pleasantville rd to Croton av, and adjoining the estates of W. W. Fuller, V. Everit Macy and L. Erstein. The property was held at \$85,000.

PELHAMWOOD, N. Y.—H. M. Olcott, of Clifford B. Harmon Co., sold for F. L. Egger a Colonial house to H. R. Woodrow, of the New York Edison Co., for his home.

RYE, N. Y.—Christopher M. Lowther sold to Harry E. Hayes 19 lots in Grapel st, adjoining Grace Church st.

TARRYTOWN, N. Y.—Robert E. Farley Organization sold a plot on Harwood av, Philipse Manor, to John H. Barlow.

WHITE PLAINS, N. Y.—Robert E. Farley Organization sold the country estate of Robert Frothingham, known as "Tenaere," in Purchase st, to a New York client. The property was held at \$40,000.

RECENT LEASES.

Leases on Madison Avenue.

Frank D. Veiller and James L. Robertson, agents for the new Equitable Trust building under construction at the southeast corner of 45th street and Madison avenue, have made an important lease involving the 11th floor for ten years to the Grasselli Chemical Co., one of the largest chemical corporations of the United States. Cushman and Wakefield were associate brokers in this lease; also leased space on the 18th floor to the American Wood Working Machinery Company for a long term. The 19th and 20th floors have each been leased for long terms to two individual firms. Details of these leases are not ready for publication. The agents announce unusual rental activity and that the building is now more than 30% rented although leases are being made from the first of May next. The inquiry for large space is also interesting as four leases have been made of entire floors.

Iron Works Property Leased.

The old Quintard Iron Works which has a frontage of 200 feet on the East River, between Tenth and Eleventh streets, was leased by the Estate of George Law, through the Ruling & Whiting Company and the Harrison S. Colburn Company, to a prominent warehouse concern, whose identity was not disclosed. The property is one of the largest private ownerships on that waterfront. It is located between two city owned piers and for years the southerly part was occupied by the

Greenpoint Ferry House which was abandoned a few years ago when that service was discontinued. The main section of the property, used by the Quintard Iron Works, consists of a high one-story brick structure measuring about 100 x 200 feet. The lease also includes an open dock, 50 x 200 feet, with riparian rights out to deep water.

City Leases Waterfront.

The City of New York has given the New England Steamship Company an extension for ten years from November 1, 1917, of Pier 28 East River, foot of Market slip, with the bulkhead between this pier and pier 27, at an annual rental of \$46,200; also the southern half of the bulkhead between Piers 28 and 29, at an annual rental of \$2,695. The city has also given to the Consolidated Gas Company an extension of the lease of 500 feet from the shore end of the wharf property on the north side of the pier at the foot of East 21st street, for ten years from January 1, 1918, at an annual rental of \$7,700.

Firm Expands.

M. & L. Hess, Inc., leased the 3d floor containing 10,000 square feet, at 39 to 47 West 19th st., to Titus Blatter & Co. These premises are taken in addition to the fourth floor, also occupied by this concern besides their quarters at 880 Broadway, for the manufacture of lace curtains and handkerchiefs. This makes 50,000 square feet that we have leased this firm during the past year, the added floor area being acquired for the rapid growth of their business, none of which has been due to any war contracts.

Tailors to Open Branch Store.

H. Milgrim & Brothers, ladies' tailors, located for several years at 122 Second avenue, leased the northwest corner of Broadway and 74th street, for twenty years, at a yearly net annual rental of \$20,000. The property comprises a three-story store and office building opposite the Hotel Ansonia, having a frontage of 91 feet on Broadway, and 143.8 feet in 74th street. It is owned by Mrs. Theresa D. Browning, widow of the late William H. Browning. The property will be extensively altered by the lessees at a reported cost of \$25,000. A portion of the space will be occupied as an uptown branch of their establishment. The lease dates from February 1, 1918.

Shoe Company Leases.

The Beck Shoe Company, represented by Herbert Hecht & Company, leased, to take care of increasing business in New York City, three stores, at an aggregate rental of about \$100,000. The leases are from F. W. Woolworth, the store at 1536 Third avenue, near 86th street, which the Woolworth Company recently vacated to move into larger quarters directly opposite; from Charles & Benjamin Rauner, a store at 826 Columbus avenue, near 100th street, and from the William Fox Realty Company, a store at 136 East 14th street.

Lease at Madison Square.

M. Rosenthal Company leased to L. A. & Jack Brous, 22,000 square feet, in the Einstein-Wolff Building, Broadway and 25th street, for a term of years, at an aggregate rental of about \$80,000.

Leases Garage Now Building.

Milnor, Wiley & Son leased for Rechnitz Brothers, Inc., the garage now in course of construction, at the southwest corner of Coney Island avenue and Avenue C, Flatbush, to C. J. Gillem. The aggregate rental totals about \$100,000. The new garage will accommodate about 175 cars.

Manhattan.

AMES & CO. leased for the M. C. D. Borden estate the two 4-sty dwellings at 25 and 27 West 56th st to a client, who will alter them into stores and apartments.

AARON BACHARACH leased the 2d loft at 128 West 36th st to Goldstone & Lieberman, cloak manufacturers.



The Morgue

is the title of a book kept by the president of a large and old-established publishing house. This book is composed of a list of advertisers who had gambled and lost in the advertising game through big circulation, quick returns promise of the advertising agent who did not know the fundamentals of the business of these advertisers.

The lesson to be learned from this is that when you have a special article to sell to a special class of people, use a medium which reaches that class. You are assured of 100% circulation and avoiding the slab in the morgue of wasted energy.

Advertising used legitimately is today a necessity in the selling and purchasing of many commodities and by necessity must be applied economically and honestly.

There is need for mediums of large and varied circulation but they must stand in a class by themselves as mediums for general advertising, to be used only by those advertisers who can make use of the greater part of their circulation.

The Advertising Man

(No. 6 of a continued series)

BRETT & GOODE CO. leased two lofts, about 20,000 sq. ft., at 43 to 51 West 36th st to the Wolf Co., manufacturers of advertising novelties; also, with Alfred J. Rowantree, a floor in the Puck Building, at Lafayette and Houston sts, to the Paulus & Howell Press.

CROSS & BROWN CO. leased the store and 2d floor, containing 10,000 sq. ft., at 157 to 159 West 56th st to the Taylor Motor Truck Co., and the store at 145 to 149 West 18th st to the Electrical Repair Co.

DUROSS CO. leased the store and basement at 615 Amsterdam av, at the southeast corner of 90th st, for Margaret Dunne to Morris Streiff for a 5 and 10-cent store.

DOUGLAS L. ELLIMAN & CO. leased the following apartments: 780 Madison av to Mrs. William F. Morgan and Mrs. A. Carroll; at 48 Central Park South to Mrs. Reginald Ronalds; at 118 East 54th st to H. Pendleton Rogers; at 106 East 85th st to C. L. Merriam; at 68 East 86th st to Mrs. Marian Foss; at 2 West 83d st, with E. K. VanWinkle, to Frank F. Hazard.

DOUGLAS L. ELLIMAN & CO., INS., leased for the Kohns estate the premises at 23 West 56th st to H. T. Hutchinson for business purposes.

HORACE S. ELY & CO. leased to J. Altmark & Son the store, basement, sub-basement and 1st loft at 581 Broadway, running through to Mercer st.

FARRELL REAL ESTATE CO. leased for Eldridge Snow the dwelling at 102 Riverside dr to Charles J. Williams, and for Mrs. Seach the furnished residence at 78 Riverside dr to George Lessey.

FIFTH AV. BUILDING leased space to the Nagoya Seitoshu Yoshincho, Nagoya, Japan. The building has become headquarters for many out-of-town concerns. Space has been taken by the Elder Manufacturing Co., St. Louis Mo.; the Liberty Cut Glass Works, Philadelphia, Pa.; G. W. Alexander & Co., Reading, Pa.; Louchheim, Minton & Co., 71 Broadway; the Trimble Hat Co., Orange, N. J., and East Bangor Consolidated Slate Co., East Bangor, Pa.

FREIDUS & CO. leased for Hyman & Evenson to A. Liss the three 5-sty flat houses at 205 to 209 West 48th st.

GOODWIN & GOODWIN rented for Elizabeth H. Childs to J. Herzog the 3-sty dwelling at 154 West 120th st.

HERBERT HECHT & CO., representing the William Fox Realty Co., leased a store in the building at 126 to 138 East 14th st to De Schaaf's photo studio. The owner intends to erect a moving picture house in the 13th st side of the property.

HERBERT HECHT & CO. leased for the Adrem Construction Co. 6,000 sq. ft. of space at 35 to 39 West 36th st to the Perfect Notion Co.; and for Bing & Bing an apartment at 1 West 68th st to Mrs. Elizabeth T. McCarthy, of Providence, R. I.

HEIL & STERN leased at 40 and 42 West 27th st the 7th floor to Smith & Schneider; at 31 and 33 East 32d st the 10th floor to Samuels & Levine; at 8 and 10 West 19th st the 8th floor to A. Lustgarten; and the 7th floor to A. Harry Wolfe.

HEIL & STERN leased at 25 to 29 West 21st st the 8th floor to Harry Greger & Co.; also at 12 to 16 West 27th st the 10th floor to Beck & Conheim.

M. & L. HESS, INC., leased the store and basement at 31 and 33 East 10th st to the Harris Paper Co.; the 8th floor at 40 East 19th st to the International Purchasing Exchange.

HOUGHTON COMPANY leased the 4-sty dwelling at 347 West End av, between 76th and

77th sts, to Harry C. Beldelman for Charles F. Rand.

PHILIP JESELSON leased for the Union Title and Mortgage Co., for a long term, space on the 10th floor of the 12-sty building at 241 to 245 West 37th st, to Charles Leach & Son.

JOHN J. KAVANAGH leased for the estate of Charles Gulden, deceased, apartments in the new improvement at the southeast corner of Madison av and 78th st to Mrs. N. H. Miller, Albert Stallforth and I. L. Bowden; also an apartment at 103 East 84th st to Miss M. F. Kelly; also an apartment at 931 Madison av, furnished, for E. Clark to Miss Caslova.

LAKIN & DINKELSPIEL leased at 757 6th av, at the northwest corner of 43d st, the corner store to the United Cigar Stores Co. and three upper floors to Mrs. Jennie Gabel, for a total rent of about \$15,000.

MICHAEL E. LIPSET leased for Spear & Co. the 3d loft at 28 West 25th st to Stein & Shonheit; the 2d loft at 30 West 24th st to Morris & Bendien; the 7th loft at 127 West 25th st to Joseph Goldman; the 1st loft at 158 West 29th st to Eckstein & Kass; the 4th loft at 6 West 20th st to Camlin Corset Co.; for M. & L. Hess, Inc., space at 13 East 22d st to Beauty Dress Co. and space at 17 East 22d st to Famous Manufacturing Co.

MANNING & TRUNK and M. & L. Hess, Inc., leased for Montgomery Ward & Co. to Columbia Furniture Trading Co., now at 131 West 28th st, the store and basement, containing about 20,000 sq. ft., at 307 and 309 6th av, north-west corner of 19th st, for a term of years at an aggregate rental of \$50,000.

PAYSON McL. MERRILL CO. leased apartments at 200 West 57th st to James P. Lahey and W. C. Dowlan.

PAYSON McL. MERRILL CO. leased for the Bronx Investment Co. furnished apartments at 112 West 47th st to Thomas F. Millard, and at 103 East 16th st to Andrew M. Williams; also a loft at 39 East 20th st to Theodore Lewish.

GEORGE NEIMAN and Pease & Elliman, agents, leased to F. Julius Fohs, of Oklahoma, an apartment at 103 East 84th st.

CHARLES F. NOYES CO. leased part of the 11th floor at 42 Broadway to Rogers, Mayer & Ball; space on the 17th floor to Henry C. Lockwood; on the 4th floor to Charles Harrington and on the 6th floor to Evan W. Fern.

CHARLES F. NOYES CO. leased for the estate of C. W. Smith, the building at 84 Lexington av to Lin Fong & Co., for a long term, for Japan and China ware, and silks; also sub-leased for five years the basement store at 39 Broad st for the Exchange Buffet Corp. to S. Rovinsky & Co., furniture dealers.

THOMAS J. O'REILLY leased the 2d loft at 7 West 30th st to Hellman & Meister, Inc., cloak and suit manufacturer.

PEASE & ELLIMAN leased for J. A. Ullman to Mrs. S. S. Mon Reyn the 3-sty, 20-ft. dwelling at 309 West 89th st, between West End av and Riverside dr; also a loft, 22x100 ft., at 30 West 39th st to A. Gastman.

PEASE & ELLIMAN leased for the estate of Francis Livingstone, represented as attorney by Lewis Cass Ledyard, to Charles F. Rand, the 20-ft. 5-sty American basement dwelling at 63 East 82d st, between Madison and Park avs; also leased the following apartments: 24 West 59th st to Mrs. Ralph MacFayden; 47 East 57th st to Mrs. T. C. Neat; 144 East 56th st to A. H. Schefer; 105 West 55th st to Mrs. Jean C. McGoodwin; 907 5th av to George E. Fahys; 830 Park av to F. deR. Wissman; 772 Park av to Miss Frances Newton; 144 East 56th st to H. M. T. Beekman.

PEASE & ELLIMAN rented for Dr. W. W. Herrick the dwelling at 49 East 53d st to Ira A. Kip, Jr.; also rented temporarily the store at 305 East 43d st to Pyrene Manufacturing Co.; also leased apartments at 109 West 88th st to Dr. Oswald C. Stackhouse; at 127 Riverside dr to Mrs. J. R. Belden and to S. Binge; at 2131 Broadway to Miss Alice M. Douglas; at 340 West 86th st for M. H. Gaillard & Co., as agents, to E. E. Daw, and at 370 Central Park West to Miss Florence Bruce.

GEO. R. READ & CO. leased for the Ritz Realty Co., the 16th and 17th floors at 912 to 920 Broadway, to the Board of Foreign Missions of the Methodist Episcopal Church, for their art department.

GEO. R. READ & CO. leased for Frederick Fox & Co. the 8th floor at 29 and 31 East 22d st; also space at 126 5th av for Carstein & Linnekin to Blair, Miller & Co. and N. Byron Cronheim; also space at 3 East 17th st to Albert Koening.

GEO. R. READ & CO. rented for William S. Denison & Co. offices at 141 Broadway to the American Railway Association.

GEO. R. READ & CO. leased the building at 204 West 76th st to the Manhattan Storage & Battery Co.; also at 306 5th av space to Kaufman's Blouse Shops, Inc., for A. B. Ashforth & Co.; also at 17 Madison av space to the Allied Silk Trading Corp.

DOUGLAS ROBINSON, CHARLES S. BROWN CO. leased lofts at 33 Grand st to Mannatta Fastener Co.; at 149 Spring st to Isidor Rosen; at 85 Bleeker st to Rosenblum & Schwartz; at 20 Bond st to National Hat Co. Ideal Hat Frame Co. and Levy, Jacobs & Solokopf; at 225 Greene st to Karslovitz Bros.; at 131 Prince st to Tobias Korn; at 32 West 22d st to D. Charnas & Co. and William Joseph; at 335 East 26th st to Lindt Chocolate Co.; at 205 Wooster st to Cooperstein & Rand, and at 331 East 26th st to Chas. Sunquist, and space at 708 Broadway to Joseph Doorkin.

DOUGLAS ROBINSON, CHARLES S. BROWN & CO. leased for Judson S. Todd to Cornelius N. Bliss, Jr., the furnished dwelling at 23 East 73d st.

M. ROSENTHAL CO. leased for Spear & Co., agents, a floor at 130 West 17th st to B. & E. Dress Co.

D. A. SCHULTE, INC., leased on the promenade level of the Park Row entrance to the Brooklyn Bridge the space formerly occupied by the Brook-Bridge stand, and after alterations will open a branch establishment.

SHAW & EBBITT leased for the 160th St. Realty Corp., the corner store at 4032 Broadway for a general market.

SOL. STERN leased at 34 East 21st st the 3d floor to M. & B. Cloak Co. and the 4th floor to Samuel Turetzky; also the double store at 645 6th av to Gisnet Bros., furriers, and the 5th floor at 537 5th av to A. Messner, Inc., ladies' tailors; also at 102 and 104 West 38th st the 4th floor to Jarkow & Pops and French Model Dress Co. and the 5th floor to Freeman & Co. and Theodore Seydel; also at 31 to 33 East 27th st space to Meyer Camera & Instrument Co., Chalhoub Freres, Max Blumenstein, Wm. Goldfinger and Tremont Waist & Middy Blouse Co.; also at 32 East 22d st the top loft to David Blond, and in conjunction with Albert B. Ashforth, Inc., the 9th floor, about 10,000 sq. ft., at 30 Irving pl to Western Electric Co.; also leased 30,000 sq. ft. of space in the Langsdorf Building, at the southwest corner of Spring and Crosby sts, to George H. L'Heureux for a long term.

E. K. VAN WINKLE leased an apartment at 65 Central Park West for Mrs. Gwladys Bell to J. A. VanEmmerik; also the following unfurnished apartments: at 59 West 76th st for Willis Benner to Arthur M. Jordan; at 456 Riverside dr for B. Crystal & Son to Mrs. Walters.

FRANK D. VEILLER AND JAMES L. ROBERTSON and Cushman & Wakefield leased in the Equitable Trust Building, being erected at the southeast corner of Madison av and 45th st, the 11th floor, for ten years, to Grasselli Chemical Co.; space on 18th floor to American Wood Working Machinery Co., and 19th and 20th floors to unnamed lessees. Although the building is not yet finished, it is 30 per cent. rented. Leases of space in it are being made from May 1, 1918. Four floors of the structure have been leased.

J. N. WELLS' SONS leased the 10th floor at 521 and 523 West 23d st to Publishers' Printing Co.; also a store at 231 10th av to Weyman-Bruton Co. and at 525 West 23d st a store to the Wolf Steel Ceiling Co. and a floor to the Selas Co.

WM. A. WHITE & SONS. leased the building at 316 Washington st, between Duane and Jay sts, to Drohan Co., Inc.

WHITE-GOODMAN leased the store at 152 Madison av, on the 32d st side, to Walter J. Sinsheimer & Co., silk merchants.

WORTHINGTON WHITEHOUSE, INC., leased for Mrs. Bainbridge Colby her residence at 49 East 68th st for the winter, furnished, to Charles S. Sargent, Jr.; also, furnished, for Captain Charles DuPont Coudert his house at 53 West 48th st to Susan Bowden.

WORTHINGTON WHITEHOUSE, INC., leased for Hamilton H. Durand his apartment at 441 Park av to Mrs. Harry H. Shriver; also for Kingsley Ballou his apartment at 16 West 50th st to Herbert C. Wright for the winter, furnished; also, in conjunction with Seton Henry and Douglas Gibbons, Henry S. Klip's apartment at 128 East 60th st to John Lakin Baldrige.

D. ZUCKERMAN CO. leased 11,500 sq. ft. of space at 8 West 33d st to Marion Dress Co.; also rented lofts as follows: at 135 West 26th st to Green & Kugelmann; at 36 West 25th st to Mitchell & Cramer; at 132 West 22d st to Philip Kaufman, dresses; at 51 West 24th st to Abernathie Ferguson Co.; at 15 West 26th st to Morris Roth; at 36 West 25th st to Shaner & Hirsch, and at 36 West 20th st to Albert & Co.

FREDERICK BROWN

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CURRENT BUILDING OPERATIONS, MATERIALS AND SUPPLIES

THE excessively cold weather and the frequent storms of the past week effectually retarded whatever building construction was scheduled for the period, and, considered as a whole, the last seven days were rather quiet ones for the building trades. During the week there were a number of important operations for which general contracts were awarded and other projects were presented to the trades for estimates. The conditions surrounding the building industry are far from normal, however, and no great amount of relief is anticipated before the advent of next spring.

Federal construction remains as the predominating element in the structural industry, and the immense volume of business emanating from this source is almost wholly responsible for what activity is current. New building operations for military purposes are being announced daily by the authorities at Washington, and the total amount of money that the Government is expending for its preparations for offense and defense will reach an amazing figure.

The steadily increasing activities of the factories and plants engaged in the manufacture of war munitions and supplies, and the erection of new shipyards along our coasts, are greatly aggravating the problems incident to properly housing the thousands of employees working in these industries. Important steps have already been taken at certain localities looking toward the relief of the situation, but in a large number of communities the condition is still acute, and immediate action must be taken to house the additional employees. In order to properly house the vast number of skilled mechanics, who, with their families have flocked to the munition plants in a patriotic endeavor to "do their bit," literally thousands of new houses must

be erected and millions of dollars expended for the purpose. Nationally prominent housing experts, social welfare workers, architects, engineers, builders and financiers are at present engaged in a study of the numerous difficult problems involved, and it is thought that before the elapse of many days some definite results will be announced that will greatly assist in relieving the intolerable conditions that now exist in some of the leading manufacturing communities of this country.

The markets for building materials and supplies have generally slowed down to a point of inactivity owing to the dearth of new building operations. As a rule material and supply prices have been firm, and there is every prospect that the market conditions will readjust themselves naturally as soon as there is a resumption of structural work. Producers of building commodities are all hampered to some extent by the scarcity of fuel and raw materials, and the difficulties of transportation. To some the conditions are acute and mean virtually a suspension of manufacturing until the situation is improved.

The labor situation today is in somewhat better position than it has been recently. Mechanics for building purposes are plentiful; in fact, there is not sufficient work for all available. Owing to the lack of employment in building construction, as a consequence of the few structures being erected, these men are seeking employment in the new shipyards that are springing up along our shores. The building of ships requires almost the same type of mechanics that are used in the building trades, and so with but slight readjustment to strange conditions these men will be assured of employment while the existing stagnation of building construction maintains, but will be available when their services are again required by the building trades.

the Government for military construction to be supplied and the intolerable transportation situation it is difficult to predict when the lumber market will be relieved of some of its troubles. There is a feeling throughout the lumber industry, particularly among the dealers in the Metropolitan district, that no great volume of new business is possible before next spring. Then, however, a strong revival of building construction is expected, and all producers and dealers in building materials and supplies will be in a position to make up for the dull times now being experienced.

Window Glass.—For the producers of plate and window glass the manufacturing difficulties are increasing, and the entire situation as regards glass is uncertain and complicated. The whole industry is at present interested in the decision as to whether glass is to be classified as an essential or non-essential, for if the latter is decided upon by the authorities it will be extremely difficult to obtain the necessary fuel and supplies for production and facilities for the transportation of the finished product. At this writing manufacturers are not anxious to bind themselves to contracts. There has been no change in the schedule of discounts since the last report, but there is likely to be a revision in prices without further notice.

Wire Products.—The domestic demand for these commodities has grown considerably during recent weeks, and the mills are generally sold so far ahead that they are not over anxious to undertake additional orders. The statement has been made that the wire and wire nail orders entered by the American Steel and Wire Company for the month of November amounted to more than 160,000 tons. Mill deliveries are better today than they have been for a long time, and from this viewpoint the situation is almost satisfactory. There have been no changes in price, the Governmental control figures ruling all sales. Wire nails are selling at \$3.50 base per keg, and bright basic wire at \$3.35 per hundred pounds.

Iron and Steel Bars.—The demand for these products is fairly heavy, but as the mills are sold for months ahead they are generally in no position to take new orders for early shipment. The Federal Government is a strong factor in the market for iron and steel bars, and is taking a large part of the total output. This material is required for military purposes, and all shipments for Federal account are given preference. Prices for steel bars are quoted at the Government control figure of 2.90 cents, in carload or larger lots, f. o. b. mill. Refined iron bars are selling at the new Government price of 3.50 cents at mill for carload lots.

Sand and Gravel.—The market for these materials is at present somewhat congested with orders owing to the fact that buyers are anxious to obtain their supplies before navigation is closed for the season and that the inclement weather conditions of the past week has made transportation almost impossible. The condition is only temporary, however, and likely to be relieved within a short period. Prices are holding firmly at their old levels.

Cast Iron Pipe.—The market for this commodity is comparatively inactive, although there has been a slight amount of municipal work in sight. Private buying is negligible, and no great volume of new business is expected from this source before next spring. Quotations for cast iron pipe are still nominal at \$56.50 for 6 in., 8 in. and heavier, and \$59.50 for 4 in.

Common Brick.—The common brick market was considerably affected by the inclement weather of the past week. The excessive cold made brick laying impossible, and the lippety streets made hauling dangerous and uncertain. As a consequence sales were light. Prices remain unchanged from the \$7.75 to \$8.25 range that has maintained for some time. There have been a number of inquiries during the week, but there is no immediate prospect of business developing from them before next spring. The common brick interests generally feel that for the balance of the winter the market condition will be slack, but that with the opening up of the spring season a strong revival of structural activity will be noticeable and that all material producers will share in the increased business. The arrivals are in fair volume, but practically all from points south of Newburgh Bay. Above Newburgh the river is frozen to a point that makes navigation impossible. As a general thing the Hudson River south of Haverstraw is navigable throughout the entire year with the possible exception of a few days following an excessively cold snap, when conditions might be bad, but this never holds for any great length of time, so there cannot possibly be a shortage of supply. In any event there is a sufficient quantity of common brick in reserve in the local yards to accommodate any but an unprecedented demand for the commodity. As the Raritan River is frozen over there is no brick coming into the market from this section. Raritan brick prices are nominal at \$8.75 a thousand, in cargo lots.

SUMMARY.—Transactions in the North River brick market for the week ending Friday, Dec. 14, 1917: Condition of market: Demand, light; prices unchanged. Quotations: Hudson Rivers, \$7.75 to \$8.25 to dealers in cargo lots along-side dock. Number of cargoes arrived, 22. Sales, 15. Distribution: Manhattan, 1; Brooklyn, 4; New Jersey points, 9; Astoria, 1.

Structural Steel.—The market for fabricated steel is dull, and what activity is evident is traceable to Federal sources, mainly requirements for military construction. This phase of construction work is very active and, according to the program of operations scheduled for 1918, considerable business for all branches of the building industry will be forthcoming. Private building has now slowed down to such a low ebb that the amount of fabricated material being contracted for is almost unworthy of mention, but there are new projects in the early stages of development that indicate an increase of activity just as soon as the conditions surrounding the building industry are improved. During the past week the railroad buying has been confined to a single tonnage order for the Southern Railroad, and no great volume of new business is anticipated from this source for the balance of the year. Mill shipments of fabricated material are being quoted at the official figure of 3.195 cents.

Lumber.—There is a fair demand for lumber products, both for building work and commercial usage, but the market is not especially strong. Prices are holding firm in all lines, and in certain instances a slight tendency to advance is noticeable. Stocks on hand in the local yards are generally low, and with the present requirements of

CURRENT WHOLESALE PRICES.

LOCAL CONCERN TO REBUILD HALIFAX

CURRENT wholesale prices, prevailing on the Building Material Exchange and elsewhere in the Metropolitan district. Allowances must be made for yard and store prices:

Note.—Price changes are indicated by black-face type.

BRICK (Cargo lots, at the wharf, to dealers only), per M.:

North River common.....	\$7.75@	\$8.25
Raritan common.....	—@	8.75
Second hand common, per load of 1,500.....	8.50@	—
Red face brick, rough or smooth, car lots.....	\$21.00@	—
Buff brick for light courts....	21.00@	—
Light colored for fronts.....	25.00@	—
Special types.....	36.00@	—

CEMENT (wholesale, 500 bbls. lots and over, alongside dock, N. Y.):

Domestic Portland, Spot.....	\$2.12@	—
Rebate on bags, returned, 10c. bag.	—	—
Rosendale Natural to dealers, wood or duck bags.....	\$1.15@	—
Rebate on bags, returned, 10c. bag.	—	—

CRUSHED STONE (500 cu. yds. lots, f. o. b. alongside dock N. Y., wholesale):

Trap rock, 1½ in. (nominal)....	\$1.00@	—
Trap rock, ¾ in. (nominal)....	1.20@	—
Bluestone flagging, per sq. ft....	.17@	0.18
Bluestone curbing, 5x16.....	.40@	—

HOLLOW TILE (fireproofing, Prices f. o. b. factory, Perth Amboy, N. J.):

Exterior—		
4x12x12 in., per 1,000.....	\$87.50	—
6x12x12 in., per 1,000.....	122.50	—
8x12x12 in., per 1,000.....	148.75	—
10x12x12 in., per 1,000.....	175.00	—
12x12x12 in., per 1,000.....	218.75	—
Interior—		
3x12x12 in., per 1,000.....	\$66.00	—
4x12x12 in., per 1,000.....	74.25	—
6x12x12 in., per 1,000.....	99.00	—
8x12x12 in., per 1,000.....	132.00	—

LIME (standard 300-lb. bbls., wholesale):

Eastern common.....	\$1.90@	—
Eastern finishing.....	2.10@	—
Hydrated common (per ton)....	12.00@	—
Hydrated finishing (per ton)....	15.43@	—

LINSEED OIL—

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

GRAVEL (500 cu. yd. lots f. o. b. along side dock N. Y., wholesale):

1½ in. (nominal).....	\$1.10@	—
¾ in.	No quotation	—
Paving gravel (nominal).....	\$1.25@	—
P. S. C. gravel.....	1.25@	—
Paving stone.....	2.20@	2.40

LUMBER (Wholesale prices, N. Y.):

Yellow pine (merchantable 1905, f. o. b. N. Y.):	—	—
8 to 12 ins., 16 to 20 ft....	\$40.00@	\$50.00
14 to 16 ft.....	55.00@	70.00
Heart face siding, 4-4 & 5-4	34.00@	36.00
Hemlock, Pa., f. o. b. N. Y.	—	—

Base price, per M..... \$0.50@ —

Hemlock, W. Va., base price per M..... 80.50@ —

(To mixed cargo price add freight \$1.50.)

Spruce, Eastern, random cargoes, narrow (delivered)6.	\$35.00@	\$38.00
Wide cargoes.....	37.00@	45.00
Add \$1.00 per M. for each inch in width over 12 ins. Add \$1.00 per M. for every 2 ft. over 20 ft. in length. Add \$1.00 per M. for dressing.	—	—

Lath (Eastern spruce f. o. b. N. Y.):

Standard slab.....	\$4.50@	\$4.75
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Cypress lumber (by car, f. o. b. N. Y.):

Firsts and seconds, 1-in....	\$61.00@	—
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Cypress shingles, 6x18, No. 1	10.00@	—
Hearts.....	8.50@	—
Prime.....	90.00@	95.00
Quartered oak.....	68.00@	73.00

Flooring:

White oak, quartered, select....	\$55.00@	\$59.00
Red oak quartered, select....	55.00@	59.00
Maple No. 1.....	49.00@	—
Yellow pine, No. 1, common flat.....	38.00@	—
N. C. Pine, flooring, Norfolk.....	40.00@	—

PLASTER—(Basic prices to dealers at yard, Manhattan):

Masons' finishing in 100 lbs. bags, per ton.....	—@	\$15.00
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Dry Mortar, in bags, returnable at 10c. each per ton.....

Block, 2 in. (solid), per sq. ft....	6.75@	7.25
Block 2-in. (hollow), per sq. ft....	.09	—
Boards, ¾ in. x 8 ft.....	.12½	—
Boards, ¾ in. x 8 ft.....	.15½	—

SAND—

Screened and washed Cow Bay, 500 cu. yds. lots, wholesale.....	\$0.50@	\$0.55
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STRUCTURAL STEEL (Plain material at tidewater, cents per lb.):

Beams & channels up to 14 in.	3.195@	—
Beams & channels over 14 in.	3.195@	—
Angles 3x2 up to 6x8.....	3.195@	—
Zees and tees.....	3.195@	—
Steel bars, half extras.....	3.195@	—

TURPENTINE:

Spot, in yard, N. Y., per gal....	\$0.49@	\$0.50
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WINDOW GLASS. Official discounts from jobbers' lists:

Single strength, A quality, first three brackets.....	.80%+20%	—
B grade, single strength, first three brackets.....	.85%	—
Grades A and B, larger than the first three brackets, single thick....	.80%+10%	—
Double strength, A quality.....	.80%+10%	—
Double strength, B quality.....	.80%+20%	—

RECORD AND GUIDE QUOTATIONS ARE ACCEPTED AS OFFICIAL BY BUILDING MATERIAL EXCHANGES.

Hedden - Pearson - Starrett Corporation Will Probably Get Commission From Canadian Authorities

PLANS are rapidly developing for the prompt reconstruction of that part of the city of Halifax, Nova Scotia, recently destroyed by an explosion and the fire that followed. The construction involved will be a mighty task, replete with difficult engineering problems that will tax the facilities of every individual engaged in the work.

Of interest in connection with the work of rebuilding the destroyed area of Halifax is the fact that a prominent New York contracting firm will probably be retained to handle this gigantic operation in its entirety. The Hedden-Pearson-Starrett Corporation, 115 Broadway, Manhattan, already have completed the preliminary plans in connection with this work, and according to the latest advice they will undoubtedly receive a contract for the work.

Upon receipt of authentic information, confirming the wide scope of the recent disaster, the officials of the Hedden-Pearson-Starrett Corporation decided that their duty was plain; that in addition to being an excellent business opportunity, it would be a most patriotic thing to undertake the work of reconstructing the destroyed city. With these thoughts in mind the concern apprised the officials of the Dominion of Canada and the local authorities at Halifax that the vast facilities for efficient and rapid construction and the best engineering talent of its organization would be placed entirely at the disposal of the executive committee in charge of rebuilding, and that they only awaited definite word as to when their work might be commenced.

At the present time John B. Clermont, chief of the engineering staff of the corporation, with a number of subordinate engineers, has been in Halifax for almost a week for the purpose of making a complete survey of the damaged area, and to act in an advisory capacity to the local officials and committee on reconstruction. Mr. Clermont has had daily conferences with Premier Borden of the Dominion of Canada, and Hon. George H. Murray, Premier of Nova Scotia, who heads the executive committee in charge of the work of relieving present physical suffering and rebuilding the city.

Captain Edward H. Beckert, president of the corporation, in discussing with a representative of the Record and Guide the scope of the work involved, stated that his concern had determined to undertake this task if possible, but that its motives were humanitarian and patriotic as well as business, and that the contract would be assumed upon the terms of the Dominion of Canada, whatever they might be.

The entire burden of rebuilding the destroyed sections of Halifax and its outlying villages will be borne by the government. Where possible, damaged buildings will be salvaged, and totally destroyed structures rebuilt. Individual property owners will be protected in every possible manner, and their properties restored to them in as good, if not better, condition than they were before the explosion and fire occurred.

Reconstructing this city will be a monumental task, and one that will require the maximum of efficiency, technical ability and vitality of the builders, as well as the closest kind of cooperation between the builders and the authorities responsible for the completed task. From this end more than the preliminary steps have already been taken so that work may be started immediately the word is given.

Arrangements have been completed with trunk railroads to rush the transportation of materials, supplies, mechanics and laborers. All branches of the building and engineering trades have been called upon to assemble large groups of mechanics and laborers, ready to depart for the scene of activity

at short notice. Orders have been placed with nationally prominent manufacturers of hand tools and contractors' equipment for the prompt delivery of the necessary apparatus to rush this work to a speedy conclusion.

One thousand portable houses are ready for shipment, and, in addition, trains of camp and construction cars are being assembled to provide living accommodations for the great mass of laborers required in a building operation of this magnitude.

Three Hundred Workmen's Houses.

Estimates on general contract have been taken for the erection of about three hundred dwellings to be built at Arlington, S. I., for the Downey Shipbuilding Corporation, Wallace Downey, president, 120 Broadway, owner. This project is required in order to adequately house the large number of mechanics in the employ of this concern. The buildings have been planned by Simpson & Briscoe, architects, Essex Building, Newark, N. J. They will be two-story houses, built of brick, concrete and stucco, with ground dimensions of approximately 23x23 feet. Modern improvements will be installed for the comfort and convenience of the workmen. These buildings will cost about \$2,000 each.

Rebuilding Parkway Baths.

Plans are under way for the rebuilding of the Parkway Baths, at Coney Island, that were destroyed by fire recently. The Realty Associates, 152 Remsen street, Brooklyn, owners of this project, have retained Benjamin Dreisler, architect, 153 Remsen street, to prepare the plans and specifications for the new building. The preliminary plans call for a structure three stories in height, 300x200 feet, of reinforced concrete and steel. Charles S. Voorhies, 188 Montague street, is the engineer. This bathing pavilion will contain approximately six thousand bathrooms and in addition about four thousand lockers will be installed. The project will include a Turkish bath, sun parlors and a number of other modern features that will make the structure one of the best equipped projects of its kind in this section of the country. The cost of construction is estimated to be in the neighborhood of half a million dollars. Active building operations will be started immediately and the structure ready for use early next spring.

Plan Convalescents' Home.

Preliminary sketches have been approved and York & Sawyer, architects, 50 East 41st street, will soon start the working drawings for the convalescents' home to be built at the northeast corner of Jerome and McLean avenues, Yonkers, N. Y., for the Estate of Caroline Neustatter, care of William R. Rose, attorney, 128 Broadway, Manhattan, owner. This structure will be two stories in height, built of brick and limestone, with steel frame, and will be fireproof in every particular. The cost of the project is estimated at approximately \$250,000. Further details of construction will be available as the working plans progress.

H. C. Pelton Plans Church.

Preliminary plans are being prepared in the offices of Henry C. Pelton, architect, 35 West 39th street, for the new church and parish house to be erected at the southeast corner of Park avenue and 64th street for the Fifth Avenue Baptist Church, Rev. Cornelius Woelfkin, minister. The new edifice will be constructed of brick and stone to a height of one and one-half stories, and will occupy a plot 100 x 100 feet. The cost is estimated to exceed \$500,000. According to the present schedule it is expected that the final plans will be started early in 1918 and work started during the coming spring or summer.

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Plans for New Bronx Apartments.

Gronenberg & Leuchtag, architects, 303 Fifth avenue, are preparing working plans for a five-story apartment, on plot 105 x 142 x irregular, on the north side of the Grand Boulevard and Concourse, 103 feet north of 165th street. This operation will have a facade of tapestry brick with trimmings of Indiana limestone. The cost is placed at approximately \$135,000. The owner is the Conwald Construction Company, Samuel Williams, president, care of the architects.

Contract for Office Building.

The Whitney Company, 101 Park avenue, has obtained a general contract to erect the seven story addition, 112x42 feet at 92 to 106 Pearl street for the William R. Grace Co., 7 Hanover Square. The plans for this operation were prepared by James W. O'Connor, architect, 3 West 29th street, and the cost is estimated at approximately \$250,000. This project includes alterations to the building adjoining, now occupied by the owners.

Contract for Theatre and Offices.

The Fleischmann Construction Company, 531 Seventh avenue, has obtained the general contract for the erection of a six-story brick, stone and terra cotta theatre and office building, 100 x 268 x 137 feet, at 1639 to 1649 Broadway, at the southwest corner of 51st street. The owner of this operation is the Wendell Estate, 175 Broadway, and the lessee, the Moredall Realty Company, 233 Broadway. The plans and specifications were prepared by Thomas W. Lamb, architect, 644 Eighth avenue.

Costly New Jersey Residence.

F. H. Behr and O. B. Smith, associated architects, 27 Madison avenue, Manhattan, are preparing plans and specifications for a handsome residence at Morristown, N. J., for L. H. Ross, owner. The structure will be built of brick, two and one-half stories in height, with irregular ground dimensions. The cost is estimated to be approximately \$125,000. Further details of this operation will be available for a later issue.

PERSONAL AND TRADE NOTES.

Max Hirsch, architect, has moved his office from 350 Fulton street to 215 Montague street, Brooklyn.

Brook & Rosenberg, architects, have recently moved their offices from 350 Fulton street to 215 Montague street, Brooklyn.

Longacre Construction Company, general contracting, has moved its offices from 11 East 42d street to 34th street and Madison avenue.

Marcus Contracting Company, Inc., 309 Broadway, announces that S. Citron has returned as head of the estimating department after an absence of four months.

Herman Metzger, architect, has recently discontinued his office at 240 Market street, Newark, N. J., and hereafter will practice his profession at his residence, 378 Elm street.

W. R. Sides, recently assistant to the contract manager of the Turner Construction Co., New York, is now assistant to the president of William Whitman & Co., cotton manufacturers, Boston, Mass.

E. C. Sickles, recently works engineer of the Hyatt Roller Bearing Company, Newark, N. J., has joined the Lackawanna Bridge Company, in connection with the shipbuilding activities of that company, at Port Newark, N. J.

Frederick H. De Coster, for many years a prominent builder of Morristown, N. J., died of apoplexy at his home Monday, December 10. He was the senior member of the contracting firm of De Coster, Mills & Co., 49 Mills street, Morristown, N. J.

Clarence W. Woolley, for many years president of the American Radiator

Company, has been appointed a member of the war trade board by President Wilson. He will administer the board's supervision over imports. Thomas D. Jones is vice-chairman of the board.

Herbert M. Hale, recently with the Holbrook, Cabot & Rollins Corporation on the Catskill Aqueduct and New York subway work, has become associated with the Turner Construction Co., New York, as assistant to the contract manager. Mr. Hale had been with the Holbrook company for six years, prior to which he was with the New York Rapid Transit Commission and the New York Board of Water Supply.

Alphonse Hogenauer, president of the Hogenauer-Wesslau Co., of 431 Audubon av., for many years engaged in the speculative building business, died last Monday at his residence, 2618 Grand avenue, the Bronx. Mr. Hogenauer was in his 75th year. The Hogenauer-Wesslau Co. started in the early nineties to build apartment houses on the lower West side and Harlem and was among the pioneer builders of the upper section of Washington Heights.

GOVERNMENT WORK.

Advance information relative to operations for Federal Authorities.

MANHATTAN (VICINITY).—Major F. B. Wheaton, advisory architect, and Major Gumby, advisory engineer, both of 15th and M sts, N. W., Washington, D. C., have plans in progress for hollow tile, concrete and frame warehouses for the U. S. Government, General I. W. Littell, Construction Quartermaster, 15th and M sts, N. W., Washington, D. C., owner.

SAYVILLE, N. Y.—David Hill, Ozone Park, L. I., has the general contract for quarters for the U. S. Government, Commandant, Third Naval District, Brooklyn, N. Y., owner, from privately prepared plans.

CHARLESTON, S. C.—Gillis & Geohegan, 537 Broadway, Manhattan, have the general contract for improvements to the power plant for the U. S. Government, Navy Dept., F. R. Harris, Chief of Bureau of Yards and Docks, Washington, D. C., owner, from privately prepared plans. Cost, \$100,000.

HUDSON RIVER.—U. S. Government, Col. Glennon, Mills Building, and Gen. I. W. Littell, Adams Bldg, Washington, owner, contemplates erecting a hospital on the Billings Estate along the Hudson River, from privately prepared plans.

NEAR LITTLE SILVER, N. J.—Charles R. Hedden, 763 Broad st, Newark, has the general contract for a 2-sty frame barracks at Camp Vail for the U. S. Government, Gen. I. W. Littell, Construction Quartermaster, Adams Bldg, Washington, D. C., owner, from privately prepared plans. Cost, \$25,000.

NO ARCHITECTS SELECTED.

Advance information regarding projects where architects have not as yet been selected.

BROOKLYN, N. Y.—Harry A. M. Ramsey, 142 East 59th st, Manhattan, and on premises, owner, contemplates rebuilding the 2-sty frame and shingle dwelling, 23x35, at 421 East 19th st. No architect has been selected. Cost, \$8,000.

NIAGARA FALLS, N. Y.—Niagara Food Products Co., C. T. Dettler, manager, 1416 Main st, Niagara Falls, N. Y., owner, contemplates erecting a 1 or 2-sty brick, steel or concrete canning factory, for which no architect or site has been selected. Cost, \$25,000.

SYRACUSE, N. Y.—A. E. Nettleton Co., 302 Pearl st, Syracuse, owner, contemplates erecting a 4-sty factory bldg at East Willow and South State sts, for which no architect has been retained. Cost, \$40,000.

SOUTH RIVER, N. J.—Para Rubber Co., South River, N. J., contemplates rebuilding a factory, for which no architect has been selected. Details will be available later.

NEWARK, N. J.—Housing Committee, c/o Board of Trade of the City of Newark, Uzal H. McCarter, pres., 800 Broad st, Newark, contemplates a housing proposition. No architect or site has been selected. A committee of 25 citizens will be appointed by the president of the Board of Trade to finance above proposition of housing 70,000 people.

YAPHANK, L. I.—City Federation of Women's Clubs (314 clubs included), Mrs. John Francis Wawger, 808 West End av, Manhattan, contemplates erecting a community hall at Camp Upton. No architect has been retained and details will be available later. Cost, \$100,000.

GENESEE COUNTY, N. Y.—Board of Supervisors of Genesee County, Clarence Bryant, County Clerk, contemplates erecting a tuberculosis hospital. No architect or site has been selected, and owners are undecided when project will go ahead. Cost, \$30,000.

SOUTH ORANGE, N. J.—Village of South Orange, Board of Education, Mr. Foster, Supt. of Schools, South Orange, contemplates erecting a public school, for which no architect or site has been selected.

PLANS FIGURING.

Projects for which bids are being taken by architects or owners.

DWELLINGS.

BROOKLYN, N. Y.—A. Weissenberger, 32 Union sq, Manhattan, architect, is taking bids on the general contract for remodeling the 2½-sty frame dwelling on Bay Ridge Shore rd, bet 97th and 98th sts, for William F. Kenny Co., 841 Broadway Manhattan, owner. Includes new 1-sty terra cotta block and stucco garage, and residence will be entirely restuccoed. Cost, \$10,000.

HOSPITALS AND ASYLUMS.

BROOKLYN, N. Y.—State Hospital Commission, E. S. Elwood, secy, Capitol, Albany, N. Y., owner, is taking bids on the general contract, to close 3 p. m., Dec. 19, for the construction of a new chronic bldg and dining room at the Brooklyn State Hospital, Brooklyn, N. Y., from plans by Lewis F. Pilcher, Capitol, Albany, N. Y., State Architect. Cost, from \$150,000 to \$200,000.

MUNICIPAL.

BROOKLYN, N. Y.—The City of New York, Lewis H. Pounds, Pres., Borough of Brooklyn, room 2, Borough Hall, Bklyn, owner, is taking bids on the general contract, to close 11 a. m., December 19, for the construction of sewers on Av M, 23d av, 60th st, Bay Parkway, 59th st, etc.

SCHOOLS AND COLLEGES.

SYRACUSE, N. Y.—The Board of Education of Syracuse, George H. Fairchild, pres., Syracuse, N. Y., owner, is taking bids on the general contract, to close 1.30 p. m., December 31, for rebuilding the 2 and 3-sty brick and steel Porter School, at 512 Emerson av, from plans by Gordon Wright, Union Bldg, Syracuse, architect, and H. C. Allen, City Hall, Syracuse, City Engineer. Above will contain 24 classrooms and auditorium, to include kindergarten, manual training and domestic science rooms, auditorium and stage. Cost, \$320,000.

STABLES AND GARAGES.

BROOKLYN, N. Y.—Henry Holder, 242 Franklin av, Brooklyn, architect, is taking bids on the general contract for a 1-sty brick public garage, 50x95, at the southeast cor of Flatbush av extension, for Samuel Kline & Son, owners. Cost, \$15,000.

CONTEMPLATED CONSTRUCTION.

Manhattan.

APARTMENTS, FLATS & TENEMENTS.

124TH ST.—August Mugler, 1903 Davidson av, Bronx, completed plans for alterations to the 5-sty brick tenement, 25x85, at 144 West 124th st, for William H. Melliich, 144 West 124th st, owner. The general contract has been awarded to A. Mugler Bldg & Const. Co., 405 East 117th st. Cost, \$9,000.

2D AV.—Otto Reissmann, 147 4th av, completed plans for alterations and extension to the 4-sty brick tenement and store, 23x47, at 95 2d av, for Isidore Ganz, on premises, owner and builder. Owner is taking bids on subs. Cost, \$6,000.

DWELLINGS.

8TH AV.—John H. Knubel, 305 West 43d st, completed plans for alterations to the 4-sty brick dwelling and store, 25x70, at the northeast cor of 8th av and 50th st, for the John Woods Realty Corp., 535 East 68th st, owner. Cost, \$5,000.

HOSPITALS AND ASYLUMS.

26TH ST.—Bellevue Hospital, George O'Hanlon, general medical supt., 26th st and 1st av, owner, has had plans complet-

ed privately for the installation of a fire alarm system in Bellevue Hospital, at 26th st and 1st av.

HOTELS.

73D ST.—Schwartz & Gross, 347 5th av, completed plans for a 15-sty brick, stone and terra cotta hotel, 133x100, at 141-153 West 73d st, for the Hamilton Hotel Corp., c/o Edgar Ellinger, 30 Church st, owner. The following contracts have been awarded: Wrecking, Rheinfrank House Wrecking Co., 620 East 14th st, and foundations, Pierce Foundation Corp., 536 East 119th st. Cost, \$400,000.

47TH ST.—Buchman & Kahn, 30 East 42d st, have plans in progress for alterations to the brick hotel at 58 West 47th st for the Patterson Hotel, 58 West 47th st, owner. Consists of installing laundry on second floor.

MUNICIPAL.

125TH ST.—Donn Barber, 101 Park av, completed plans for a 1-sty brick waiting room and office, 29x50, in East 125th st, on north side of wharf, for the City of New York, Dept. of Public Charities, John A. Kingsbury, Comr., Municipal Bldg, owner. Cost, \$18,000.

THOMPSON ST.—The City of New York, Marcus M. Marks, Pres., Borough of Manhattan, Municipal Bldg, Manhattan, owner, has had plans completed privately for sewers and pumping stations in Thompson st, from Canal to Broome sts. Cost, \$200,000.

RANDALLS ISLAND.—Donn Barber, 101 Park av, Manhattan, completed plans for alterations to the 2-sty brick hospital on Randalls Island, opposite 123d st, for the City of New York, Dept. of Public Charities, John A. Kingsbury, Comr., Municipal Bldg, owner. Cost, \$14,000.

STABLES AND GARAGES.

120TH ST.—Anthony and James Paladino, owners, c/o Paladino Contracting Co., 339 East 115th st, contemplate erecting a stable and garage on a plot 75x100, at 437 to 443 East 120th st. Architect's name and details will be available later.

11TH ST.—Otto Reissmann, 147 4th av, completed plans for the alteration of the 3-sty brick car barn, 103x50, in the north side of 11th st, 183 ft east of Av C, into a garage, for the New York Railways Co., Theodore P. Shonts, pres., 165 Broadway,

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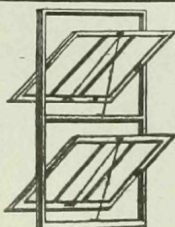
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owner, and the Sanitary Wet Wash Laundry Co., 811 East 9th st, lessee and builder. Consists of removing 1 sty from present bldg. Cost, \$14,000.

11TH ST.—Otto Reissman, 147 4th av, completed plans for a 2-sty brick garage, 25x103, in the north side of 11th st, 233 ft east of Av C, for the New York Railways Co., Theodore P. Shonts, pres., 165 Broadway, owner, and the Sanitary Wet Wash Laundry Co., 811 East 9th st, lessee. Cost, \$8,000.

25TH ST.—J. A. Hamilton, 32 Broadway, completed plans for a 3-sty brick garage at 133-142 East 25th st, for the Ess Eff Realty Co., S. L. Frank, pres., owner.

38TH ST.—Newman & Harris, 1123 Broadway, completed plans for a 1-sty brick public garage, 100x98, in West 38th st, bet 10th and 11th avs, for David Stevenson Estate, on premises, owner.

52D ST.—M. Joseph Harrison, World Bldg, Manhattan, has plans in progress for the alteration of the brick stable at 160 East 52d st and 167-9 East 51st st, into a garage, for Michael A. Hoffman, 321 Convent av, owner, and Hyman Rosenfeld, 16 West 19th st, lessee and builder. Cost, \$10,000.

BROADWAY.—Harde & Hasselman, 56 West 45th st, completed plans for a 1-sty brick garage, 100x100, on the west side of Broadway, 81 ft south of 186th st, for Herbert S. Harde, 56 West 45th st, owner. Cost, \$5,000.

STORES, OFFICES AND LOFTS.

34TH ST.—E. Lehmann, 40 Cedar st, completed plans for 1-sty brick stores, 18 x40, at 371 West 34th st, for Jane and Mary Stokes and Elizabeth Walters, 122 West 77th st, owners. Cost, \$10,000.

5TH AV.—William E. Austin, 46 West 24th st, has plans in progress for remodeling the 7-sty brick office and store bldg, 27x100, at 208 5th av, through to Broadway, for Henry C. Hallenbeck, owner, c/o Hallenbeck-Wynkoop-Crawford Co., 497 Pearl st. Cost, \$12,000.

BROADWAY.—Mrs. William H. Browning, 18 West 54th st, owner, contemplates altering the 3-sty brick and stone store and office bldg, 91x143, at the northwest cor of Broadway and 74th st. H. Milgrim, 122 2d av, is the lessee.

14TH ST.—George Keister, 56 West 45th st, will draw plans for alterations for a 5-sty brick and stone loft bldg, 50x103, at 58-60 West 14th st, for R. Smith & Co., 52 West 14th st, owner.

38TH ST.—Herbert R. Brewster, 116 Nassau st, completed plans for alterations to the 2-sty brick loft and store bldg, 45 x99, at 137-9 West 38th st, for Jacob Wendell Estate, Rebecca A. S. Wendell Swope, executrix, 175 Broadway, owner, and the W. R. Realty Co., 121 Duane st, lessee. Cost, \$5,000.

BROADWAY.—Moore & Landsiedel, 509 Willis av, have plans in progress for the alteration of the 2-sty brick store at 3550 Broadway, into a restaurant, for Charles D. Donahue, 291 Lenox av, owner, and George Horn, lessee. Consists of remodeling interior of 2d floor to provide for Chinese restaurant. Cost, \$10,000.

MISCELLANEOUS.

191ST ST.—Thomas W. Lamb, 644 8th av, completed plans for a 1 and 2-sty brick and stone film studio, 120x200 (consists of two studio bldgs), at 191st st and Audubon av, from Amsterdam av (Fort George), for the Fort George Amusement Co., 1493 Broadway, owner. The general contract has been awarded to Fleischman Construction Co., 531 7th av. Cost, \$350,000.

Bronx.

APARTMENTS, FLATS & TENEMENTS.
LONGWOOD AV.—Bernard London, 220 Broadway, Manhattan, owner, has purchased property on the block front of Longwood av, from Southern Blvd to Fox st, and contemplates altering the brick and stone apartment and stores, 210x110. Architect's name will be announced later.

CHURCHES.

167TH ST.—John C. Wolf, 1182 Broadway, Manhattan, completed plans for a 1-sty addition to the 1-sty stone church and residence in the north side of 167th st, 52 ft east of Kelly st, for the Holy Trinity Evangelical Church of the Bronx, Rev. Fred Lindemann, pastor, on premises, owner. Cost, \$10,000.

FACTORIES AND WAREHOUSES.

3D AV.—Aaron Shector, 1916 Mapes av, purchased property at 3704-6 3d av, near 170th st, consisting of a 4-sty brick tenement, 50x100, and contemplates remodeling for a storage warehouse. Details will be available later.

STABLES AND GARAGES.

ALEXANDER AV.—Mary Morris Ostrander, c/o Henry Lewis Morris, 32 Lib-

erty st, trustee, has had plans completed privately for a 2-sty brick garage, 59x100, on the south side of Alexander av, 25 ft south of 143d st. Max L. Balene, 37 Wegman Parkway, Jersey City, N. J., is the lessee, in charge. Cost, \$25,000.

Brooklyn.

APARTMENTS, FLATS & TENEMENTS.

KEAP ST.—Shampan & Shampan, 772 Broadway, Brooklyn, have plans in progress for a 3-sty brick flat, 25x100, at 148 Keap st, for Mr. Poshkoff, on premises, owner and builder. Cost, \$3,000.

GREENE AV.—P. Caplan, 16 Court st, has plans in progress for remodeling the two 4-sty brick apartments, 48x80, at 234-6 Greene av, for David Perlman, 113 Penn st, owner and builder. Cost, \$20,000.

DWELLINGS.

47TH ST.—H. A. Weinstein, 165 Remsen st, completed plans for a 3-sty frame dwelling, 22x43, in the north side of 47th st, 100 ft east of 16th av, for Louis Construction Co., 361 Fulton st, owner and builder. Cost, \$11,000.

RIDGE BLVD.—Slee & Bryson, 154 Montague st, completed plans for three 2-sty frame dwellings and garage, 23x56, at the northeast cor of Ridge blvd and 82d st, for R. W. Creuzbaur, 233 Broadway, Manhattan, owner. Midwood Associates, 805 Flatbush av, Brooklyn, have the general contract. Cost, \$6,000.

61ST ST.—Cantor & Dorfman, 373 Fulton st, Brooklyn, completed plans for eight 2-sty brick dwellings, 20x57, in the north side of 61st st, 100 ft west of 8th av, for the Parkside Holding Co., 44 Court st, owner and builder. Cost, \$60,000.

JAMAICA AV.—Shampan & Shampan, 772 Broadway, have plans in progress for alterations to the 2-sty brick dwelling and store, 30x100, at 3015 Jamaica av, for George B. Karson & Co., on premises, owner and builder. Cost, \$3,000.

EAST 8TH ST.—A. W. Pierce, 26 Court st, completed plans for two 2½-sty frame dwellings, 25x31, in the east side of East 8th st, 200 ft north of Av I, and in the west side of East 10th st, 420 ft north of Av I, for the Grand Bldg Corp., 44 Court st, owner and builder. Total cost, \$12,000.

MANHATTAN BEACH.—Shampan & Shampan, 772 Broadway, Brooklyn, have plans in progress for eight 3-sty brick and stone dwellings, 25x100, at Manhattan Beach. Owner's name withheld. Cost, \$15,000 each.

GLENMORE AV.—Charles Infanger, 2634 Atlantic av, completed plans for alterations and extension to the 2-sty dwelling and store at the northeast cor of Glenmore av and Sackman st for Isaac Willensky, on premises, owner, in charge. Cost, \$2,500.

VAN SICKLEN AV.—Morris Rothstein, 197 Snediker av, completed plans for interior alterations and extensions to the 3-sty dwelling and store at the northwest cor of Van Sicklen and Blake avs, for Charles Rubin, 424 Bradford st, owner, in charge. Cost, \$3,000.

WEST 17TH ST.—C. P. Cannella, 1163 Herkimer st, completed plans for a 2-sty frame dwelling, 29x47, at the southeast cor of West 17th and Bay 50th sts, for Salvatore Guorino, 138 Bay 50th st, owner, in charge. Cost, \$3,000.

66TH ST.—William T. McCarthy, 16 Court st, completed plans for interior alterations to the 2-sty dwelling in the north side of 66th st, 395 ft east of 6th av, for Charles A. Daum, 349 Furman st, owner. Cost, \$5,000.

79TH ST.—Charles A. Olsen, 1649 69th st, has plans in progress for four 2-sty brick and stucco dwellings and garages, 16x40, in the north side of 79th st, 160 ft east of 10th av. Owner's name withheld. Cost, \$4,000 each.

NEPTUNE AV.—George H. Suess, 2966 West 29th st, Brooklyn, completed plans for two 2-sty frame dwellings, 18x38, on the south side of Neptune av, 100 ft west of West 37th st, for the Sea Gate Development Co., 194 South Oxford st, owner. Cost, \$3,000.

FACTORIES AND WAREHOUSES.

GLENMORE AV.—Charles Infanger, 2634 Atlantic av, has plans in progress for an addition to the 2-sty brick storage bldg, 25x35, at the northwest cor of Glenmore av and Sackman st, for Isaac I. Willensky, 145 Glenmore av, owner. Cost, \$2,500.

GOLD ST.—William Higginson, 21 Park row, has plans in progress for a 3 or 4-sty reinforced concrete factory in Gold st, from Marshall st to Hudson av, for the National Lead Co., 111 Broadway, Manhattan, owner.

KENT AV.—M. J. Harrison, World Bldg, Manhattan, completed plans for an exten-

sion to the 1-sty storage bldg on the east side of Kent av, 266 ft north of Park av, for Edward T. Jenkins, Gates and Nostrand avs, owner. Cost, \$6,000.

WILLOUGHBY AV.—C. P. Cannella, 1163 Herkimer st, completed plans for extension and interior alterations to the 3-sty storage bldg on the south side of Willoughby av, 100 ft west of Hamburg av, for Salvatore Safino, 231 Troutman st, owner. Total cost, \$20,000.

STEWART ST.—Koch & Wagner, 24 Court st, completed plans for extension and interior alterations to the 2-sty storage bldg and residence at the southeast cor of Stewart st and Bushwick av for Frank J. Gryl, 1773 Bushwick av, owner. Cost, \$4,500.

ATLANTIC AV.—Albert Ullrich, 373 Fulton st, completed plans for alterations to the 4-sty brick factory and store, 25x100, at the northeast cor of Atlantic av and Herman st, for the Johans Steamship Provisions Co., Produce Exchange, Manhattan, owner. Cost, \$6,000.

MESEROLE ST.—E. S. Messinger, 304 Graham av, completed plans for a 1-sty brick hay storage house, 60x200, in the north side of Meserole st, 341 ft east of Waterbury st, for Charles Schaefer & Son, 304 Meserole st, owners. Cost, \$15,000.

SOUTH 8TH ST.—Henry Holder, Jr., 242 Franklin av, completed plans for an extension to the 4-sty factory at the northeast cor of South 8th st and Kent av for J. N. Street, 666 Bedford av, owner. Cost, \$10,990.

2D AV.—Thomas Paulson & Son, 97 2d av, owner, has had plans completed privately for an addition to the 2-sty brick foundry, 35x59, at 97 2d av. The general contract has been awarded to George F. Driscoll, 548 Union st, who is taking bids on subs.

DRIGGS AV.—William A. Giesen, architect, is preparing sketches for a 3-sty brick varnish factory, 100x125, at the northeast cor of Driggs av and North 11th st, for Louis Leavitt, 454 Driggs av, Brooklyn, owner. Silberman-Schampain Co., 104 West 42d st, Manhattan, has the general contract. Cost, \$70,000.

53D ST.—Walter Pfaendler, foot of 53d st, Brooklyn, completed plans for a 6-sty brick and steel manufacturing plant, 200x380, at 53d st and water front, for E. W. Bliss & Co., James W. Lane, pres., Adams

and Plymouth sts, owner. Contract for foundations has been awarded to W. H. & F. W. Cane, 74 54th st, Brooklyn.

STABLES AND GARAGES.

SNEDIKER AV.—H. A. Weinstein, 165 Remsen st, completed plans for a 1-sty brick garage, 114x100, on the east side of Snediker av, 106 ft south of Atlantic av, for Harry Rubin, 317 Bedford av, owner, in charge. Cost, \$30,000.

PARKSIDE AV.—H. D. Shatton, 239 Hawthorne av, completed plans for a 1-sty brick garage, 70x51, at the southwest cor of Parkside and Bedford avs, for George Hochecheuder, on premises, owner, in charge. Cost, \$5,000.

SACKMAN ST.—M. Rothstein, 197 Snediker av, completed plans for a 1-sty brick garage, 12x15, in the west side of Sackman st, 772 ft south of Lott av, for Taborisky Bros., 588 Powell st, owners and builders. Cost, \$4,000.

4TH AV.—S. Millman & Son, 1780 Pitkin av, completed plans for a 1-sty brick garage, 50x97, at the southwest cor of 4th av and 6th st for Barel Schwartz, 44 Court st, owner. Cost, \$30,000.

BERGEN ST.—H. J. Nurick, 892 Broadway, completed plans for a 1-sty brick garage, 100x127, in the south side of Bergen st, 100 ft from Howard av, for John Sklar, 661 Willoughby av, owner. Project is now before the Board of Appeals. Cost, \$30,000.

STONE AV.—H. J. Nurick, 892 Broadway, Brooklyn, completed plans for a 1-sty brick garage, 50x100, on the west side of Stone av, 150 ft from Livonia av, for Pickir Ditzopf, 426 Sutter av, owner. Cost, \$20,000.

AV H.—Axel S. Hedman, 371 Fulton st, has plans in progress for a 1-sty brick public garage, 92x170, at the southeast cor of Av H and East 20th st, for the Estate of Andrew Brookman, owner. Cost, \$23,900.

ROBINSON ST.—E. M. Adelson, 1775 Pitkin av, completed plans for a 1-sty brick and stone public garage, 50x122, in the north side of Robinson st, 122 ft west of Nostrand av, for the Kop-Arrow Garage, 330 Utica av, Brooklyn, owner and builder. Cost, \$13,000.

WASHINGTON AV.—Henry Holder, Jr., 242 Franklin av, completed plans for an

extension to the 1-sty garage on the west side of Washington av, 425 ft north of Myrtle av, for the Rollo Realty Co., 1031 Wallabout Market, Brooklyn, owner and builder. Cost, \$3,500.

ATLANTIC AV.—Max Hirsch, 215 Montague st, has plans in progress for a 1-sty brick garage, 75x100, on the south side of Atlantic av, 25 ft east of Albany av, for the Albany Av & Atlantic Construction Co., J. Woodenberry, pres., 1596 Atlantic av, owner and builder. Cost, \$20,000.

BEDFORD AV.—Henry Holder, Jr., 242 Franklin av, has plans in progress for a 1-sty brick garage, 21x70, at 912 Bedford av, for Dr. Kornobias, on premises, owner. Cost, \$4,000.

LENOX RD.—W. T. McCarthy, 16 Court st, completed plans for a 1-sty brick garage, 79x140, at the northeast cor of Lenox rd and Bedford av, for Sarah C. Stewart, 133 West 4th av, Roselle, N. J., owner. Project will not go ahead until decision has been rendered by the Board of Appeals. Cost, \$25,000.

WEST END AV.—W. T. McCarthy, 15 Court st, completed plans for a 1-sty brick garage, 164x120, on the west side of West End av, 40 ft south of Shore blvd, for N. Schwarstein, Manhattan Beach, Brooklyn, owner. Cost, \$50,000.

STORES, OFFICES AND LOFTS.

FULTON ST.—L. Lauritzen, 65 De Kalb av, completed plans for interior alterations to the 4-sty store at the southwest cor of Fulton st and Gallatin pl for John French Estate, 415 Washington av, owner. Cost, \$15,000.

MISCELLANEOUS.

22D ST.—Todd Shipyards Corp., Mr. Fills in charge, on premises, and 15 Whitehall st, Manhattan, owner, is having plans prepared privately for a timber pier and bulkhead, 25 ft wide, south of 22d st. Cost, \$65,000.

PIONEER ST.—J. C. Wandell, 8526 4th av, has plans in progress for a 1-sty brick blacksmith shop, 65x65, and a 1 and 2-sty machine shop, 40x80, in Pioneer st, near Van Brunt st, for the Pioneer Iron Works, Mr. Olsen, pres., 39 Union st, Brooklyn, owner. Reinard Hall, 7822 12th av, Brooklyn, has the general contract. Cost, \$12,000.

Hedden-Pearson-Starrett Corporation

115 BROADWAY, NEW YORK CITY

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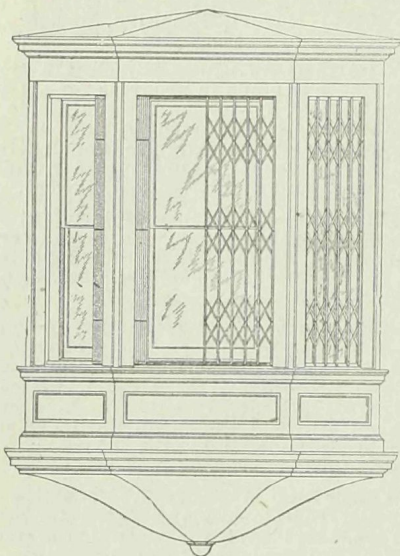
Mexico, Northwestern R. R., El Paso, Tex.
Metropolitan Street Railway, New York, N. Y.
Prudential Life, Newark, N. J.
Union R. R. Station, Columbus, O.
Oakland National Bank, Oakland, Cal.
Barcelona Traction & Light & Power Plant, Barcelona, Spain.
West End Street Railway System, Boston, Mass.
Dominion Coal Co. Plant, Nova Scotia, Canada.

Union Railroad Station, Washington, D. C.
Wanamaker Buildings, New York, N. Y., and Philadelphia, Pa.
Sao Paulo Tramway & Light & Power Plant, Sao Paulo, Brazil.
New England Gas & Coke Plant, Everett, Mass.
Worthington Pump Works, Harrison, N. J.
Union Bank of Canada, Winnipeg, Canada.
Mercantile Refrigerator Co., Jersey City, N. J.

Correspondence is invited from Sub-Contractors and Manufacturers in order that they may be listed at once in the estimating and purchasing files.

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Queens.

DWELLINGS.

JAMAICA, L. I.—H. T. Jeffrey, Jr., Butler Bldg, Jamaica, completed plans for a 2-sty frame dwelling, 20x36, on the west side of Norwich av, 290 ft north of Flushing av, for the Clinton Terrace Co., 42 Union Hall st, Jamaica, owner and builder. Cost, \$6,000.

ELMHURST, L. I.—Charles J. Stidolph, 18 Maurice av, Elmhurst, completed plans for a 2-sty frame dwelling, 20x48, in the north side of Laconia st, 150 ft west of Van Horn st, for John MacMillan, Laconia st, Elmhurst, owner, in charge. Cost, \$3,000.

UNION COURSE, L. I.—H. T. Jeffrey, Jr., Butler Bldg, Jamaica, completed plans for a 2-sty frame dwelling, 18x58, on the east side of Shaw av, 75 ft south of 3d st, for the Loshen Construction Co., 354 Fulton st, Jamaica, owner and builder. Cost, \$5,000.

JAMAICA, L. I.—H. T. Jeffrey, Jr., Butler Bldg, Jamaica, completed plans for a 2-sty frame dwelling, 28x29, at the northwest cor of Hanly and Kingston roads, for the Degnon Contracting Co., 68 Hunterspoint av, L. I. City, owner and builder. Cost, \$5,500.

WHITESTONE, L. I.—Reynolds & Stewart, 27th st, Beechurst, L. I., architects, in charge, completed plans for a 2-sty frame dwelling, 24x34, on the east side of Washington terrace, 240 ft south of 27th st, for W. Evans, owner. Cost, \$4,500.

ELMHURST, L. I.—Charles J. Stidolph, 18 Maurice av, Elmhurst, completed plans for a 2-sty brick dwelling, 16x38, in the north side of Weinner st, 100 ft east of Wool st, for Gus L. Kempf, 21 Queens blvd, Elmhurst, owner. Cost, \$2,500.

BEECHURST, L. I.—J. Kilridge, owner, has had plans completed privately for a 2½-sty brick dwelling, 38x38, on the south side of the Boulevard, 100 ft east of 16th av. The general contract has been awarded to Reynolds & Stewart, 27th st, Beechurst. Cost, \$14,000.

BEECHURST, L. I.—Reynolds & Stewart, 27th st, Beechurst, completed plans for a 2½-sty frame dwelling, 33x32, at the southeast cor of 16th av and 29th st, for H. Sheilman, owner. Cost, \$8,000.

FAR ROCKAWAY, L. I.—J. H. Carroll, Far Rockaway, completed plans for a 2-sty frame dwelling, 18x38, in the west side of Beach 4th st, 250 ft south of Seagirt av, for Frank Komiskey, Far Rockaway, owner, in charge. Cost, \$3,000.

ELMHURST, L. I.—Frederick J. Dassau, 1373 Broadway, Brooklyn, completed plans for a 2-sty frame dwelling and store, 18x55, on the north side of Queens blvd, 540 ft east of Broadway, for the Harman Construction Co., 2685 Cooper av, Glendale, L. I., owner and builder. Cost, \$3,000.

ROCKAWAY BEACH, L. I.—P. Caplan, 16 Court st, completed plans for 1-sty addition to the dwelling and store on the north side of Washington av, 140 ft east of 5th av, for J. Wilner, on premises, owner, in charge. Cost, \$2,000.

COLLEGE POINT, L. I.—Alexander Mackintosh, 55 Bible House, Manhattan, completed plans for twelve 3-sty brick and stone dwellings, 15x30, on 3d av, for the American Hard Rubber Co., College Point, owner. Cost, \$3,000 each.

ELMHURST, L. I.—C. J. Stidolph, 13 Maurice av, Elmhurst, completed plans for two 2-sty frame dwellings, 18x50, on the south side of Caldwell av, 50 ft west of Van Horn st, for the Pine Realty Co., 16 Court st, Brooklyn, owner and builder. Cost, \$7,000.

FOREST HILLS, L. I.—W. S. Worrall, Bridge Plaza, L. I. City, has plans in progress for a 2½-sty frame and shingle dwelling, 25x32, in the south side of Ibis st, 100 ft east of Colonial st, for Coré Meyer Development Co., Hoffman blvd, Forest Hills, owner and builder. Cost, \$6,000.

ELMHURST, L. I.—C. J. Stidolph, 13 Maurice av, Elmhurst, completed plans for a 2-sty frame dwelling, 20x48, in the north side of Laconia st, 175 ft west of Van Horn st, for John MacMillan, Laconia st, owner, in charge. Cost, \$3,000.

MUNICIPAL.

LONG ISLAND CITY.—Charles B. Meyers, 1 Union sq, Manhattan, completed plans for a rear addition to the jail at the southeast cor of Court sq and Anabel st for the City of New York, Dept. of Correction, Municipal Bldg, Manhattan, owner. Consists of 2-sty brick extension, 35x68, and alterations to present bldg. Owner builds by convict labor, Mr. Honeck, Chief Inspector, in charge. Cost, \$30,000.

STABLES AND GARAGES.

GLENDALE, L. I.—Louis Berger & Co., 1652 Myrtle av, Ridgewood, L. I., completed plans for a brick garage, 50x99, on the south side of Central av, southwest cor Delia st, for John Storch, Clara pl near Central av, Glendale, owner, in charge. Cost, \$10,000.

MISCELLANEOUS.

RIDGEWOOD, L. I.—Louis Allmendinger, 20 Palmetto st, Brooklyn, completed plans for a 1-sty brick coal hopper, 10x84, at the southeast cor of Halsey st and Long Island Railroad, for Terry & McMichael, 1365 Halsey st, Ridgewood, owner. Cost, \$4,000.

Richmond.

DWELLINGS.

WEST NEW BRIGHTON, S. I.—L. M. Robertson, 40 Fairview av, New Brighton, S. I., owner, has had plans completed privately for four 2½-sty frame dwellings, 20x26, in the north side of 2d pl, 37 ft west of Slosson av. Cost, \$10,000.

STORES, OFFICES AND LOFTS.

ST. GEORGE, S. I.—Cantor & Dorfman, 373 Fulton st, Brooklyn, completed plans for a 2-sty brick store and office bldg, 36x80, on the north side of Richmond av, 25 ft north of Grove av, for Max Helman, 1223 46th st, Brooklyn, owner and builder. Cost, \$18,500.

Nassau.

DWELLINGS.

PORT WASHINGTON, L. I.—Hiss & Weeks, 452 5th av, Manhattan, are revising plans for alterations and addition to the 2½-sty dwelling and garage, 28x80, at Motts Point, on Hempstead Harbor, for E. A. Cappelman Smith, owner.

HEMPSTEAD, L. I.—O. L. Schwenke Land & Investing Co., 277 Broadway, Manhattan, owner, contemplates erecting five 2½-sty frame and stucco dwellings from privately prepared plans. Owner builds. Mrs. K. E. Wilder, Hempstead Manor, L. I., in full charge. Cost, \$5,000 each.

DWELLINGS.

GLEN HEAD, L. I.—Severence & Van Alen, 4 West 37th st, have plans in progress for a 2½-sty wood dwelling, about 30 x50, for Mrs. A. P. Babcock, 116 West 14th st, Manhattan, owner. The general contract has been awarded to A. H. Place, Deer Park av, Babylon, L. I. Cost, \$12,000.

HOSPITALS AND ASYLUMS.

OYSTER BAY, L. I.—County of Nassau, Board of Supervisors, Hiram R. Smith, Freeport, L. I., are contemplating the erection of a tuberculosis hospital and are receiving competitive sketches from architects. Details will be available later. Cost, \$100,000.

THEATRES.

HEMPSTEAD, L. I.—Thomas W. Lamb, 644 8th av, Manhattan, will draw plans for a vaudeville and moving picture theater, in Front st, for the Patrick Casey Agency, Inc., 1499 Broadway, Manhattan, owner. Cost, \$50,000.

Westchester.

DWELLINGS.

BIRDCLIFF, N. Y.—Louis Stockton, 35 West 39th st, Manhattan, has plans nearing completion for a 2½-sty frame dwelling and garage, 30x95, near Woodstock, for Mrs. Freda De Liagre, owner.

STABLES AND GARAGES.

MT. VERNON, N. Y.—A. Ericson, Scarsdale, N. Y., completed plans for a 1-sty hollow tile and stucco public garage, 50x90, at West 1st st and 15th av, for C. J. Palm, Tuckahoe, N. Y., owner. Architect is taking bids on separate contracts. Cost, \$8,000.

New Jersey.

APARTMENTS, FLATS & TENEMENTS.

CLIFFSIDE, N. J.—Joseph Weber, 277 Bergenline av, Town of Union, N. J., completed plans for a 4-sty brick flat, 37x74, in the north side of Cliff st, 325 ft east of Anderson av, for Michael Coppoletta, 255 Cliff st, Cliffside, owner. Cost, \$18,000.

EAST ORANGE, N. J.—William E. Lehman, 728 Broad st, Newark, completed plans for two 4-sty brick and terra cotta trim apartments, 57x97, at 284 William st, cor Berwyn st, for Louis Koppelon, 290 Belmont av, Newark, owner and builder. Cost, \$40,000 each.

NEWARK, N. J.—Frank Grad, 245 Springfield av, Newark, completed plans for two 4-sty brick flats, 43x78 ft each, at 233-9 South st, for Harry Horton, 188 Pacific st, Newark, owner. Total cost, \$40,000.

EAST ORANGE, N. J.—William E. Lehman, 738 Broad st, Newark, completed plans for two 4-sty brick and terra cotta apartments, 57x97, at 284 William st, cor Berwyn st, for Louis Koppelon, 290 Belmont av, Newark, owner and builder. Cost, \$40,000 each.

CHURCHES.

PERTH AMBOY, N. J.—J. N. Pierson & Son, Raritan Bldg, Perth Amboy, and George E. Savage, 807 Witherspoon Bldg, Philadelphia, Pa., associate architects, are preparing plans for a 1-sty brick church, 90x68, at Market and Madison sts, for the First Baptist Church of Perth Amboy, Rev. William H. Bawden, pastor, 133 Garden st, Perth Amboy, owner.

DWELLINGGS.

LEONIA HEIGHTS, N. J.—F. G. Lippert, 62 West 45th st, Manhattan, completed plans for two 2½-sty stucco and lath dwellings, 26x58, to contain a billiard room, for the Leonia Heights Land Co., 1328 Broadway, Manhattan, owner and builder. Cost, \$16,000.

NEWARK, N. J.—Frederick G. Nobbe, 142 Market st, Newark, completed plans for a 2½-sty frame dwelling, 22x38, at 90-92 Girard pl, for Mrs. Lizzette M. Gregory, 918 South 19th st, Newark, owner. Cost, \$6,000.

WESTFIELD, N. J.—Herman Fritz, News Bldg, Passaic, completed plans for four 2½-sty frame dwellings, 22x28, for the Artistic Homes Co., 2 Rector st, Manhattan, owner and builder. Cost, \$5,000 each.

NEWARK, N. J.—William Garrabrants, 564 Main st, East Orange, completed plans for five 2-sty frame and shingle dwellings, 22x42, in the Vailsburgh section, for L. Kenneth Brown, 1 Railroad pl, East Orange, N. J., owner and builder. Owner is taking bids on all subs. Cost, \$30,000.

MILLBURN, N. J.—Herman Fritz, News Bldg, Passaic, N. J., completed plans for two 2½-sty frame dwellings, 22x27, for Thomas Douglas, Millburn av, Millburn, owner and builder. Cost, \$4,500 each.

MONTCLAIR, N. J.—H. M. Fisher, 483 Bloomfield av, Montclair, has plans in progress for a 2½-sty frame dwelling, 36x40, in Oxford st, near Walnut Crescent, for Widmark & Mein, 11 Claremont av, Montclair, owners and builders.

DUNELLEN, N. J.—W. H. Clum, 152 Park av, Plainfield, N. J., completed plans for ten 2½-sty frame dwellings, 25x26 ft each, for Samuel H. Schwartz, 1129 West Front st, Plainfield, owner and builder. Total cost, \$28,000.

PLAINFIELD, N. J.—L. C. Holden, 103 Park av, Manhattan, is preparing plans for a 2½-sty brick dwelling, 29x58, and a 2-sty garage, 25x35, on the west side of Hillside av, 300 ft north of Prospect st, for William A. Garrigues, of Levering & Garrigues, 552 West 23d st, Manhattan, owner. Cost, \$25,000.

FACTORIES AND WAREHOUSES.

NEWARK, N. J.—R. W. Erler, 45 Clinton st, Newark, completed plans for a 1-sty brick manufacturing plant (additional bldg), 28x125x34, at 462 Riverside av, for the Upson Walton Co., 291 Broadway, Manhattan, and on premises, Edward W. Parker, supt., in charge, at site, owner and builder, by days' work. Cost, \$9,000.

ELIZABETH, N. J.—Louis Quien, Jr., 229 Broad st, Elizabeth, has plans in progress for alterations to the 5-sty brick and mill const. warehouse, 40x60, at 416 High st, for Nathan Finkel, 255 2d st, and 231 Elizabeth av, Elizabeth, owner. The general contract has been awarded to Samuel Binder, 627 3d av, Elizabeth. Cost, \$5,000.

DUNELLEN, N. J.—Frederick L. Lancaster, 109 Park av, Plainfield, has plans in progress for an addition to the 2-sty frame factory, 70x80, at 1735 West Front st, for the Crescent Color & Chemical Works, 1735 West Front st, Dunellen, N. J., owner. Cost, \$10,000.

HOSPITALS AND ASYLUMS.

NEAR ALLENWOOD, N. J.—Warren H.

Conover, 114 Liberty st, Manhattan, will draw plans for a tuberculosis hospital along the south side of Manasquan River for the Board of Chosen Freeholders of Monmouth County, Court House, Freehold, N. J., owner. No appropriation for bldg has been made as yet.

SCHOOLS AND COLLEGES.

WEST NEW YORK, N. J.—William May-

er and Edward Manahan, 711 Bergenline av, West New York, completed plans for a 3-sty brick and terra cotta public school (No. 1), 115x190, to contain 41 classrooms, with auditorium and gymnasium, in 18th st, from Madison to Polk sts, for the Town of West New York, Board of Education, P. S. No. 5, Henry G. Auf-der-Heide, pres., West New York, owner. Cost, \$225,000.

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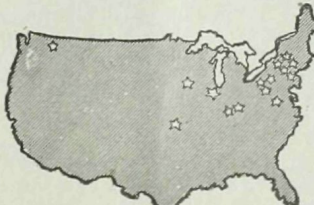
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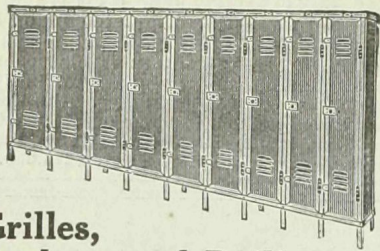
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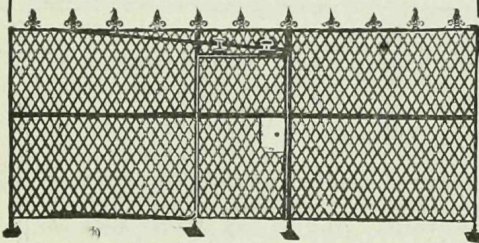
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VERONA, N. J.—Guilbert & Betelle, 665 Broad st, Newark, are preparing plans for a public school, probably brick, 1-sty, to contain four classrooms, at the cor of Lanning av and Elmwood rd, for the Borough of Verona, Board of Education, Arthur M. Griffen, district clerk, 49 Fairview av, Verona, owner. Cost, \$30,000.

STABLES AND GARAGES.

MAPLEWOOD, N. J.—Edward C. Balch, secy, Orange Screen Co., Maplewood, owner, contemplates rebuilding the 2-sty brick and frame garage, from privately prepared plans.

STORES, OFFICES AND LOFTS.

HACKENSACK, N. J.—C. V. R. Bogert, 167 Main st, Hackensack, has plans in progress for four 1-sty brick stores, 60x70, in Main st, for Pierce Brothers, Paterson, N. J., owner.

UNION, N. J.—Mayer & Manahan, 711 Bergenline av, West New York, completed plans for alterations to the two 3-sty brick stores at the northwest cor of Bergenline av and Van Vorst pl, for the Hudson Chandler Co., 309 Bergenline av, Union, N. J., owner. Cost, \$4,000.

MISCELLANEOUS.

NEWARK, N. J.—M. B. Silberstein, 123 Springfield av, Newark, completed new plans for a 1-sty junk shop, 25x100, at 24 Lewis st, for Rubin Bronstein, 63 Boyd st, Newark, owner. Cost, \$5,000.

PERTH AMBOY, N. J.—Goldberger & Griesen, Raritan Bldg, Perth Amboy, have revised plans in progress for a 2-sty hollow tile and stucco welfare bldg, 50x150, and a 1-sty garage, 60x70, at "Maurer," for the American Smelting & Refining Co., H. H. Alexander, manager, on premises, owner. Cost, \$80,000.

JERSEY CITY, N. J.—American Sugar Refining Co., on premises, and 117 Wall st, Manhattan, owner, is having plans prepared privately for alterations and extension to the power house at 153 Washington st. Cost, \$10,000.

Other Cities.

BANKS.

ELMIRA, N. Y.—Dennison & Hiron, 475 5th av, Manhattan, will draw plans for a 2-sty brick and stone bank bldg at the northeast cor of State and Water sts for the Chemung Canal Trust Co., Elmira, N. Y., owner.

DWELLINGS.

ROCHESTER, N. Y.—F. D. Cody, 260 Child st, Rochester, owner, has had plans completed privately for a 2-sty frame dwelling, 27x36, in Monica st, bet Genesee and Millbank sts. Charles Holloway, 23 Electric av, Rochester, has the general contract. Cost, \$5,500.

HOSPITALS AND ASYLUMS.

TROY, N. Y.—Lawlor & Hasse, 69 Wall st, Manhattan, have plans in progress for an addition to the 4 and 5-sty brick and stone chemical laboratory, 43x112, for the Rensselaer Polytechnic Institute, Dr. Palmer C. Ricketts, pres., head of Broadway, Troy, owner. Cost, \$120,000.

TROY, N. Y.—Lawlor & Hasse, 69 Wall st, Manhattan, have plans in progress for four 2-sty brick and stone dormitory bldgs, 37x37, for the Rensselaer Polytechnic Institute, Dr. Palmer C. Ricketts, head of Broadway, Troy, N. Y., owner. Total cost, \$75,000.

STORES, OFFICES AND LOFTS.

COHOES, N. Y.—W. E. Clark, Cannon pl, Troy, N. Y., has plans in progress for a 3-sty brick loft, office and four stores, 75x100, in Remsen st, for Walter Wertime, 33-5 Remsen st, Cohoes, owner.

ALBANY, N. Y.—Howard Rogers, 437 Broadway, Albany, completed plans for alterations to the 4-sty brick office bldg, 20x160, at 463-5 Broadway, for Comerford & Dolan, 30 South Pearl st, Albany, owner. Cost, \$30,000.

CONTRACTS AWARDED.

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

BANKS.

BROOKLYN, N. Y.—William Kennedy Construction Co., 215 Montague st, Brooklyn, has the general contract for alterations and extension to the bank bldg at 391 Fulton st for the Metropolitan Trust Co., George S. Van Tuyl, pres., 60 Wall st, Manhattan, owner, from plans by D. P. Hart, 3 West 29th st, Manhattan, architect. Cost, \$50,000.

CHURCHES.

MT. VERNON, N. Y.—W. H. Sergeant, 3 South 3d av, Mt. Vernon, has the general contract for a 1-sty brick and terra cotta synagogue, 60 ft high, and 50x80, irreg, for the Congregation Emanuel, owner,

from plans by S. A. Guttenberg, Proctor Bldg, Mt. Vernon, architect. Cost, \$35,000.

CAMP DIX, N. J.—Smith-Hardican Co., Philadelphia, Pa., has the contract for a 2-sty frame parish house, to be built under the auspices of the General War Time Commission of the Churches at Camp Dix, from plans by Ludlow & Peabody, 101 Park av, Manhattan, architects. Cost, \$20,000.

DWELLINGS.

NEW BRUNSWICK, N. J.—A. Voorhees, 271 Handy st, New Brunswick, has the general contract for a 1½-sty frame and shingle bungalow, 24x61, at Stratford pl, for J. W. Wilson, headmaster, New Brunswick Business College, 177 Livingston av, New Brunswick, owner, from plans by Alexander Merchant, 363 George st, New Brunswick, architect. Cost, \$7,500.

LEONIA, N. J.—W. P. Richards, 121 Prospect st, Leonia, has the general contract for a 2½-sty frame and shingle dwelling on Leonia Terrace, for Mrs. Hester A. R. Gorham, Englewood, N. J., owner, from plans by F. D'Moon, Dean st and 179 Walton st, Englewood, architect. Cost, \$6,000.

HASBROUCK HEIGHTS, N. J.—Home Construction Co., Hasbrouck Heights, N. J., has the general contract for a 2½-sty frame dwelling, 26x26, at the northeast cor of Springfield and Terrace avs, for Edward E. Field and Alice Field, 430 Springfield av, Hasbrouck Heights, N. J., owners, from plans by A. J. Morrison, Boulevard, Hasbrouck Heights, architect. Cost, \$6,000.

YONKERS, N. Y.—B. C. Brown, 39 East 42d st, Manhattan, has the general contract for the construction of a 2-sty frame dwelling, 27x35 ft, at Nepperhan Heights, Yonkers, N. Y., for R. E. Munson, owner. H. L. Hallock, 16 East 42d st, architect. Cost, \$5,200.

PATERSON, N. J.—Charles DeJong Bldg. Co., 369 Madison av, Paterson, has the general contract for a 2-sty frame dwelling, 27x32, at 430 East 29th st, for Mrs. Jacoba Van Gytenbeck, 507 East 23d st, Paterson, owner, from privately prepared plans. Cost, \$4,000.

SOUTH BEACH, CONN.—J. J. Rorech, Stamford, Conn., has the general contract for a 2½-sty frame dwelling, to contain 3 rooms, for Frank Grumit, South Beach, Conn., owner, from privately prepared plans. Cost, \$7,000.

FACTORIES AND WAREHOUSES.

BROOKLYN, N. Y.—Turner Construction Co., 244 Madison av, Manhattan, has the general contract for a 4-sty reinforced concrete factory, 135x112, at Front and Jay sts, for the National Biscuit Co., 10th av and 15th st, Manhattan, owner, from plans by William Higginson, 13 Park row, Manhattan, architect.

BROOKLYN, N. Y.—Turner Construction Co., 244 Madison av, Manhattan, has the general contract for alterations to the factory on the north side of Atlantic av, from Clement to Vanderbilt avs, for A. Schrader & Sons, on premises, owners, from plans by William Wagner, 505 East 74th st, Manhattan, architect.

HALLS AND CLUBS.

MANHATTAN.—John Lowry, Jr., 8 West 40th st, has the general contract for the alteration of the dwelling at the southwest cor of Park av and 40th st, with 40 East 40th st and 96 Park av, into a club house for the Beta Theta Pi Club, Francis H. Sroson, pres., 1 Gramercy Park, owner, from privately prepared plans. Cost, \$2,000.

HOSPITALS AND ASYLUMS.

ORANGE, N. J.—N. H. Thatcher, 164 Alden st, Orange, N. J., has the general contract for a 2-sty brick and stone service bldg, 44x85, to be used as servants' sleeping quarters, dining room and kitchen, at the Orange Memorial Hospital, on premises, owner, from plans by Crow, Lewis & Wickenhoefer, 200 5th av, Manhattan, architects.

MUNICIPAL.

MANHATTAN.—P. J. Cox Contracting Co., 154 Nassau st, has the general contract for a 1-sty brick, stucco and concrete playground bldg, 35x140, on 1st av, bet 67th and 68th sts, for the City of New York, Dept. of Parks, Cabot Ward, Comr., Municipal Bldg, owner, from plans by J. Krause, architect. Cost, \$12,000.

SCHOOLS AND COLLEGES.

STAMFORD, CONN.—O'Connor Construction Co., 1 Bank st, Stamford, has the general contract for a brick and stone graded school for the City of Stamford, John G. Moore, chairman of Selectmen, Stamford, owner, from plans by Emmens & Abbott, 1 Bank st, Stamford, architects. Cost, \$40,000.

STABLES AND GARAGES.

NEWARK, N. J.—Samuel Marshall, 326 Devon st, Kearney, N. J., has the general

contract for a 1-sty brick public garage, 25x90, at 41 Bryant st, for the Federal Real Estate Co., William Walsh, pres., 295 Passaic st, Newark, owner, from plans by F. H. Ogden Co., Union Bldg, Newark, architect and engineer, Cost, \$6,000.

STORES, OFFICES AND LOFTS.

MANHATTAN.—I. Schulman & Son, 171 Bowery, have the general contract for alterations to the 6-sty brick and iron store and office bldg, 21x irreg, at 36 East 41st st, northwest cor University pl, for Lee Kamonier, 225 Broadway, owner, from plans by A. L. Libman, 112 West 46th st, architect. Consists of new store front and interior changes. Cost, \$15,000.

MANHATTAN.—W. A. L'Hommeidieu & Co., 1 Madison av, has the general contract for alterations to the brick telephone bldg at 117 West 38th st, for the New York Telephone Co., Union N Bethell, pres., 15 Dey st, owner, from plans by J. C. Renard, c/o Real Estate Dept. of Owners, architect.

MANHATTAN.—William Kiehle Co., 1035 Stebbins av, has the general contract for alterations to the bakery at 315 West 66th st, for Cushman's Sons, Inc., 49 Manhattan st, owners, from plans by Charles Stegmayer, 168 East 91st st, architect.

MANHATTAN.—William Kiehle Co., 1035 Stebbins av, has the general contract for alterations to the bakery at 517-519 West 59th st, for Cushman's Sons, Inc., 49 Manhattan st, owners, from plans by Charles Stegmayer, 168 East 91st st, architect.

MANHATTAN.—William Kiehle Co., 1035 Stebbins av, has the general contract for alterations to the bakery at 32 Lawrence st, for Cushman's Sons, Inc., 49 Manhattan st, owners, from plans by Charles Stegmayer, 168 East 91st st, architect.

MANHATTAN.—Smith & Bro., 103 Park av, have the general contract for alterations to the 5-sty brick loft bldg, 25x90, at 103 Front st, for A. Israel, 107 Front st, owner, from plans by Emilio Levy, 56 West 45th st, architect. Cost, \$10,000.

TRADE AND TECHNICAL SOCIETY EVENTS.

NEW YORK BUILDING SUPERINTENDENTS' ASSOCIATION meets every Tuesday evening at 4 West 37th st.

TECHNICAL LEAGUE OF AMERICA holds its regular meeting the second Friday of each month. Oscar S. Teale, secretary, 240 Broadway.

AMERICAN CONCRETE INSTITUTE will hold its annual meeting in Chicago, Ill., February 7 to 9, 1918. Secretary, H. B. Alvord, 27 School st, Boston, Mass.

AMERICAN INSTITUTE OF CONSULTING ENGINEERS will hold its annual meeting in New York January 14, 1918. Secretary, F. A. Molitor, 35 Nassau st.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS holds its monthly meeting on the first Tuesday of each month. Calvin W. Rice, 25 West 29th st, secretary.

BRONX BOARD OF TRADE holds its regular meeting on the fourth Wednesday of each month in the Board of Trade rooms, 137th st and 3d av, the Bronx. Charles E. Reid, secretary.

BRONX CHAMBER OF COMMERCE holds its regular meeting at Ebling's Casino, 156th st and St. Anns av, on the second Wednesday of each month. Secretary, Joseph M. Taylor, 593 St. Anns av.

AMERICAN ROAD BUILDERS' ASSOCIATION will hold its fifteenth annual convention in St. Louis, Mo., during the early part of February, 1918. Further details of this meeting will be available for a later issue.

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

AMERICAN SOCIETY OF CIVIL ENGINEERS will hold its 65th annual meeting in the new headquarters of the organization, 33 West 39th st, New York, Wednesday and Thursday, January 16-17, 1918. The business session will take place Wednesday evening.

THE RETAIL LUMBER DEALERS' ASSOCIATION OF THE STATE OF NEW YORK, Paul S. Collier, secretary, Chamber of Commerce Building, Rochester, has announced that the dates for the annual convention of that association have been fixed. The convention headquarters will be the Ten Eyck Hotel, Albany, N. Y., January 30, 31 and February 1, a three-day

session, for which will be arranged a very interesting program of business proceedings as well as addresses on current topics of interest along with a social program which will be appropriate to the occasion and the times.

ARCHITECTURAL LEAGUE OF NEW YORK will hold its annual exhibition of architecture, sculpture, decorative and landscape design in the Fine Arts Building, 215 West 57th st, from February 3 to February 23, inclusive. This is practically the most important showing of architectural and allied arts made in this country, and it invariably attracts wide attention and calls out a large attendance of architects, draughtsmen, builders and persons having building projects in mind. The league always has various competitions in hand which serve to stimulate interest. Owing to the fact that the past year has been a dull one in the building line an effort will be made to give to the coming exhibition an unusual merit with the idea of creating a renewed interest in building work.

DEPARTMENTAL RULINGS.

BUREAU OF FIRE PREVENTION.

First name is location of property, and name following dash is party against whom order has been served, followed by his address. Where no address is given, the party may be found on the premises. Letters denote nature of order.

- *A—Interior Alarm System; DL—Locked Doors; EI—Electrical Equipment; Ex—Exits; FA—Fire Appliances, Miscellaneous; FD—Fire Drills; *FE—Fire Escapes; *FP—Fireproofing; RefSys(R)—Refrigerating System Repair; Rec—Fireproof Receptacles; GE—Gas Equipment and Appliances; DC—Heating or Power Plants (Dangerous Condition Of); O—Obstructions; Rub—Rubbish; ExS—Exit Signs; NoS—No Smoking Signs; *Spr—Sprinkler System; *St—Stairways; *Stp—Standpipes; SA—Structural Alterations; *Tel—Telegraphic Communication with Headquarters; TD—Time Detector for Watchman; Vac—Vacate Order (Discontinue Use Of); *WSS—Windows, Skylights and Shutters; CF—Certificates of Fitness; D & R—Discontinuances or Removals; *FHSY—Approved Filtering and Distilling Systems; *OS—Oil Separator; RQ—Reduce Quantities; *StSys—Storage System; T.H.O.—Tenement House Order.

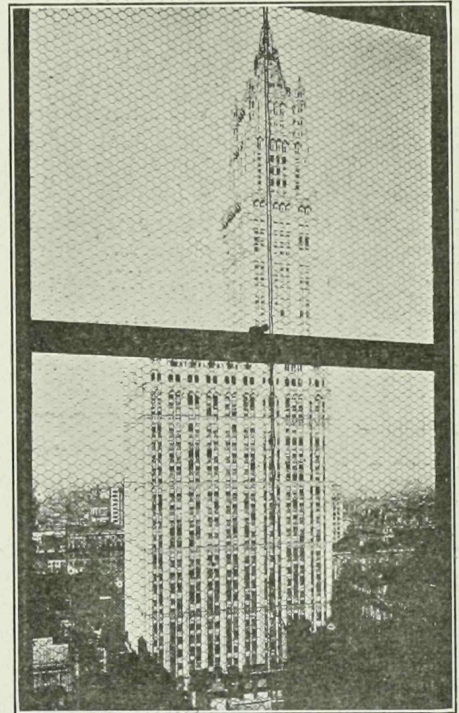
*NOTE—The symbols A, FE, FP, Spr, St, Stp, Tel, WSS, FHSY, OS, StSys, when followed by the letter (R) in parentheses, shall indicate an extension or repair to an existing installation. When not so specified, same shall be to provide an entirely new alarm system, fire escape, sprinkler system, etc., as the case may be.

Week Ending Dec. 8.

MANHATTAN ORDERS SERVED.

- Ann st, 60—Rorty & Young.....GE
Ann st, 60—Van Evren & Co.....GE
Broadway, 746-50—A T Stewart Realty Co, St(R)-ExS-FP(R)
Broadway, 736—J K Est Realty Corp, 170 BwayStp(R)
Broadway, 837-47—Broadway Improvement Co, 30 PineExS
Broadway, 1177—Frances G Jackson, 32 Remsen, BrooklynFA-EI
Broadway, 1232-6—Hurlbert Grand Hotel Co...A
Broome st, 431—John FinkDC
Dey st, 58—Constantine Scheid.....TD-ExS
9 st, 51 E—Aronwitz & Cogan.....O-Rec
12 st, 3 E—Est W Irving Clark c Fulton Trust Co, 149 BwaySt(R)-Ex(R)-FE(R)
22 st, 24 E—S & H Realties Co, 308 Broome, Stp(R)
2 st, 36 E—Frank A Seaman, c Kelly, Springfield Tire Co, 229 W 57, Stp(R)-St-FP-ExS-Ex(R)
83 st, 612 E—Leon Sobel, 215 Manhattan av, FE(R)-Ex-Ex(R)-WSS(R)-ExS
91 st, 200-10 E—Jacob Ruppert, 1639 3 av, WSS(R)
5 av, 98-100—Rothchild Realty Co, 2 W 72, ExS-Ex(R)-FP(R)
5 av, 135—Harden L Crawford, 25 Broad, St-FP-A(R)-ExS
5 av, 306—Est John Watson, 530 5 av, FE(R)-FP-ExS
5 av, 308—Jacques Krakauer, FE(R)-St(R)-ExS-Ex(R)
5 av, 661-3—Maisen Maurice.....FA
4 av, 123—Sal De Luca.....O-EI
4 av, 234—Central Real Estate Assn, 300 BwayExS-FE-St(R)
Frankfort st, 15—Fdzar L Scillitoe....Rec-GE
Frankfort st, 39—Hans Rees Son, Inc.....GE
Lafayette st, 186—Jacob Davis.....Rec-FP(R)
Lispensard st, 8—Bella Kahn, c Isidor, 89 Fulton,WSS(R)-GE-ExS-FE(R)-FP-St(R)
Mott st, 256-8—Children's Aid Society, 105 E 22,GE-ExS-FE(R)-ST(R)
Nassau st, 170—Monroe Clothes, 1476 Bway,FA
Park Row, 189-91—Isaac Kaplan.....TD
Park av, 3606-20—American Silk Label Co, 22 E 17,Ex(R)
Pearl st, 444-G—Est Francis Hustace, care Edw V Z Lane, 143 Liberty.....FP(R)-ExS
6 av, 344—Mutual Life Ins Co, 32 Nassau, DC-FE(R)-ExS-Ex(R)
6 av, 478—Jos E Lemon, St(R)-FP-FE(R)-Ex(R)
6 av, 513-15—Saml Mahler, 50 W 77, ExS-Ex(R)
3 av, 567—Mary E A Wendel, 175 Bway, Ex(R)-ExS-FE(R)
3 av, 225—Jos Nacht,Rec
3 av, 1609-15—Jacob Ruppert, 1639 3 av....FE

- University pl, 22—Sailors' Snug Harbor, 61 Bway,GE-ExS-Ex(R)-FE(R)-St(R)
University pl, 70—Est Susan Sturges, care Geo W, 236 W 72.....ExS-Ex(R)-St(R)-FE
Walker st, 78-8—Chas Green & Co.....El
Washington st, 238—Miletel & Alberti...FA-Rec
Washington st, 244—Chas Auglera....FP(R)
West Broadway, 9-15—Loft, Inc, 40 Broome, A-FD
West Broadway, 527-31—Saml H Burr, ExS-St(R)-FP-FE(R)
West Broadway, 529-31—I Glassman & Son, O-Rec-FA
Wooster st, 222—Est Jno Borland, care W G, 23 E 67,ExS
Wooster st, 224—Daniel Lord, 49 Wall, ExS-St(R)
23 st, 130 W—Jacob Forstot.....FP(R)
18 st, 15-7 W—Alonzo P Weeks, care H A Sherman, 20 NassauExS-Ex(R)
19 st, 51 W—Benj Fuches.....O-GE
23 st, 130 W—Zaretsky & Magnovitz.....FA
23 st, 161 W—Benj Silber,FA
23 st, 161 W—Herman Levy.....FA
23 st, 161 W—Est E Holbrook Cushman, 240 W 23,ExS-FE(R)-FP-St(R)
25 st, 55 W—Astor Est, 23 W 26, Ex(R)-ExS-FE(R)
25 st, 207-17 W—Graphic Arts Realty Co, ExS-Ex(R)-FP(R)
28 st, 225-7 W—Jacob R Bauman...Rec-GE-RQ



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29 st, 6 W—Farmers' Loan & Trust Co, 22 William, FE(R)-FP-St(R)-ExS
 29 st, 8 W—Madler & Grichewsky, O
 29 st, 39-41 W—Michl J O'Connor, care Jas A Lynch, 51 Chambers, WSS(R)-ExS
 29 st, 120 W—Pollack & Weinberg, FP(R)
 31 st, 113-7 W—Jane Duffy, 215 W 71, FP(R)-FE
 34 st, 155 W—W & E Realty Co, care M L Ernst, 56 Liberty, ExS-FE(R)
 47 st, 123 W—Jos Serra, FA(R)-D&R
 52 st, 136-46 W—Clayton Auto Ptg & Trimming Co, Rec-FA-DC
 Ann st, 53—Wm Van Syckle, DC
 Beaver st, 45—Est Jno G McCullough, 15 Broad, El
 Bleecker st, 11 Wm Kleinman, 333 E 6, ExS-Ex(R)
 Bowery, 70-2—Peter P Cappell, TD
 Bowery, 327—Est Edith C Bryce, 1025 5 av, DC
 Bowery, 332—Harry Meterowitz, GE-O
 Broadway, 639—Est Robert Goelet, 9 W 17, GE-FE-St(R)-ExS-O
 Broadway, 639—Frank McGuire, Rec
 Broadway, 639—Leo Drillich, Rec
 Broadway, 791—Herbert C Pell, Ex-St(R)-ExS-WSS(R)
 Broadway, 791—Mark Cowen & Co, FP(R)
 Broadway, 1181-3—Wolf & Lit Co, FA
 Broadway, 1181-3—Croonberg Fashion Co, FA
 Broadway, 1181-3—Frank Michalis, FA
 Broadway, 1181-3—Fg Botztiber, FA
 Broadway, 1181-3—Robt C Fritz & Co, FA
 Broadway, 1181-3—Isaac S Gold, FA
 Bowery, 70-2—Henry Gulden, TD
 Broadway, 1181-3—Lenz & Jenson Co, FA-Rec
 Broadway, 1181-3—Frank Baumelster, FA-Rec
 Broadway, 1181-3—Saml Cohen, FA
 Broadway, 1181-3—Chas R Watson, FA
 Broome st, 431—Robt Seler, Rec-GE
 Chambers st, 29—City of New York, Municipal Bldg, Stp(R)
 Chambers st, 82—Foulds & Freure, D&R
 Chambers st, 126—Russia Cement Co, GE-D&R
 Chambers st, 126—United Globe & Rubber Co, GE
 Chambers st, 126—Consol Gas Co, 130 E 15, GE
 Chambers st, 126—Jno A C Gray est, 393 Canal, WSS(R)
 Chambers st, 126—White Star Battery Co, DC
 Chatham sq, 1-4—Harry Kestler, FP(R)
 Crosby st, 40—Saml Enslor, GE
 Crosby st, 40—Max Halprin, GE-Rec
 Dutch st, 8-10-4 to 10 Dutch St Co, WSS(R)
 9 st, 52 E—Abr Gross, Rec
 13 st, 20 E—Kinson Realty Co, FE(R)-ExS-Ex(R)
 13 st, 20 E—M Goldstein & Son, Rec-GE
 13 st, 20 E—Morgenstein Bros & Faden, Rec
 14 st, 18 E—Henrietta Iring Bulton, FP(R)-ExS-FE(R)-FP-St(R)
 17 st, 107-9 E—Jno Krader, WSS(R)-FE(R)-St(R)-Ex(R)-ExS
 18 st, 15-7 E—Bway Property Corp, Ex(R)-FP
 18 st, 509-11 E—Chas Hvass, WSS(R)
 20 st, 35-7 E—Emily B Hopkins, St-FP(R)-ExS-Ex(R)
 37 st, 200 E—Peter Doelger Bwg Co, 407 E 55, FE(R)
 5 av, 80-2—Chas S Brown, St(R)
 5 av, 122-4—Est Eugene A Hoffman, 258 Bway, St(R)-WSS(R)-St(R)
 5 av, 358-60—Dama & Gillman, Rec
 5 av, 358-60—Rice Leaders of the World Assn, Rec
 5 av, 358-60—Russeks Fur Co, Rec
 5 av, 244—H Black & Co, Ex(R)
 5 av, 255—Whitson's Service, Ex(R)
 5 av, 244—Owl Dress Co, Ex(R)
 5 av, 244—Dobbs & Co, FA-Ex(R)
 Frankfort st, 39—Est Wm H Fly, care M Josephine, 47 W 57, DC-St(R)-Ex(R)
 Frankfort st, 87—Jos Hecht, ExS-FP-FE(R)-WSS(R)
 Franklin st, 77—Paul Tickerman, Ex(R)
 Howard st, 2-4—Max Herman, GE-Rec
 Howard st, 2-4—Saml Adreance, Rec-GE
 Howard st, 29—Consol Gas Co, 170 E 15, GE
 Howard st, 29—Elizabeth Chasebrough, FE
 Howard st, 30—Giovanni Truse, Rec-El
 Howard st, 30—Abr Tebechnik, El
 Lafayette st, 409-13—F B C Clothing Co, Ex(R)-O-Rec-El-GE-D&R
 Lexington av, 1872—Est Jos P Fallon, FP(R)-Ex(R)-ExS-St(R)-FE(R)
 Lenox av, 151—Morris Jaffe, FA-Ex(R)
 Liberty st, 103-8—Alfred M Aston, Rec
 Mercer st, 95-9—Metropolitan Life Ins Co, 1 Mad av, Ex(R)-WSS(R)
 9 av, 261-3—Martin & Roos, O-FA
 9 av, 261-2—Max Yulman, Ex(R)-FP(R)-FA
 9 av, 261-2—Henry Messmore, FA
 Prince st, 116—Frances Mermond, St(R)-ExS-WSS(R)
 2 st, 5—Jacob Rosenberg, FA
 2 st, 5—Harry Hechtel, FA
 7 av, 232—David M Newhall, FE(R)-Ex(R)-ExS-GE
 7 av, 278—Markowitz & Weingart, O-Rec
 7 av, 278—Sol G Rosenbaum, St(R)-FE(R)-ExS-GE
 7 av, 279—Madison Sq Mte Co, ExS-FP(R)
 7 av, 279—Mollin & Fuchs, Rec-FA-Ex(R)
 6 av, 402—Braco Realty Corp, FE(R)-St(R)-ExS-Ex(R)
 6 av, 436—Elizabeth Chapman, St(R)-FE(R)-ExS-O-Ex(R)
 6 av, 440—Victor Fuchs, Rec
 6 av, 440—Abraham Goldman, Pub
 6 av, 440—Harry J Freidman, FP(R)
 Stanton st, 57—Est Geo Collinear, 5 Redman, FE(R)-St(R)-ExS-Ex(R)
 Spring st, 129-41—Saml R Betts, WSS(R)-Ex(R)
 University pl, 116—Fred D Fricke, FP-FE(R)-ExS
 Vandam st, 99-101—Internat'l Coffee Co, O
 Vandam st, 99-101—Wm J Hiscox, FP-FE(R)-ExS
 West Broadway, 510-6—Cornelius Ownes, TD
 West Broadway, 510-6—John Seaway, TD
 West Broadway, 510-6—Royal Electric Motor Co, TD
 Walker st, 116—Victor Arrigali, Rec-O
 Washington pl, 9—Max Mindhelm, FD-A
 Washington pl, 360-2—Clara L Drake Smith, WSS(R)
 William st, 200-4—John Black, Ex(R)-WSS(R)
 Waverly pl, 10—Lizzie Coerlitz, St(R)
 Wooster st, 115-21—Est Henry Brunner, care Kate B Hannel, 27 W 58, Ex(R)-FP(R)
 West Broadway, 567-73—Livingston Holding Co, WSS(R)-Stp(R)

3 st, 55-7 W—Livingston Holding Co, Ex-ExS-FE(R)-FP(R)
 9 st, 8 W—Richard S Childs, DC
 11 st, 366-8 W—Theo W Stemmler, St(R)-FE(R)-GE
 15 st, 27 W—Moses Sahlein, GE-FE(R)-St(R)-ExS-Ex(R)
 15 st, 34 W—Francis Speir, FE(R)-FP(R)
 17 st, 17-9 W—19 W 17th St Corp, St(R)-Stp(R)-FP(R)
 17 st, 36 W—Abr Greenbaum, FA
 17 st, 36 W—Saml Bergman, FP-St(R)-FE(R)-ExS
 17 st, 440-4 W—Danold H Elder, ExS
 18 st, 249 W—Anthony G Imhof, FE(R)-St(R)-ExS-O
 21 st, 259 W—Saml Malkin, Rec-GE
 21 st, 259 W—Halfer Co, Rec-FA-GE
 22 st, 143 W—Herman Younker, GE-FE-St(R)-ExS-Ex(R)
 23 st, 130 W—Cushman Est, 240 W 23, ExS-FE(R)-St(R)-Ex(R)
 23 st, 122 W—Seaman's Bank for Savgs, 76 Wall, St(R)-FE(R)-O-Ex(R)-ExS
 23 st, 132 W—Louis E Isern, FA
 23 st, 132 W—Louis Spiro, O
 23 st, 132 W—Edw T Emmett 52 Wall, FE(R)-St(R)-Ex(R)
 23 st, 202 W—Israel Miller, FP-St(R)-O-ExS
 23 st, 204 W—Leonora Jones, Ex(R)-O-ExS-FE(R)
 24 st, 55 W—Fredk W Marks, FE(R)-St(R)-Ex(R)-O-ExS
 25 st, 137-9 W—Lyric Waist Co, El
 25 st, 167 W—Elena R Goodale, St(R)-FE(R)-ExS
 25 st, 167 W—H Hiller & Son, Rec
 26 st, 104 W—Lasovsky & Kantrowitz, Rec
 26 st, 104 W—Est Jacob & Wm Scholls, 5 Nassau, FE(R)-St(R)-Ex(R)-ExS
 26 st, 106 W—Louis Elkin, Rec-DC
 26 st, 106 W—Mutual Art Embroidery Wks, O-Rec
 26 st, 125 W—I Levine & Son, O-Rec
 26 st, 125 W—Thos H Stewart, Ex(R)-O-ExS-FE-St(R)
 26 st, 158-60 W—Est Jere W Dimick, 120 Bway, FE(R)-FP-St(R)-ExS-Ex(R)-O
 27 st, 19 W—Est Christian Hanfeld, 5 W 95, FE(R)-St(R)-ExS-Ex(R)-GE
 27 st, 27 W—Est Wm R Morgan, care Eliza W, "Tudor Lodge," Newport, R I, St(R)-FE(R)-FP(R)-ExS-Ex(R)
 28 st, 42 W—Rosenblatt & Moskowitz, Rec-FA
 28 st, 42 W—Young & Nugent, FP(R)-FA
 28 st, 42 W—B Corbett & Son, Rec-FA
 28 st, 42 W—Sternsheim Bros, Rec
 28 st, 55 W—Henry J Schwartz, St(R)-FE(R)-ExS-Ex(R)
 29 st, 11 W—High Grade Embroidery Co, Rec
 29 st, 32 W—Est Ada Howe, care C H Stout, 20 E 66, FE-ExS
 29 st, 108 W—Reintal & Newman, FA-Rec
 29 st, 109 W—Wiener & Asron, Rec-FA
 29 st, 109 W—Johnson & Gavalla, Rec-FA
 29 st, 109 W—Woocher & Fogel, Rec-FA
 29 st, 109 W—Lutz & Schwartz, Rec
 29 st, 109 W—Dunefsky & Weinberg, Rec
 29 st, 109 W—Harry Spivack, Rec-FA
 29 st, 120 W—Est Geo T Bliss, care Jeanette D, 9 E 68, FE(R)-ExS-Ex(R)
 29 st, 217 W—Modern Photo Finishing Co, Rec
 31 st, 118 W—Harriet A Loutrel, FE(R)-St(R)-Ex(R)-ExS
 38 st, 66-8 W—Edward Weil, Rec
 41 st, 224 W—Daniel F Mahoney, GE
 46 st, 234 W—Adolbh Weitzman, Rec-FA-DC
 142 st, 534 W—Maria Madan, DC
BROX ORDERS SERVED.
 Tremont av, 453 E—Tremont Business School, Rec
BROOKLYN ORDERS SERVED.
 Bedford av, 1108—Siegel & Mulligan, Rub-SmkS-Rec
 Bedford av, 1201—Studebaker Corp of America, El
 Bedford av, 1410—Maxwell Motor Sales Corp, CF-FP
 Classon av, 635—Tony Prudents, SmkS-FA-Rec-FP
 Coney Island av, 1061-71—Abr Schumacher, FA-Rec-SmkS
 Cropsey av, 2335-53—Louis Lipkowitz, SmkS-FA-CF
 Division av, 33—Lefranc Chlorozene Wks, CF-FP
 Flushing av, 42—Jos Mittleman, RQ
 45 st, 1402—Henry Ernst, D&R
 4 av, 180-2—Otto R Berger, D&R
 4 av, 274—Nicollo Proto, GE
 Freeman st, 97—Andrew Cendrowski, FA-SmkS-FP
 Gates av, 690—Louis Schneider, FA-Rec
 Green av, 767—Thillie Von Au, FP
 Hall st, 129—Est L Horst, FA-Rec
 Hart st, 707—Jean Schwenk, El
 John st, 160—Powers Accounting Machine Co, FA-Rec
 Kingston av, 275—Geo C Owens, Rec
 Lorraine st, 242—S Basile & Co, FA
 Metropolitan av, 251—Hvman Besem, CF
 Plymouth st, 296-302—Bklyn Union Gas Co, 176 Remsen, FP
 Powers st, 236—Cooke Milk & Cream Co, CF
 President st, 1328—John Welz, FA-Rec-StSys-SmkS
 65 st, 1421-5—Peter Bressi, FA
 Sumpter st, 376—Jno Disporizio, SmkS-FA
 3 av, 173-9-3 Av Garage, Inc, CF
 3 av, 4-0—Jos Spina, D&R-FA-Rec-SmkS
 13 st, 126-42—Kaschier Chatfield Shellac Co, SmkS-FA
 12 st, 459-61—Alfred Werson, CF
 Union st, 833—Julian D Fairchild, El-FP
 Van Brunt st, 9—Mark & Rawolle, Inc, CF
 Washington av, 602—E Isser, SmkS-FA-Rec
 Fulton st, 17—Henry M Reinhardt Co, WSS(R)
 N 11th st, 101-9—N Y Quinine & Chemical Co, WSS(R)
 President st, 376-98—Planet Mills Mfg Co, WSS(R)
 Bridge st, 421-8—Kirkman & Sons, WSS(R)-FP(R)
 Flushing av, 919-21—Rose Mantel, ExS-Ex(R)
 Flushing av, 919-21—Fishman & Singer, FP-FA-GE-Rec
 Flushing av, 919-21—Louis Blum, FP(R)-GE-Rec
 Nevins, 205—John S Loomis, FE-St(R)-ExS

Walton st, 58—C Austern Co, FA-FP-Rec-Ex-O
 Walton st, 58—Seigel & Levine, FA-FP-Rec-Ex-O
 Walton st, 58—M R Rosenberg & Co, FA-FP-Rec
 Walton st, 58—Light & Schlesinger, FA
 Watkins st, 118-28—Annie P Alley, St(R)-Ex(R)-ExS-GE
 Atlantic av, 435—Sass Mfg Co, StSys-FA
 Gates av, 1406—Wolf Geller, D&R-SmkS-FA
 55 st, 412—M T Lewis, Rub-FA-SmkS-Rec-CF
 Monroe st, 15-17—Geo Danneman, D&R
 Ralph av, 380—Max Russakoff, D&R-FA-Rec-SmkS
 Waverly av, 255—F B Bird, FA-Rec-El
 Atlantic av, 2963-71—Atlantic Elton Realty Co, WSS
 Driggs av, 482-500—Williamsburg Power Co, WSS
 Kent av, 375-93—F W Wurster Realty Co, WSS
 Johnson av, 23—Bartolomeo Viacava, FP
 Atlantic av, 718-28—C Kenyon & Co, Rub
 Berry st, 192 (rear)—J H White Est, FP-WSS
 Carroll st, 335—Wm H Jackson Co, FP-WSS
 Florence st, 9—Fred Roeder, FP-WSS
 Powell st, 281-3—Hyman Aaron, FP-WSS
 Stuyvesant av, 124-8—Max Reis, FP-WSS-DC-FA
 Walton st, 58-60—Saml Stein, FA-FP-ExS-Ex(R)-O
 Boerum st, 181—Est R S Blumenthal, O
 Kent av, 433-5—Wm Vogel & Bros, FP-St-Ex(P)
 Forest st, 8-10—Nicholas Nubilo, FP
 Park av, 862—Finkelstein Bros, FP
 Manhattan av, 1031—Herman Post, DC
 West st, 190-2—Est Chas Dinges, FP
 Lorimer st, 170-6—Wagner Comb Co, Rub-GE-DC
 Boerum st, 181—Champion Pants Co, Rec-GE-DC
 Boerum st, 181—Israel Schwartz, GE-Rub
 Boerum st, 181—Nathan Pershitz, GE-DC-Rec
 Cook st, 103—Morris Lambert, FP
 Dean st, 320—Pride of the Kitchen Co, FE-ExS-Ex(R)
 Dean st, 320—Knitwear Mfg Co, FA(R)-Rec
 Willoughby st, 29—Marcus Mayers, FA-Rec
QUEENS ORDERS SERVED.
 Wexford ter & Homer Lee av—Augustive Davis, Rec-FA
 Continental av, 146—G Zeron & Bro, FA-SmkS
 Dora av, 12 (Jamaica)—Wm Young, FA-Rec
 11 av, 67—Fredk H Reynolds, CF
 11 av, 332 (L I C)—August Weilen, El
 Grove st, nes, bet Grandview & Forest avs—Josephine Dengler, D&R
 Harsh st & Review av—Aeolian Co, 11 Flatbush av, Bklyn, CF
 Metropolitan av, 2249—Hirsch Bros, FA-SmkS
 New York av, 22 (Jamaica)—Jamaica Poster 16 st, 127 (L I C)—Wm Ramp, FA-Rec
 Adv Co, Rec-FA-SmkS

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

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

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

Brick.

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

Builders.

CORNING CO., EDWARD, 25 Vanderbilt Ave. Tel. Murray Hill 7071.

Building Directories.

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

Building Material (Masons).

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

Building Reports.

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

ALSEN'S AMERICAN PORTLAND CEMENT WORKS, 45 Broadway. Tel. Rector 510.
CONSOLIDATED ROSENDALE CEMENT CO., 50 Church St. Tel. Cortlandt 4650.
COPLAY CEMENT MFG. CO., 200 Fifth Ave. Tel. Gramercy 6050.
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LEHIGH PORTLAND CEMENT CO., 30 E. 42d St. Tel. Murray Hill 8451.

Cement Work.

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

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

Concrete Floors and Sidewalks.

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

Consulting Engineers.

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

Contractors' Bonds.

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

Contractors (General).

CHAMPION & LEVIEN, INC., 48 E. 10th St. Tel. Stuyvesant 387.
FULLER CO., G. A., 111 Broadway. Tel. Rector 4300.
HEDDEN-PEARSON-STARRETT CORP., 115 Broadway.
KNAUFF, JOHN M., 334 Fifth Ave. Tel. Madison Sq. 1754.

Cornice and Skylights.

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

Doors and Sashes.

CHELSEA LUMBER CO., 87 Manhattan St. Tel. Morningside 2544.
SOLAR METAL PRODUCTS CO., Columbus, O.

Dumbwaiters.

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

Electric Meter Inspection.

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

Electric Service.

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

Elevator Fire Doors—Safety Appliances.

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

Elevator Gates—Folding.

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

Elevators—Hand Power.

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

Elevators (Passenger and Freight).

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

Fire Escapes.

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

Fireproofing.

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

Flagpoles.

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

Flooring.

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

Flue Pipe.

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

Folding Gates.

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

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

Fumigation and Extermination.

BLISS EXTERMINATOR CO., INC., 20 W. 15th St. Tel. Chelsea 9170.
ORIENTAL VERMIN EXTERMINATING CO., 198 Broadway. Tel. Cortlandt 730.

Garbage and Refuse Incinerator.

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

Gas.

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

Gates—Folding.

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Heating and Roofing.

DAMES CO., INC., 1427 Flatbush Ave., Brooklyn. Tel. Kenmore 3457.

House Mover and Shorer.

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

House Wreckers.

NORTHERN WRECKING CO., Harris Ave. and Sherman Pl., L. I. City. Tel. Hunters Point 2566.

Insurance.

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

Iron Grille Work.

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

Iron Work (Arch. and Struc.).

GRAND CENTRAL IRON WORKS, 212 E. 52d St. Tel. Plaza 3583.
HECLA IRON WORKS, Brooklyn, N. Y. Tel. Greenpoint 490.
PERLMAN IRON WORKS, INC., A., 1735 West Farms Rd. Tel. Intervale 2167.
WELLS ARCHITECTURAL IRON CO., River Ave. and E. 151st St. Tel. Melrose 8290.

Iron Work—Ornamental.

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

Lumber.

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

Lumber—Second Hand.

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

Lytho-Zinc Reproductions.

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

Marble and Tile.

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

Masons and Plasterers.

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

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Metal Ceilings.

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

Metal and Metal Covered Work.

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

Mortgages.

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

Parquet Floors

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

Pine—North Carolina.

NORTH CAROLINA PINE ASSOCIATION, Norfolk, Va.

Plaster Boards.

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

Pumps with Gasoline Engines to Rent.

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

Radiator Shields.

THOMAS & ARMSTRONG CO., Dayton, O.

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ASHFORTH, INC., ALBERT B., 12 E. 44th St. Tel. Murray Hill 1100.
BIRDSALL & CO., INC., DANIEL, 317 Broadway. Tel. Worth 800.
BOYLAN, J. J., 402 W. 51st St. Tel. Columbus 1970.
BRETT & GOODE CO., 461 Eighth Ave. Tel. Greeley 5750.
BROWN CO., J. R., 299 Madison Ave. Tel. Murray Hill 1481.
BULKLEY & HORTON CO., Myrtle and Clinton Aves., Brooklyn. Tel. Bedford 5500.
BURLING REALTY CO., 209 Bridge St., Brooklyn. Tel. Main 600.
CAMMANN, VOORHEES & FLOYD, 84 William St. Tel. John 2260.
CARPENTER, L. J., FIRM OF, 25 Liberty St. Tel. John 4360.
CARSTEIN & LINNEKIN, 321 Fourth Ave. Tel. Gramercy 2293.
CHAUNCEY REAL ESTATE CO., 187 Montague St., Brooklyn. Tel. Main 4300.
CORSA, GEORGE B., 10 E. 43d St. Tel. Murray Hill 7683.
CROSS & BROWN CO., 18 E. 41st St. Tel. Murray Hill 7100.
CRUIKSHANK CO., 141 Broadway. Tel. Cortlandt 5430.
CRUIKSHANK'S SONS, W., 37 Liberty St. Tel. John 6047.
CUDNER, A. M., R. E. CO., 254 W. 23d St. Tel. Chelsea 1276.
DAVIES, J. C., 149th St. and Third Ave. Tel. Melrose 3462.
DAY, J. P., 31 Nassau St. Tel. Cortlandt 744.
DOYLE & SONS, J. F., 74 Wall St. Tel. John 2368.
DUROSS CO., 155 W. 14th St. Tel. Chelsea 2377.
ELLIMAN & CO., DOUGLAS L., 414 Madison Ave. Tel. Murray Hill 5600.
ELY & CO., H. S., 21 Liberty St. Tel. John 222.
ENGLISH, J. B., 1531 Broadway. Tel. Bryant 4773.
FINEGAN, A., 35 Nassau St. Tel. Cortlandt 1730.
FISCHER, J. A., 690 Sixth Ave. Tel. Vanderbilt 1423.
FOX & CO., F., 14 W. 40th St. Tel. Bryant 8240.
GITTERMAN, A. N., 51 E. 42d St. Tel. Murray 737.
HESS, M. & L., 907 Broadway. Tel. Gramercy 16052.
HOUGHTON CO., 200 W. 72d St. Tel. Columbus 280.
KENNELLY, B. L., INC., 156 Broadway. Tel. Cortlandt 1547.
KOHLER, C. S., 901 Columbus Ave. Tel. Riverside 5504.
LEAYCRAFT & CO., J. E., 30 E. 42d St. Tel. Murray Hill 500.
MANNING & TRUNK, 489 Fifth Ave. Tel. Murray Hill 6834.

MARSTON & CO., 549 Fifth Ave. Tel. Murray Hill 540.
MORGANTHAU & CO., M., 25 Pine St. Tel. John 888.
MORRISSEY, WM. G., 189 Montague St., Brooklyn. Tel. Main 5856.
NOYES CO., C. F., 92 William St. Tel. John 2000.
OGDEN & CLARKSON CORP., 605 Fifth Ave. Tel. Vanderbilt 1124.
O'REILLY, THOS. J., Broadway and 109th St. Tel. Academy 1600.
PEASE & ELLIMAN, 340 Madison Ave. Tel. Murray Hill 6200.
PFLOOM, F. & G., 1333 Broadway. Tel. Greeley 2127.
PORTER & CO., 159 W. 125th St. Tel. Morning-side 958.
RAE CO., WM. P., 180 Montague St., Brooklyn. Tel. Main 4390.
READ & CO., GEO. R., 30 Nassau St. Tel. John 3670.
RULAND & WHITING CO., 5 Beckman St. Tel. Cortlandt 1132.
SPEAR & CO., 840 Broadway. Tel. Stuyvesant 627.
TUCKER, SPEYERS & CO., 435 Fifth Ave. Tel. Murray Hill 2750.
TYNG & CO., STEPHEN H., JR., 41 Union Sq. W. Tel. Stuyvesant 4000.
WELLS' SONS, J. N., 191 Ninth Ave. Tel. Chelsea 5266.
WHITE & SONS, W. A., 46 Cedar St. Tel. John 5700.
WHITING & CO., WM. H., 41 Park Row. Tel. Cortlandt 5900.
WOOD, F. R., W. H. DOLSON CO., Broadway at 80th St. Tel. Schuyler 3800.

Real Estate Brokers (Manhattan and The Bronx).

ARCHIBALD, WM. H., 316 W. 23d St. Tel. Chelsea 5566.
ARMSTRONG, J., 1984 Third Ave. Tel. Harlem 211.
BECHMANN, A. G., 1053 Southern Blvd. Tel. Intervale 556.
BROWN, WALTER E., 3428 Third Ave. Tel. Melrose 43.
CUTNER, HARRY B., 1181 Broadway. Tel. Farragut 4585.
DE WALLTEARSS, S., 135 Broadway. Tel. Cortlandt 355.
DIKE, O. D. & H. V., 220 W. 42d St. Tel. Bryant 8556.
DOWD, JAMES A., 874 Sixth Ave. Tel. Circle 32.
FORD'S SONS, FRANCIS W., 8-10 James St. Tel. Worth 1021.
GOODWIN & GOODWIN, 260 Lenox Ave. Tel. Harlem 6500.
HOF, HENRY, 567 Third Ave. Tel. Murray Hill 5994.
KURZ & UREN, 370 E. 149th St. Tel. Melrose 2140.
McLAUGHLIN, T. F., 1238 Third Ave. Tel. Lenox 1063.
McNALLY, G. V., 7 E. 42d St. Tel. Murray Hill 8154.
PAYTON, JR., CO., P. A., 67 W. 134th St. Tel. Harlem 917.
SCHINDLER & LIEBLER, 1393 Third Ave. Tel. Lenox 3436.
SIMMONS, E. DE FOREST, 31 W. 58th St. Tel. Plaza 837.
STEIN, HENRY C. B., 102 First St. Tel. Orchard 1930.
ULLMAN, C. L., White Plains Ave., north of 207th St. Tel. Williamsbridge 36.

Real Estate Board (Brooklyn).

BRUMLEY, JAMES L., 189 Montague St. Tel. Main 2372.
BULKLEY & HORTON CO., Myrtle and Clinton Aves. Tel. Bedford 5400.
BURLING REALTY CO., 209 Bridge St. Tel. Main 600.
CHAUNCEY REAL ESTATE CO., 187 Montague St. Tel. Main 4300.
CLARK, INC., NOAH, 837 Manhattan Ave. Tel. Greenpoint 2000.
HENRY, JOHN E., JR., 1251 Bedford Ave. Tel. Bedford 5500.
McMAHON, JOSEPH T., 188 Montague St. Tel. Main 834.
MORRISSEY, WM. G., 189 Montague St. Tel. Main 5856.
PORTER, DAVID, 215 Montague St. Tel. Main 828.
PYLE CO., H. C., 201 Montague St. Tel. Main 4390.
RAE CO., WM. P., 192 Montague St. Tel. Main 4390.
SMITH, CLARENCE B., 1424 Fulton St. Tel. Bedford 661.
WELSCH, S., 207 Montague St. Tel. Main 2738.

Real Estate Brokers (Brooklyn).

CORWITH BROS., 851 Manhattan Ave. Tel. Greenpoint 632.
REALTY ASSOCIATES, 162 Remsen St. Tel. Main 3385.
RYAN, GEO. J., 46 Jackson Ave., L. I. City. Tel. Hunters Point 3451.

Real Estate (Queens).

QUEENSBORO CORPORATION, THE, Bridge Plaza, Long Island City. Tel. Astoria 801.

Real Estate Operators.

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

Refrigerating (Ice by Wire).

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

Reports (Building).

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

Roofing and Quarry Tile.

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

Sand and Gravel.

ROSE CO., JOHN B., 103 Park Ave. Tel. Murray Hill 5787.

Sheet Metal Work.

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

Skylights.

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

Surveyors, City.

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

Telephone Accessories.

COIN DEVICE & SIGNAL CO., INC., 1269 Broadway. Tel. Mad. Sq. 2594.

Terra Cotta.

NEW JERSEY TERRA COTTA CO., 149 Broadway. Tel. Cortlandt 3903.

Title Insurance

LAWYERS TITLE & TRUST CO., 160 Broadway. Tel. Cortlandt 6140.
NEW YORK TITLE & MORTGAGE CO., 135 Broadway. Tel. Cortlandt 6880.
TITLE GUARANTEE & TRUST CO., 176 Broadway. Tel. Cortlandt 8800.

Window Shades.

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

Windows, Fireproof.

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

Wire Glass.

MISSISSIPPI WIRE GLASS CO., 220 5th Av. Tel. Mad. Sq. 9370.

Wire Work

BATAILLE & CO., A., 587 Hudson St. Tel. Chelsea 891.
STOLP, OSCAR, WIRE WORKS, 21 Fletcher St. Tel. Joba 1448.