

# REAL ESTATE RECORD AND BUILDERS' GUIDE.

NOVEMBER 30, 1912

## THE WILLIAM STREET SUBWAY CONTROVERSY

Arguments For and Against the Proposed Route by the Public Service Commission and Representatives of the Property Owners' Associations Involved in the Dispute.

WILLIAM STREET from one end to the other is in a turmoil over the question of subway construction. The situation has become acute. The division of sentiment is not even. A large number of property owners along the route are bent on having a subway under William street. But the opposition is equally determined to prevent the use of the street for subway construction. And the opposition has proved itself strong enough to create a deadlock. The Public Service Commission, rather than prolong discussion, appealed not long ago to the Supreme Court for a commission to sit on the question. On the 19th of this month a commission was appointed, consisting of ex-Supreme

It is the purpose of this article to present the case for each side, as obtained from themselves, and to leave the reader to draw such conclusions as may be forced by consideration of all the facts.

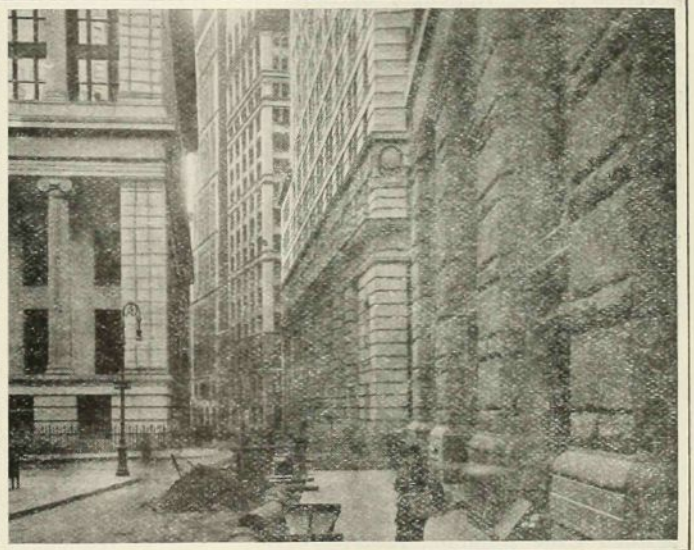
On one side of the controversy are arrayed the Public Service Commission and three influential property owners' associations. These include the Downtown Interboro Association, the Owners' Protective Association and the Abutting Property Owners' Association. On the other side are a considerable number of large property owners, whose refusal of consent has been of sufficient importance to cause the removal of the subject from the field of mere local controversy and carry it into the courts.

most importance to the whole dual system of rapid transit as planned by the commission.

"As soon as the route had been adopted by the commission and approved by the Board of Estimate the commission, as required by the Rapid Transit act, began soliciting the consents of property owners along the route. As a prerequisite to the building of a subway the commission must obtain the consent of property owners to the extent of a majority in value of the property along the route, or apply to the Appellate Division of the Supreme Court and get from that tribunal a determination that public convenience requires the construction of the road. This



WILLIAM STREET, NORTH FROM FULTON.



WILLIAM STREET, SOUTH FROM WALL.

Court Justice David Leventritt, Austen G. Fox and Robert C. Morris. The first hearing of the commission is set for Dec. 4 at 4 p. m., in the office of Judge Leventritt, 111 Broadway.

Fragmentary statements of this strife have appeared from time to time. As a mere local difference of opinion interest in it would not penetrate far beyond William street. If, however, the internecine strife among property owners on William street threatens to upset the plans agreed upon by the State and city officials and the transit companies, or if it threatens to delay the carrying out of these plans, the squabble over this William street link becomes a matter of concern to all the taxpayers of the city.

The William street subway as laid out by the Rapid Transit Commission in the dual subway plan accepted by the Interboro Rapid Transit Company and the Brooklyn Rapid Transit Company is an important and, under existing conditions, a necessary link in the five-borough system of rapid transit.

The Public Service Commission, by request, states its case this way:

### Statement By the Public Service Commission.

"The so-called William street subway was planned by the Public Service Commission to connect the proposed Seventh avenue subway extension, to be operated by the Interborough Rapid Transit Company, with the downtown business district of Manhattan and with Brooklyn. The route, as laid out, leaves the proposed Seventh avenue line at West Broadway and Park place and runs through Park place under the U. S. Post Office property and through Beekman street to William street, thence down William street to Old Slip, thence under the East River by tunnel to Clark street, Brooklyn, through Clark street to Fulton street and through Fulton street to a junction with the existing subway. It is to be a two-track line. As the connecting link between the new Interborough subway in Manhattan and the existing subway, operated by that company, in Brooklyn, it is of the ut-

determination serves in lieu of the consent of property owners.

"Opposition to the route was manifested soon after the commission began seeking property owners' consents. This opposition was led by the Farmers' Loan and Trust Company, which owns property on William street, and resulted in the organization of a committee to oppose the building of the line on the ground that its construction would imperil some of the expensive buildings in William street. It was alleged that the locality was full of quicksand and that the subway construction work might undermine the foundation of buildings.

"Alfred Craven, Chief Engineer of the Public Service Commission, whose staff has made a careful survey of the proposed route, assured the commission that the fears of the opposing property owners were groundless and that the proposed subway can be built without in any way endangering buildings along the route. All buildings will be underpinned, Mr. Craven stated, and should

be, if possible, on more solid foundations after the subway is built than they are now. He further said that additions to buildings on William street have been made lately and that no undermining of adjoining structures resulted. The subway in the street, he said, can be built with less danger to existing buildings than is caused by the erection of new buildings.

"Many owners of property on William street, however, favor the construction of the subway. On October 23, 1912, a meeting of such property owners was called by Dr. William Jay Schieffelin, chairman of the Citizens' Union, and himself an owner of property along the proposed route. At this meeting it was learned that the following property owners are supporting the Public Service Commission in its proposal to build this subway; F. W. Woolworth, now constructing the Woolworth Building, William R. Grace & Co., now erecting a bank building in the district in which the greatest opposition developed; Lehn & Fink, wholesale perfumers; Humphrey Medicine Company, owners and merchants; Annin & Co.; the Burling-Jones Envelope Company.

"In addition to these the Downtown Interborough Association, an organization embracing some of the large property owners in the financial district, has been actively supporting the subway project. Charles A. Schieren is president of this association.

"It became apparent to the commission, however, that the number of consents necessary under the law would not be obtained without prolonged work. The commission decided to make an application to the Appellate Division for the appointment of commissioners to sit and determine whether the proposed route shall be built. Notice of this application was given by publication in October, and on November 8 counsel for the commission presented the application to the Appellate Division for the appointment of commissioners."

In this application the total value of property along the entire route is given as \$67,201,500. Consents had been gained for property of a total value of \$7,871,500. The value of property along William street is placed at \$40,362,000, of which consents had been gained representing a value of \$3,706,000.

#### Owners' Protective Association.

David Rumsey, vice-president of the Continental Fire Insurance Company, and managing director of the company owning the twenty-four story, No. 80 Maiden Lane Building, recently organized the Owners' Protective Association to fight for the construction of the William street subway. Mr. Rumsey announces that many prominent property owners in the district between Pearl street and Nassau and between Beekman street and Wall are joining the association. At a recent meeting of this association it was unanimously adopted that the association urge the prompt legalization and construction of the William street route. This association will be represented by counsel and has also engaged the services of an expert engineer. The association claims that the route should be built as a public necessity and believes that it can safely be constructed without great damage to adjoining buildings.

The executive committee of the association consists of:

Dudley Olcott, representing the Central Trust Co., owners of No. 54 Wall street; Adrian Iselin, representing No. 36 Wall street; Hon. Jefferson M. Levy, representing the property Nos. 93-9 Maiden Lane and No. 27 Pine street; C. M. Cross, representing the Continental Insurance Co., owner of No. 42-6 Cedar

street; E. R. Finch, representing No. 32-8 Beekman street; Irving Ruland, representing No. 35-7 Ann street; David Rumsey, representing the Fire Companies Building Corporation, owners of No. 80 Maiden Lane, and Samuel H. Ordway, representing the property No. 8 Cedar street.

"It is a significant fact," says a statement issued by this association, "that many prominent owners on Wall street and Pine street are members of the Owners' Protective Association, and are just as anxious for the subway to be constructed as the few property owners in the financial district are opposed to its construction. Property valued in excess of \$20,000,000 is represented by the members of the Owners' Protective Association."

#### The Abutting Property Owners.

The Abutting Property Owners' Association was organized in October to join in the fight for the William street subway. Its executive committee consists of William Jay Schieffelin, chairman; Harry Hall, secretary; Seth Sprague Terry, Albert Plaut, H. B. Harding, J. Louis Schaefer and Charles F. Noyes. The following list of property owners represented, with properties owned by them, is furnished by the secretary:

William Jay Schieffelin, 170-172 William st.; Louis Annin Ames, 144-150 William st.; Charles C. Nadal, 164 William st.; C. F. Noyes, 152-4 William st.; Humphreys Hom. Med. Co., 156 William st.; A. & J. Plaut, 118-120 William st.; Woodbridge Co., 92-100 William st.; South Manhattan Realty Co., 110-116 William st.; Collegiate Realty Co., 123-33 William st.; Cruikshank Co., agents, 122-126 William st.; New York Cotton Exchange, William and Beaver sts.; William H. Whiting, agents, 19-21 Beekman st.; S. S. Terry, 29-33 Park place; National Railway Pub. Co., 24 Park place; Francis H. Ruhe, 20 Park place; Broadway and Park Place Realty Co., Broadway, Park place and Barclay st.; Wm. R. Grace & Co., Hanover Square; Wm. Engelman, 110 Pearl st.; Harry K. Gregg, 75 Front st.; L. J. Carpenter, agents, 37-39 Old Slip; A. Klipstein, 10-12 Old Slip.

This organization represents a property value of about \$20,000,000.

#### Downtown Interboro Association.

The Downtown Interboro Association is a property owners' organization started about four years ago. It antedates the present subway discussion and even the plan for a subway under William street. Its president is ex-Mayor of Brooklyn Charles A. Schieren. Edward M. Bassett, formerly a member of the Rapid Transit Commission, is its counsel. Its membership includes many large holders of property on and adjacent to William street. This association is also in the fight to a finish for the William street subway.

#### Statement By the Opposition.

A representative of the side that has come to be referred to as the opposition was asked to present the case of the owners who are fighting to keep rapid transit away from William street. Here is how he puts it:

"This matter of a subway under William street is an extremely grave one. It has a threefold aspect, each phase of it presenting a difficulty which those opposed to the construction of a subway under this narrow, heavily weighted thoroughfare believe to be worthy of the gravest consideration on the part of the city officials. Taken together, these difficulties, we believe, are grave enough to stamp the project as not only unwise and dangerous, but entirely impracticable.

"First is the engineering difficulty. The lower portion of William street is flanked by some of the largest and most expensive structures in the city. The width of the street itself through which it is proposed to build the subway

is about forty feet. Most of the structures on each side of this narrow thoroughfare are built on quicksand. They are practically floating structures. Now, what would happen if the entire retaining area along the front of those structures were removed, as would be necessary in excavating for a subway? We have the best available engineering authority for the statement that the inevitable result of subjecting these foundations to the tremendous lateral pressure that would follow excavation would be the instant sagging of these heavy structures. The natural result would be that they would sag outward to such an extent as to render them unfit for occupancy.

"The Public Service Commission, on the advice of their engineers, take the position that these buildings can be adequately shored up and that, if necessary, caissons will be sunk to secure the structures during subway construction and that the buildings will be more secure after the work is done than they are at the present time.

#### Caissons May Be Used.

"We don't believe, however, that it is possible to sink caissons under immense structures, after the structures are up, with the foundations such as they are here. Underpinning the front would still leave the rest of the foundations unprotected. And even if it were possible, it would not be practicable to do this without ordering the structures vacated. Can you imagine what it would mean to scores of financial and legal firms, some of them the largest in this country, to come to their offices some fine morning and be informed by the Building Department that their building had overnight been condemned as unsafe, and that they could not get in even to secure their books and papers? This might easily happen. And we do not propose to run any such risk of loss if it can be avoided.

"Secondly, there is the objection of cost. Why should the city and taxpayers be rushed into what, for its length, is bound to be the most expensive piece of subway construction that the city has ever undertaken? The Public Service Commission seems perfectly willing to let the city go into tremendous expense for what we believe to be at best an unnecessary project, and one of very doubtful success. Assuming that its proposed method of caissons and shoring is practicable, which we do not believe, it will be tremendously expensive.

#### Possibility of Damage Suits.

"Finally, there is the objection of inconvenience and loss to property owners. Why should the owners of these buildings—not to mention the tenants—be compelled to put up with all this? Believing as we do that this William street subway is impracticable as an engineering project, we look upon the ultimate damage to buildings as quite inevitable. And what does this mean? Simply that owners will have to face suits against the city or against the contractor for property damages.

"Now, the contractor gives a bond to the city to indemnify it against just such possible claims. If the necessity for damage suits should arise it would be necessary to determine whether the fault rested with the contractor or with the city. And it is easy to appreciate how difficult it would be to determine who was at fault when the scene of the trouble was a dark hole many feet under the ground. So much for the objections.

"It is claimed by those who are so eager to have this William street subway that it is essential for the building up of the extreme lower east side of the city, between Wall street and the water-

front. We appreciate fully the need of adequate transit. But would not this object be as well, even better, served by using some other street? Would not Pearl street, with its old and often dilapidated buildings, serve the purpose just as well, at half the cost?

"In any event, we believe we are right in the stand we have taken and we pro-

pose to fight this matter out, even to the court of last resort."

This side of the controversy is represented by Carl A. Mead, of Shearman & Sterling, as counsel, and Daniel E. Moran, as engineer. Its committee is as follows: A. V. Heeley, representing the Farmers' Loan & Trust Co.; Lloyd P. Stryker, representing Lords' Court

Building; A. H. Titus, representing the National City Bank; Walter M. Bennett, representing the Bank of America; Felix M. Warburg, representing Kuhn, Loeb & Co.; J. Edward Wyckoff, of Wallace, Butler & Brown, attorneys, representing the Liverpool & London & Globe Ins. Co. and the Royal Insurance Co.

## MODERN WAYS IN LAND SUBDIVISION.

### A Big Operator Says It Really Does Pay to Spend Money on Beautiful Things When Developing Suburban Real Estate.

ONE of the aims of platting residence property should be to keep every home close to nature and provide as wide a range for the cultivation of the soil for garden, grass and flower purposes as possible."

So declared a big real estate developer, J. C. Nichols, of Kansas City, in an address which he delivered on land subdivision at the Louisville convention of the National Association of Real Estate Exchanges.

He further advised that every neighborhood should be gardenlike in its character. Efficient platting should encourage the individual effort of every owner to produce desirable landscape effects and create a home fitting to its surroundings:

"I attended a lecture by the president of the Park Board of Kansas City a short time ago, and was so deeply impressed by remarks relative to the importance of making beautiful with shrubs and flowers every available spot, that the next day I ordered all my sales offices moved back one hundred feet further from the street, for the creation of space for more shrubbery and more flowers.

"The motto of the Commercial Club of our city is 'Make Kansas City a Good Place to Live In.' Cities are beginning to compete with one another in the ascendancy of the beauty of their residence sections, and with this emulation, the residence districts of our great cities within fifty years will be the beauty spots of the world. And those cities that lead in beauty will just as surely and more rapidly attain industrial and commercial supremacy.

#### Guarding Against Reaction.

"Before we began the development of this plan which eventually led to one thousand acres, I platted a number of additions elsewhere in the city, and it was almost invariably my experience that within a few years after the property had been sold and the first enthusiasm had died, fully one-third of the property in the addition was for sale at a loss to the purchaser.

"And you all know that one of the most difficult things of platting property is the sale of the last five, ten or fifteen per cent. of your lots; and in all of the additions I have platted where we did not throw away the safeguards around the purchaser which we are doing in our present development, we were always disappointed in the sale of our last holdings. In our present development, our last lot is always the highest-priced lot sold in the addition; and we do not have our market flooded behind us by our purchasers endeavoring to resell their land below our own prices. And every sale we make adds value to our adjoining holdings instead of boosting the value of the land of outside holdings.

"Get away from the immediate sale idea. Get away from sensational advertising—sensational advertising has no place in the sale of home property. Don't kill the future of your property by auction sales. In fact, when property is platted and maintained along the lines outlined, the merit of your proposition is obvious.

#### Do Not Overload Your Market.

"There is no surer way of depressing your prices than to force more property on the market than can be healthily absorbed. Real estate men by their anxiety to sell do more to cut down the profits of one another than their buyers themselves. Do not scatter your development. It is not easy to close the gaps behind. Do not burden your purchaser with unexpected future improvement taxes. Be willing to bind yourself to protect and restrict all the surrounding property for several blocks for long terms of years. Provide every convenience that your purchaser will want even ten or fifteen years from this time. Make your poorest property your most attractive instead of your most neglected, and have the nerve to cut down your sales unless a man will buy a piece of ground large enough to give a good foreyard, placing his house back at least fifty feet from the street line, in many cases one hundred or more, yet restricting him so his rear and side lawns are almost as beautiful as his front lawn.

"We even go so far in almost all of our property as to require the outbuilding to be of the same style of architecture and material as the residence to which it belongs. In every case we specify within a reasonable limit where this outbuilding must be erected.

"On every corner lot we require the residence to have two fronts, one on each side. We will not sell any man lots running through from one street to the other, and if he may so acquire the property by buying from some of our purchasers, he is so restricted that, should his residence facing on one street extend even one foot over on the other lot, he must have a double front, one on each street.

"On our corner lots we so provide that a purchaser cannot run a diagonal line from one corner of the lot to the other, and claim that he has complied with our restrictions of so many front feet of ground on the street for each residence. We specify which way each lot faces and which way the residence must face upon that lot. The restrictions are set forth in the deed that is to be recorded, and every prospect before he buys has the opportunity and knows the restrictions upon all the property which surrounds him.

"When circumstances make it impossible for one real estate man to command a large tract of land, I believe

that it will pay well for him to organize the real estate men platting lands in this particular part of the city, and set aside the different sections for different characters of houses, and distribute the churches, schools and business centers and meeting halls, in the least injurious and most effective way, thus carrying out in their scattered holdings the same general plan we have carried out in our unified interests. He will find that the profits accruing from the increasing values of each separate tract from the development and beauty of surrounding holdings far more than offset any temporary sacrifice he may make by allowing his holdings to be subordinated in any way to the general scheme.

"The power is placed in the majority of owners of each of our additions to extend their restrictions for additional periods of twenty-five years. I believe this unique to our plan. Also in our plan of subdividing, every purchaser knows the locations which are available for business purposes. Our plats show the ground that is unrestricted, and there can be no future misunderstandings.

#### Prizes for Lawns.

"From the very beginning we offer prizes for the most beautiful lawns and lay as much stress upon the 50-foot lot as we do upon the grounds of ten acres or more. We also have prizes for flower box contests and treatment of the parking space between the sidewalk and street—a vital problem to every city. Our improvement associations have their monthly trips of refuse wagons which haul away all trash from each lot at a nominal expense to the residents, and their snow plows which quickly clean the way after every storm. A fund is created in each addition by which all vacant lots are kept constantly mowed and in good order, and not allowed to become objectionable to the people who have built their homes on adjoining lots; and these lots are sowed in clover and blue-grass or gardened.

"In our early development we made the serious mistake in many places of being afraid to ruin a few lots for the greater value of our entire property. Our attitude was the same as that of our city council to-day—rather than injure an occasional lot we were willing to commit all future generations to climb these steep hills daily and force their teams to suffer in their heavy hauling over steep grades. I think every city should have a law preventing any piece of property being platted until the streets are actually graded. I have found that it really does pay, in order to make your grades right to ruin a few lots, if necessary, and eventually cut them down or fill them up; and the value will return at a good profit when

your addition has really become a success.

"You will say this was all possible because we had a large piece of land. We began with ten acres, and in a smaller way than most of our competitors. We grew to have more than a thousand acres and we platted it upon the broad plan I have outlined, simply because we found that it paid. This has become so evident that the owners of the land which we could not buy are perfectly willing to place it in our hands for selling, or co-operate with us in our same general plan of development.

#### Conserving American Ideas.

"And I wish to make it plain that our property is not particularly intended for a \$50,000 or a \$100,000 home, any more than it is for the \$3,000 cottage, nor for the cash purchaser more than for the one who is forced to buy on monthly installments. I believe the real estate men of this country who are extending such liberal credit to their monthly installment purchasers are, in their creation of a people of home owners, doing more to preserve the ideas of the American Republic than all the banks of our land. The entire district is characterized by conspicuous balance and symmetry in home grouping, the costly homes with spacious grounds being protected from the proximity of the less pretentious ones.

"American people instinctively love their homes, and if you so handle your subdivision as to appeal to the sense of beauty and feeling of security in the surroundings of their families, you will find they will respond in a remarkable way. More than 400 of our purchasers combined this past year in purchasing shrubbery and flowers for their homes on a wholesale plan, a remarkable illustration of the present widespread enthusiasm for beauty in home surroundings. "I believe the plan we have worked out for handling subdivisions is efficient. I would be glad to discuss any of the points I may have suggested; and I know I can get many valuable ideas from you which I can incorporate in our plan; but my ideal of efficient platting is this:

#### Rules For Efficient Platting.

"First. It really does pay to sacrifice immediate sales for the future.

"Second. It really does pay to sacrifice immediate prospects of greater results by selling in the beginning lots twice as large for less than twice as much money.

"Third. It does pay to keep the good-will of your purchasers even at a monetary sacrifice, for their co-operation is essential.

"Fourth. It pays to control your situation, so that you will get the accrued benefit of your own work.

"Fifth. It really does pay to spend more money upon the beautiful things.

"Sixth. It really does pay to have regard for a city plan as a whole in every plat you file.

"Seventh. And in proportion to the size of your city and the absorbing power of your market, it does pay to look ahead and provide that your section of the city shall permanently remain available for the particular character of residence property you select, and so bind your own self before you bind your purchaser, that your restrictions must live."

—The Metropolitan Sewerage Commission's plans for an elaborate sewer system for the upper East River and Harlem districts were described to the Flushing Association at the League Building Monday night by Kenneth Allen, engineer for the commission.

## GREAT PLANS FOR THE BRONX.

### President Miller Would Build An Industrial Railway and a Big Market.

The commercial possibilities of The Bronx, though very great, have been developed scarcely at all. Hitherto The Bronx has felt that her interests were bound up with Manhattan's, but recent events have led her to adopt lines of independent thought both commercial and political. Borough President Cyrus C. Miller has thought out a plan for an extensive waterfront development.

The principal feature of the plan is an industrial railway along the south and east shores to connect all the railways coming into the borough with the dock system planned by Commissioner Tomkins. The waterfront to be treated is fourteen miles long. President Miller also advocates a big wholesale terminal market on the line of this industrial railway, to aid in decreasing the cost of living.

"At present, traffic comes into The Bronx by the railroads having direct access. As the coastwise trade and Panama and South American trade develop, ships will land at its shores and an immense increase in freight will come in over the Hell Gate Bridge.

"We shall be fortunate if the volume of our business does not increase faster than we can provide facilities for it," says President Miller in a public statement.

#### Necessity of a Plan.

"We must furnish facilities which will induce more manufacturers to come here. How is this to be done?

"First, by the adoption of a comprehensive plan of development, so that everyone, interested—railroads, owners, builders, manufacturers, and others may work in the same direction and avoid duplication and inconsistent developments. It may be necessary to change the map of the street systems now so as to adapt the localities under consideration for commercial development. We must anticipate these needs far in advance, with a clear idea of the ends in view. The realization of the whole plan will take years."

#### Industrial Development of East and South Bronx Planned.

"The prime necessity for the whole plan is an industrial railway for freight around the south and east shores of the Bronx, so as to connect all the railroads coming into the Bronx with the dock system planned by Commissioner Tomkins, and by means of spurs with the factories to be built in the territory described.

"This will make it possible for a loaded freight car to come into the Bronx on any railroad and be transferred on the industrial railway to any other railroad,

or to any factory or warehouse that is connected with the railway by a spur. Raw materials will be brought to our shores directly, made into finished products in our factories, and sent out of the borough directly on any steamship lines or railroad. Factories loaded within the territory named can be assured of cheap coal, skilled labor and good rail facilities.

"Our business is now disconnected. We must connect up its scattered elements so that we may work economically and be able to compete with other localities. I have directed my engineers to prepare tentative plans for the Industrial Railway and have interested men of capital in the possibilities now before us. One step in this development has been made by the Ryawa Realty Company, which has begun a \$20,000,000 development at the mouth of the Bronx River, similar to the Bush Terminal Stores in Brooklyn.

#### Bronx Terminal Market.

"If we are to have happy, contented and industrially efficient working people, we must provide them with cheap and wholesome food. Part of the plan is to have a union terminal market on the line of the Industrial Railway, where food products may be carried by all the railroads and steamships coming to the Bronx and distributed cheaply and directly to the retail dealer of the borough.

"The cities of Europe and the United States are waking up to the necessity of better methods of food distribution.

"They are building wholesale terminal markets. Such a market would attract many people to the Bronx who now suffer from the high cost of living elsewhere, and would relieve the people now here. It would save the unnecessary increase now imposed on our food supply by the present crude methods of handling and would induce the farmer to send his produce here, thereby increasing the supply and decreasing the cost.

#### Effect of Such Development on the Borough.

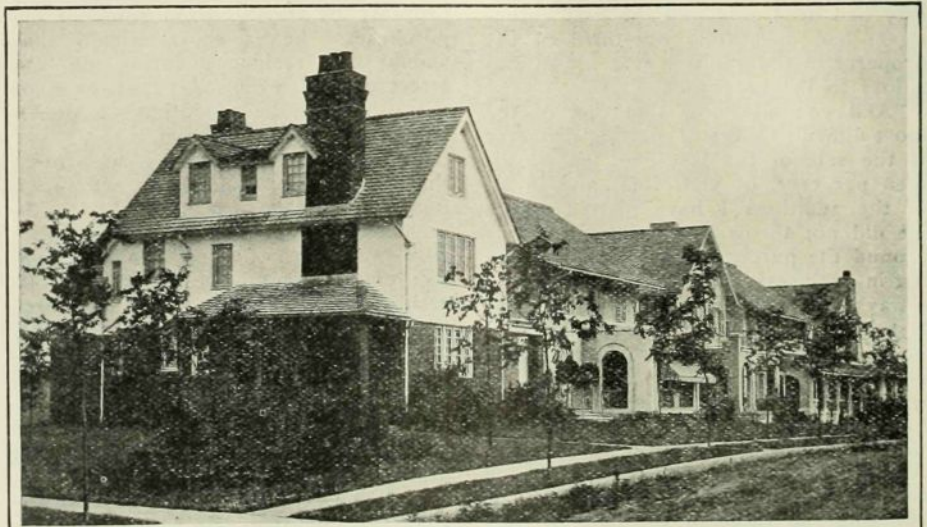
"It will make the Bronx self-sustaining—we will have schools, parks, wide streets, good water and good drainage for the benefit of residents, and factories, railroads and shipping for the employment of residents. We will bring employment nearer the employed. Our people will live in the borough, work in the borough and trade in the borough, which will mean:

"(1) Increase in business for our stores.

"(2) Increase in business for our banks.

"(3) Filling our houses and stimulating our real estate interests.

"My friends, will you adopt this plan and will you work for it?"



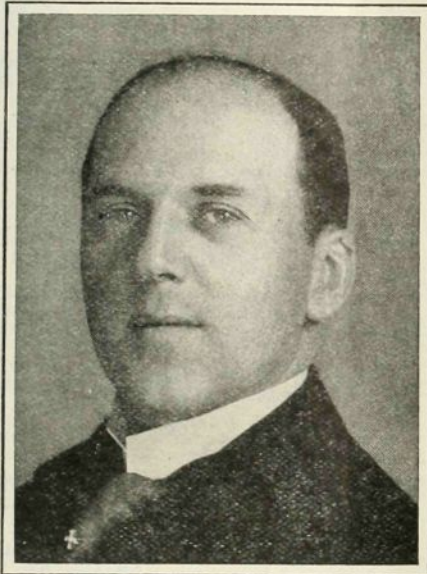
HOMES AT KEW GARDENS.

## BROOKLYN INTERESTS.

**A New President and New Committees for the Real Estate Board of Brokers.**

De Hart Bergen, the new president of the Brooklyn Board of Brokers, belongs to one of the old families of Brooklyn. The Bergen farms owned by his ancestors have played an important part in the development of the city. The present Bergen street marks the northern boundary line of one of the old farms.

Mr. Bergen was born on the D. H. Bergen farm, which was his grandfather's for many years, at 42d street and New York Bay. His father, Mr. J. D. H. Bergen, has been engaged with real estate affairs since his youth, and is a member of that distinguished fraternity, the First Subscribers to the Record and Guide. For thirty-one years the main offices of the firm of J. D. H. Bergen & Son have been at 314 Court street. Previously the senior member had offices at the corner of Broadway and Warren street, Manhattan.



DE HART BERGEN,

The New President of the Brooklyn Real Estate Board of Brokers.

In the spring of this year the firm purchased the building at 63 Lafayette avenue, in a section which is being exceptionally favored by the construction of new transit lines, and which is destined to be far more than it is now, a fine civic centre. Here they have opened a branch office, after remodeling the building, and the new president of the Brooklyn R. E. Board is in charge, while the senior member of the firm continues at the Court street offices. The Lafayette avenue office is equipped with complete real estate records and will make a specialty of appraising.

**Committees of the Real Estate Board.**

President Bergen has announced the following committees:

Executive—W. G. Morrissey, Howard C. Pyle, Frank H. Tyler; Ways and Means, C. C. Mollenhauer, John Pullman, William H. Smith.

Admissions, I. Cortelyou, A. B. Gritman, W. H. Goldey, George H. Gray, E. J. Rustin; Arbitration, John F. James, J. M. May, Charles L. Gilbert, alternates, Charles Partridge, George O. Walbridge, A. J. Murphy.

Legislation and Taxation, Frank H. Tyler, W. J. T. Lynch, Robert A. Wright, Charles C. Stelle, Isaac H. Cary, I. O. Horton, George E. Lovett.

Entertainment, F. P. Snow, John E. Henry, E. J. Grant, A. B. Gritman, W. J. T. Lynch, Howard C. Pyle, A. H. Waterman; Press, George H. Gray, F. B. Snow, Everett Kuhn.

Municipal Improvements, David Porter, C. B. Smith, W. W. Carner, Thomas Redmond, Frank A. Seaver, Sig. Ceder-

strom, John Churlo, Harry A. Crosby, M. G. Straus, W. A. A. Brann.

Transportation and Subways, Howard C. Pyle, James L. Brumley, I. Cortelyou, W. H. Goldey, Thomas Hovenden, John F. James, A. B. Gritman, Joseph M. May, A. J. Murphy, David Porter, F. B. Small, William P. Rae, A. J. Waldron and A. H. Waterman.

**A Prosperous Year Predicted.**

At the annual meeting of the board the members were pleased to welcome back, after a long and dangerous illness, Mr. Thomas Hovenden. Good prospects for the coming year was the report which most members brought to the meeting. Frank H. Tyler referred to the rapid growth of the automobile centre in the vicinity of Bedford avenue and Fulton street during the past year. He advised his colleagues to assist the authorities in every way toward a speedy adjustment of rapid transit plans. Joseph M. May reported that the market in the Williamsburgh section had greatly improved during the year. Past President William G. Morrissey predicted that good times for Brooklyn real estate would be here again by next Spring.

**BIG MARKET IN L. I. CITY.****To Be Built by the Long Island Railroad—Estimated Cost, \$4,000,000.**

The Long Island Railroad Company contemplates the erection of a general market in Long Island City, on property adjoining Dutch Kills Creek.

The location is regarded by wholesale commission men as ideal, for it is not only accessible by rail and water, but is much nearer the truck farms of Queens than Wallabout Market, thus requiring a shorter haul by wagon.

That this market will stimulate the raising of farm produce on Long Island is another feature of the big project. The Long Island Railroad has already done much to encourage agriculture on the island and this new market will do still more.

Speaking of the plans the other day President Ralph Peters, who originated the undertaking, stated:

"The whole property is owned and controlled by the Long Island Railroad and there is enough land to carry out the plans on a sufficiently large scale to meet all present needs, and those for the immediate future, for the big population of the East Side of Manhattan, Brooklyn and Long Island.

"There is ample room for handling the oysters, clams, fish and other sea foods, and the fruits, vegetables and other products.

"We have all-rail communication and water communication. We will not be limited in space as is the case at Washington, Fulton, Gansevoort and Wallabout markets. It will be a big central distribution depot and it is admirably located.

"There will be room for the warehouses and salesrooms and offices of the commission merchants and for cold storage plants and all that is necessary for a comprehensive, up-to-date market."

**Transfer Tax Law Fails.**

While the intent and purpose of the stock transfer tax law is to impose a tax on transfers of the stock of joint stock associations as well as corporations, Attorney-General Carmody, in an opinion, holds that because the Legislature omitted to provide a method for determining the amount of the tax in the case of a transfer of stock or stock certificates issued by a joint stock association which have no face value, the law as to such transfers is unworkable and inoperative.

## THE DUAL SYSTEM.

**First of the New Rapid Transit Lines To Be Operated Next Year.**

The conferences between the Public Service Commission, the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company on the operating contracts for the dual system of rapid transit are drawing to a close, and within a short time the commission will be able to advertise those contracts for public hearing.

These are the contracts by which the companies mentioned will get an operating lease for 49 years upon the new subway and elevated lines in the dual system respectively allotted to them. This system will embrace more than 600 miles of single track underground and elevated railroad, and will cost about \$350,000,000.

Aside from the contracts the commission is pushing work on many of the details of this vast scheme of transportation. Construction work on Lexington avenue, Manhattan, and in Brooklyn and The Bronx is going on to the extent of more than \$70,000,000 already. Consents of property owners are being obtained on some of the new routes, and on others the commission has applied to the Appellate Division of the Supreme Court for a determination in lieu of such consents.

The Engineering Department is rushing work on the plans as well as supervising the immense amount of construction work already going on. It is probable that the first part of the dual system will be placed in operation some time next year. This part will be the Fourth avenue subway in Brooklyn from the Manhattan Bridge and its connection in Manhattan, the Centre street loop subway, which connects the Williamsburgh and Manhattan Bridges over which trains from the Fourth avenue subway and the Brooklyn Rapid Transit Elevated lines enter Manhattan. This part of the dual system will be operated by the New York Municipal Railway, a company organized by the Brooklyn Rapid Transit interests for the purpose. Eventually that company's elevated lines to Coney Island will be connected with and operated as a part of the Fourth avenue subway.

**The Queens Borough Holdup.**

The Public Service Commission for the First District has practically reached an agreement with the Long Island Railroad Company in regard to the rapid transit line laid out to go through the Sunnyside Yard of that company in Long Island City. These routes are for the extension of the Steinway Tunnel, already built under the East River from 42d Street, Manhattan, to Long Island City. The extensions will connect the Queens end of the tunnel at the Queensboro Bridge Plaza with the proposed lines to Astoria and Corona in Queens Borough.

The only obstacle now in the way of fully legalizing this route is the lack of consents from property owners on Ely avenue. Should these consents be obtained the construction of the Steinway Tunnel line and the other lines in Queens can be undertaken without delay. In case they are not obtained the commission will push a proceeding, already begun, before the Appellate Division for a determination in lieu of such consents, but it is reluctant to do this because the time necessary for investigation by the commissioners appointed by the court will mean further delay in the construction of the roads.

—The City Club, at Yonkers, is discussing the project of a ferry for vehicles across the river to Alpine.

## MUNICIPAL IMPROVEMENTS.

### Public and Local Works Contemplated in the Greater City.

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

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

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

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

## LOCAL BOARD CALENDARS.

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

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

### Local Board of Harlem.

AT CITY HALL, MANHATTAN, ON DEC. 3, AT 11.15 A. M.

1ST AV. ETC.—Construction of sewer and appurtenances, 1ST AV. between 95th and 106th sts, and outlet sewers in 95TH AND 106TH STS, and outlet sewers in 96TH AND 102D STS, between the Harlem River and 1st av.

### Local Board of Washington Heights.

AT CITY HALL, MANHATTAN, ON DEC. 3, AT 11 A. M.

PUBLIC PARK.—Laying out as a PUBLIC PARK the triangle bounded by Broadway, Wadsworth av and 174th st.

SICKLES ST.—Request that title be acquired to SICKLES ST., from Nagle av to Broadway.

### Local Board of New Lots.

AT BOROUGH HALL, BROOKLYN, ON DEC. 5, AT 2:30 P. M.

UNION ST.—To lay a preliminary or permanent asphalt pavement on UNION ST, from Utica av to Rochester av.

EAST NEW YORK AV.—To regulate, grade, set curb and lay cement sidewalks on EAST NEW YORK AV, from Utica av to Pitkin av.

EAST NEW YORK AV.—To amend resolution of March 24, 1910, initiating proceedings to pave EAST NEW YORK AV with asphalt on concrete foundation, between Utica av and Pitkin av, by providing for a preliminary or permanent asphalt pavement so as to make the amended resolution read as follows: "To lay a preliminary or permanent asphalt pavement on EAST NEW YORK AV, from Utica av to Pitkin av."

AMES ST.—To regulate, grade, set cement curb and lay cement sidewalks on AMES ST, from Dumont av to Riverdale av.

AMES ST.—To lay a preliminary or permanent asphalt pavement on AMES ST, from Dumont av to Riverdale av.

IRVING AV.—To lay a preliminary or permanent asphalt pavement on IRVING AV, from Halsey st to Weirfield st.

LINCOLN PL.—To lay a preliminary or permanent asphalt pavement on LINCOLN PL, from Eastern Parkway to East New York av.

GRANT AV.—To construct a sewer basin on GRANT AV, at the northeast corner of Glenmore av, at the expense of the owner or owners of lots fronting on the portions of the streets draining into said basin. Estimated cost, \$200; assessed valuation, \$31,925.

BERRIMAN ST.—To construct sewer basins on BERRIMAN ST, at the northeast and northwest corners of Dumont av, at the expense of the owner or owners of lots fronting on the portions of the streets draining into said basins. Estimated cost, \$400; assessed valuation, \$121,580.

HOPKINSON AV.—To amend resolution of May 4, 1911, initiating proceedings to pave HOPKINSON AV, between Dumont av and Livonia av, by providing for a preliminary or permanent asphalt pavement, so as to make the amended resolution read as follows:

"To lay a preliminary or permanent asphalt pavement on HOPKINSON AV, from Dumont av to Livonia av.

AMBOY ST.—To lay a preliminary or permanent asphalt pavement on AMBOY ST, from Blake av to Lott av.

AMBOY ST.—To lay a preliminary or permanent asphalt pavement on AMBOY ST, from Lott av to East 98th st.

HOWARD AV.—To lay a preliminary or permanent asphalt pavement on the roadway of HOWARD AV, from Blake av to East 98th st, excluding space for malls centrally located between Blake and Livonia avs, and to set cement curb from Blake av to East 98th st, including curb for the malls.

HOWARD AV.—To fix the curb lines of HOWARD AV, between Blake av and East 98th st, at a distance of 18 ft from their respective side lines and to lay out malls in the center of HOWARD AV, from Blake av to Livonia av.

ELTON ST.—To lay a preliminary or permanent asphalt pavement on ELTON ST, from Dumont av to New Lots av.

STERLING PL.—To lay a preliminary or permanent asphalt pavement and to set cement curb where necessary on STERLING PL, from Howard av to Buffalo av.

STONE AV.—That the lots lying on the east side of STONE AV, between Livonia av and Dumont av, known as Nos 5 and 8, Block 3794, be enclosed with a board fence 6 ft high, at the expense of the owner or owners of said lots. Estimated cost, \$40; assessed valuation, \$9,000.

ASHFORD ST, BELMONT AV, CLEVELAND ST.—That the lots lying on the east side of ASHFORD ST, between Sutter and Belmont avs; on the south side of BELMONT AV, between Ashford st and Cleveland st, and on the west side of CLEVELAND ST, between Belmont av and Sutter av, known as Nos. 13, 15 and 22, Block 4032, be enclosed with a board fence 6 ft high, at the expense of the owner or owners of said lots. Estimated cost, \$120; assessed valuation, \$10,950.

LIBERTY AV.—That the lots lying on the south side of LIBERTY AV, between Sheridan av and Grant av, known as Nos 19 and the unfenced portions of 18 and 20, Block 4023, be enclosed with a board fence 6 ft high, at the expense of the owner or owners of said lots. Estimated cost, \$25; assessed valuation, \$6,700.

PITKIN AV, CRYSTAL ST.—That the lots lying on the south side of PITKIN AV, between Fountain av and Crystal st, and on the west side of CRYSTAL ST, between Pitkin av and Belmont av, known as Nos 20 and 24, Block 4229, be enclosed with a board fence 6 ft high, at the expense of the owner or owners of said lots. Estimated cost, \$88; assessed valuation, \$7,600.

BRADFORD ST.—To lay cement sidewalks on the east side of BRADFORD ST, between Atlantic av and Liberty av, where necessary, at the expense of the owner or owners of the lots in front of which the sidewalks are to be laid. Estimated cost, \$45; assessed valuation, \$1,680.

CORNELIA ST.—To lay cement sidewalks on both sides of CORNELIA ST, between Irving av and the Borough line, where necessary, at the expense of the owner or owners of the lots in front of which the sidewalks are to be laid. Estimated cost, \$180; assessed valuation, \$25,175.

ATLANTIC AV.—That the lots lying on the north side of ATLANTIC AV, between Rockaway av and Gunther pl, known as Nos 44 and 46, Block 1567, be enclosed with a board fence 6 ft high, at the expense of the owner or owners of said lots. Estimated cost, \$10; assessed valuation, \$1,230.

TAPSCOTT ST.—To regulate, grade, set cement curb and lay cement sidewalks on TAPSCOTT ST, from East New York av to East 98th st.

## LOCAL BOARD RESOLUTIONS.

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

### Local Board of Newtown.

AT HACKETT BUILDING, LONG ISLAND CITY, ON NOV. 15.

MYRTLE AV.—Petition for a park basin on the south side of MYRTLE AV, at the west line of the right of way of the Long Island Railroad, 2d Ward. Denied.

WHITNEY ST.—To legally open WHITNEY ST, from Academy st to the Crescent, 1st Ward. Adopted.

RAMSEY ST (MADISON AV).—To legally open, from Queens Boulevard to Grand st, 2d Ward. Adopted.

CORINTH AV, ETC.—To legally open CORINTH (GRANDVIEW) AV and CARTER PL (PROSPECT AV), bet Grand st and Caldwell av; and DIVISION AV, from Calamus to Caldwell av, and SAMUELSON ST, from Corinth av to Division av, 2 Ward. Adopted.

20TH AV.—To legally open 20TH AV, from Jackson av to Quinn st, and WILSON AV, from Old Bowery Bay rd to 20th av, 1st and 2d Wards. Adopted.

ADAMS AV, ETC.—Opening ADAMS (COLUMBIA) AV, from Laurel Hill Boulevard (Shell rd), north to Queens Boulevard, in WINFIELD, 2d Ward. Adopted.

5TH ST.—To legally open 5TH ST, from Thomson av to Jackson av, 2d Ward. Rescinded.

CYPRESS AV, ETC.—"That the grade of CYPRESS AV be changed from its grade as now established to its former grade, from a point about 175 ft south to a point about 175 ft north of the crossing of the Manhattan Beach division of the Long Island Railroad, at EVERGREEN, 2d Ward." Adopted.

HOWARD ST.—Construction of a storm water sewer and appurtenances in HOWARD ST, from Newtown creek to Bradley av, 1st Ward. Adopted.

FOREST AV.—Construction of a sewer in FOREST AV, from Putnam av southerly to Putnam av northerly, and in PUTNAM AV, from Forest av to Buchman av, 2d Ward. Adopted.

ELLIOTT AV.—Petition to eliminate from the proposed street opening proceeding such part of ELLIOTT AV, bet Juniper av, Mount Olivet Cemetery and Lutheran Cemetery. Adopted.

5TH ST.—Regulate and grade the sidewalks and curb and lay concrete sidewalks, from Woodside av to Riker av. Laid over.

ONDERDONK AV.—Construct a sewer in ONDERDONK AV, from Troutman st to Suydam st. Adopted.

WOODBINE ST.—Construction of a sewer and appurtenances in WOODBINE ST, from Cypress av to Seneca av, 2d Ward. Adopted.

GREENE AV.—Construction of a sewer and appurtenances in GREENE AV, from Seneca av to Forest av, 2d Ward. Laid over until the next meeting.

HUNTERS POINT AND EAST AVS.—Construction of a receiving basin and appurtenances on the southeast corner, 1st Ward. Adopted.

FAIRVIEW AV.—Construction of a sewer and appurtenances in FAIRVIEW AV, from Putnam av to Woodbine st, 2d Ward. Adopted.

SHERMAN ST.—To construct a sewer and appurtenances in SHERMAN ST, from Noble st to Webster av, 1st Ward. Adopted.

5TH ST.—To regulate and grade the sidewalks and curb and lay concrete sidewalks in 5TH ST, bet Howell and Jackson avs, WOODSIDE, 2d Ward. Rescinded.

WEBSTER AV.—To pave with asphalt block on a concrete foundation WEBSTER AV, from Vernon av to Jackson av, 1st Ward. Resolution to rescind is denied.

PUTNAM AV.—Regulating, grading, curbing and paving with a permanent pavement of sheet asphalt on a concrete foundation PUTNAM AV, from Forest av to Fresh Pond rd, 2d Ward. Laid over.

WOODBINE ST.—Regulating, grading, curbing with cement curb, laying sidewalks where not already laid to grade and in good condition, and paving with a preliminary pavement of sheet asphalt on a concrete foundation WOODBINE ST, from Myrtle av to Cypress av, 2d Ward. Denied.

MADISON ST.—Regulating, grading, curbing with cement, laying sidewalks where not already laid to grade and in good condition, and paving with a preliminary pavement of sheet asphalt on a concrete foundation MADISON ST, from Myrtle av to Cypress av, 2d Ward. Laid over until the next meeting.

COVERT AV.—To lay sidewalks on COVERT AV, bet Palmetto st and Gates av, 2d Ward. Rescinded.

WHITNEY ST.—Regulating, grading, curbing and laying sidewalks in WHITNEY ST, from Academy st to Crescent st, 1st Ward. Adopted.

FRANKLIN ST.—Regulating and laying sidewalks where not already laid to grade and in good condition in FRANKLIN ST, bet Van Alst av and Woolsey st, 1st Ward. Laid over.

MADISON ST.—Paving with permanent pavement of sheet asphalt on a 6-inch concrete foundation MADISON ST, from Woodward av to Forest av, 2d Ward. Adopted.

MADISON ST.—Regulating, grading, curbing and laying sidewalks, crosswalks in MADISON ST, from Wyckoff av to Seneca av, 2d Ward. Adopted.

7TH AV, ETC.—Paving with asphalt block on a concrete foundation the roadway of 7TH AV (Blackwell st), bet Grand and Flushing avs; resetting and repairing curbing wherever same has become broken or fallen out of line or grade, and setting in new curbing where necessary. Adopted.

BUCHMAN AV, ETC.—Paving with asphalt on a concrete foundation BUCHMAN AV, from Catalpa (Elm) av to Myrtle av, 2d Ward. Adopted.

NEPTUNE AV AND BOULEVARD—Temporary catch basin on the southeast corner, at ROCKAWAY BEACH. Laid over.

ROOSEVELT AV.—Shifting the lines of ROOSEVELT AV as proposed, bet the points of Kelly av and 5th st, to a point at least 80 ft north thereof, thereby enabling the erection of the New Long Island Railroad station and the Roosevelt av elevated station at the same place. Laid over.



LIEBIG AV, ETC., BRONX.—LIEBIG AV, from Mosholu av to the city line, and TYN-DALL AV, from Mosholu av to West 260th st. At 3.30 a. m.

HAVEMEYER AV, ERONX.—Bet Lacombe av and Westchester av, at 2 p. m.

EAST 233D ST, BRONX.—From Baychester av to Boston rd at Hutchinson river. At 3 p. m.

WEDNESDAY, DEC. 4.

CASTLETON BOULEVARD, RICHMOND.—From Forest av to Castleton av. At 12 m.

EDEN AV, BRONX.—From East 172d st to East 174th st. At 3 p. m.

EAST 180TH ST, BRONX.—From the Bronx River to West Farms rd. (Assessment.) At 2 p. m.

McGRAW AV, BRONX.—Bet Beach av (Clasons Point rd) and Unionport rd. At 2 p. m.

THURSDAY, DEC. 5.

ROCKAWAY BEACH.—Public park known as SEASIDE PARK, ROCKAWAY BEACH, etc., etc. At 3 p. m.

#### NOTICES TO PRESENT CLAIMS.

9TH AV, QUEENS.—Acquiring title to the lands, etc., require for opening and extending 9TH AV, from Flushing av to Berrian av, 1st Ward. All persons having any claim on account of the above proceeding must present same, in writing, to James H. Quinlan, A. D. Van Sieten and John Wild, commissioners, at the Municipal Building, Long Island City, on or before Dec. 7, and they will hear all such parties, in person, on Dec. 10, at 10.30 a. m.

### ASSESSMENTS PAYABLE.

The Comptroller gives notice to all persons affected by the following improvements that the assessments for the same are now due and payable. Unless paid on or before the date mentioned at the end of each improvement interest will be charged at the rate of 7 per cent per annum from the date when such assessments become liens to the date of payment.

#### MANHATTAN.

VERMILYEA AV.—Paving, curbing, recurring and furnishing manhole covers in VERMILYEA AV, bet Dyckman st and West 211th st, 12th Ward. Area of assessment: Both sides of VERMILYEA AV, bet Dyckman and 211th sts, and to the extent of half the block at the intersecting streets. Jan. 12.

218TH ST.—Sewer in 218TH ST, bet Broadway and Park Terrace West, and a storm sewer in 218TH ST, bet Broadway and the summit west of Park Terrace East, 12th Ward. Area of assessment: Block 2243, and Lot 1 in Block 2244, Jan. 12.

WEST 169TH ST.—Acquiring title to the lands and premises for an easement for sewer purposes in a parcel of land south of WEST 169TH ST and extending from Haven av to Riverside drive, 12th Ward. Area of assessment obtainable at Bureau of Assessments and Arrears, 280 Broadway, Manhattan. Jan. 20.

WEST 142D ST.—Regulating, grading, curbing, flagging and reflagging WEST 142D ST, from a point 392 ft west of Broadway to Riverside drive, also erecting fence and retaining wall, 12th Ward. Area of assessment: Both sides of WEST 142D ST, from Riverside drive to Broadway, and to the extent of one-half the block at the intersecting streets. Jan. 22.

#### BRONX.

COSTER ST, ETC.—Sewer in COSTER ST, from the existing sewer south of Spofford av to Lafayette av, and sewer in LAFAYETTE AV, bet Coster and Mamida sts, 23d Ward. Area of assessment: Blocks 2740, 2763, 2765 and 2766. Jan. 12.

RECEIVING BASINS.—At the southwest corner of WEST 170TH ST AND CROMWELL AV, bet Coster and Mamida sts, 23d Ward. Area of assessment: Blocks 2871 and 2872. Jan. 12.

EAST 233D ST.—Sewer in EAST 233D ST, bet Napier av and Mount Vernon av, 24th Ward. Area of assessment: Blocks 3362 and 3363. Jan. 12.

EAST 237TH (ELIZABETH) ST.—Temporary sewer in EAST 237TH (ELIZABETH) ST, bet White Plains rd and Barnes av, 24th Ward, annexed territory. Area of assessment: In cludes property on the Whitehall Realty Co., Thomson-Rose Estate, Plot 36-150, Lots G-16, G-17 and G-18, in WAKEFIELD. Jan. 12.

WEST 178TH ST, ETC.—Sewers in WEST 178TH ST, bet Harlem River and Sedgwick av; in BURNSIDE AV, bet Sedgwick av and the existing sewer; in Aqueduct av, with branches in CEDAR AV, bet Sedgwick av and the summit north of West 180th st; in WEST 177TH ST, bet Cedar av and the Putnam division of the New York Central & Hudson River Railroad; in LORING PL, bet Burnside av and West 180th st, and in ANDREWS AV, bet Burnside av and West 180th st, 24th Ward. Area of assessment: Plots 95-14, 95-15, 62-11, 62-12, Blocks Nos 2879, 2881, 2882, 2883, 2886, 2888, 3211, 3216, 3217, 3221, 3222, 3223, 3224, 3229, 3228, 3230, 3231, 3232, 3234 and 3241. Jan. 19.

CRESTON AV.—Sewer in CRESTON AV, bet East 198th st and Minerva pl, and in MINERVA PL, bet Jerome av and the Grand Boulevard and Concourse, 24th Ward. Area of assessment: Block 3319. Jan. 19.

EAST 207TH ST.—Opening, from Woodland rd to Perry av, 24th Ward. Area of assessment: Bounded on the north by a line distant 100 ft north from and parallel with the north line of East 207th st, the said distance being measured at right angles to the line of East 207th st, and by the prolongations of the said line; on the east by a line distant 100 ft

east from and parallel with the east line of Perry av, the said distance being measured at right angles to the line of Perry av; on the south by a line midway bet East 206th st and East 207th st, and by the prolongations of the said line; and on the west by a line distant 100 ft west from and parallel with the west line of Woodlawn rd, the said distance being measured at right angles to the line of Woodlawn rd (excepting, however, from the above described area so much of it as is exempt from assessment under the provisions of section 992 of the Charter). Jan. 20.

EXTERIOR ST.—Paving the roadway and setting curb in EXTERIOR ST, from East 149th st to East 151st st, 23d Ward. Area of assessment: Both sides of EXTERIOR ST, from East 149th to East 151st st and to the extent of one-half the block at the intersecting streets. Jan. 22.

LEGGETT AV.—Paving the roadway in LEGGETT AV, from Southern Boulevard to the west side of the New York, New Haven & Hartford Railroad bridge, 23d Ward. Area of assessment: Both sides of LEGGETT AV, from Southern Boulevard to the New York, New Haven & Hartford Railroad bridge and to the extent of one-half the block at the intersecting streets. Jan. 22.

#### BROOKLYN.

44TH ST.—Regulating, grading, curbing and flagging 44TH ST, bet 6th and Fort Hamilton avs, 8th and 30th Wards. Area of assessment: Both sides of 44TH ST, bet 7th and Fort Hamilton avs, and to the extent of half the block at the intersecting avenues. Jan. 12.

PRESIDENT ST.—Regulating, grading, curbing and flagging PRESIDENT ST, bet New York and Nostrand avs, 24th Ward. Area of assessment: Both sides of PRESIDENT ST, from New York to Nostrand avs, and to the extent of half the block at the intersecting streets. Jan. 12.

VAN SICKLEN AV.—Sewer, from New Lots rd north to the end of the existing sewer bet New Lots rd and Livonia av, 26th Ward. Area of assessment: Block 4073, 4074, 4087 and 4088. Jan. 12.

CHESTER AV.—Regulating, grading, curbing and flagging CHESTER AV, bet Church av and Louisa st, 29th Ward. Area of assessment: Both sides of CHESTER AV, from Church av to Louisa st, and to the extent of half the block at the intersecting streets. Jan. 12.

12TH AV.—Regulating, grading, curbing and flagging 12TH AV, bet 60th and 61st sts, 30th Ward. Area of assessment: Both sides of 12TH AV, from 60th st to 61st st, and from 62d st to 63d st, and to the extent of half the block at the intersecting streets. Jan. 12.

50TH ST.—Regulating, grading, curbing and flagging 50TH ST, from Fort Hamilton av to a point 215 ft west of 11th av, and from New Utrecht av to 17th av, 30th Ward. Area of assessment: Both sides of 50TH ST, from Fort Hamilton av to 11th av, and from New Utrecht av to 17th av, and to the extent of half the block at the intersecting avenues. Jan. 12.

MONTGOMERY ST.—Opening, from Franklin av to the former city line, west of Bedford av, 24th and 29th Wards. Area of assessment: Beginning at a point on a line midway bet Crown st and Montgomery st, distant 100 ft west from the west line of Franklin av, the said distance being measured at right angles to Franklin av, and running thence east along the said line midway bet Crown and Montgomery sts to the intersection with the west line of Bedford av; thence south along the west line of Bedford av to the intersection with a line bisecting the angle formed by the intersection of the prolongation of the center lines of Montgomery st and Sullivan st, as these streets are laid out bet Franklin and Bedford avs; thence west along the said bisecting line to the intersection with the east line of Franklin av; thence west at right angles to Franklin av to the intersection with a line parallel with Franklin av and passing through the point of beginning; thence north along the said line parallel with Franklin av to the point or place of beginning. Jan. 20.

COWENHOVEN LA.—Closing and discontinuing, bet 12th av and 55th st, 30th Ward. Area of assessment: Includes the certain parcels of land lying within the area and distance of assessment, to wit: Within the lines and boundaries of COWENHOVEN LA discontinued and closed, 12th av, 55th and 56th sts. Jan. 20.

WARWICK ST.—Opening, from Belmont av to New Lots rd, 26th Ward. Area of assessment: Beginning at a point on the north line of New Lots rd, midway bet Warwick st and Ashford st, and running thence at right angles to the line of New Lots rd a distance of 170 ft; thence west and parallel with New Lots rd to the intersection with a line at right angles to New Lots rd and passing through a point on its north side midway bet Jerome st and Warwick st; thence north along the said line at right angles to New Lots rd to its north side; thence north along a line midway bet Jerome and Warwick sts to a point distant 100 ft north from the north line of Belmont av; thence east and parallel with Belmont av to the intersection with a line midway bet Warwick st and Ashford st; thence south along the said line midway bet Warwick and Ashford sts to the point or place of beginning. Jan. 20.

HENDRIX ST.—Opening, from Dumont av to Fairfield av, 26th Ward. Area of assessment: Bounded on the north by a line distant 100 ft north from and parallel with the north line of Dumont av, the said distance being measured at right angles to the line of Dumont av; on the east by a line always midway bet Hendrix st and Schenck av; on the south by a line distant 100 ft south from and parallel with the south line of Fairfield av, the said distance being measured at right angles to the line of Fairfield av; on the west by a line always midway bet Hendrix st and Van Sicklen av. Jan. 20.

of STANLEY AV.—Open STANLEY AV, from Louisiana av to Fountain av, 26th Ward. Area of assessment: Bounded on the north by a line midway bet Vienna and Stanley avs, as these streets are laid out east from Louisiana av, and by the prolongations of the said line; on the east by a line always distant 100 ft east from and parallel with the east line of Fountain av, the said distance being measured at right angles to the line of Fountain av; on the south by a line midway bet Stanley av and Wortmann av, and the prolongations of the said line; and on the west by a line distant 100 ft west from and parallel with the west line of Louisiana av, the said distance being measured at right angles to the line of Louisiana av. Jan. 23.

64TH ST.—Regulating, grading, curbing and flagging 64TH ST, bet 4th and 5th avs, 30th Ward. Area of assessment: Both sides of 64TH ST, from 4th to 5th av and to the extent of one-half the block at the intersecting avenues. Jan. 22.

#### QUEENS

GOODRICH ST.—Opening GOODRICH ST, from Flushing av to Winthrop av; and CHAUNCEY ST, from Hoyt av to Winthrop av, 1st Ward. Area of assessment: Obtainable at the Bureau of Assessments and Arrears, Municipal Bldg, Court House sq, Long Island City. Jan. 21.

12TH AV.—Opening, from Jackson av to Flushing av, 1st Ward. Area of assessment: Beginning at the intersection of the north line of Jackson av with the center line of the blocks bet 12th av and 13th av and running thence north along said center line to its intersection with the south line of Flushing av; thence west along said south line of Flushing av to its intersection with the center line of the blocks bet 12th av and 11th av; thence south along said last mentioned center line to its intersection with the north line of Jackson av; thence east along said north line of Jackson av to the point or place of beginning. Jan. 21.

13TH AV.—Opening 13TH AV, from Jackson av to Flushing av, 1st Ward. Area of assessment: Beginning at the intersection of the north line of Jackson av with the center line of the blocks bet 13th av and 12th av, and running thence north along said center line to the south line of Flushing av; thence east along the south line of Flushing av to its intersection with the center line of the blocks bet 13th av and 14th av; thence south along said last mentioned center line to its intersection with the north line of Jackson av; thence west along said north line of Jackson av to the point or place of beginning. Jan. 21.

### REAL ESTATE NEWS.

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

Fifth Avenue and Contiguous Real Estate Figured in the Week's Dealings.

There were not as many private sales in Manhattan reported this week as during the preceding week. The falling off was principally in the section south of 59th street, more especially in the midtown mercantile district. There was less demand for unimproved sites, although a number of such sites figured in trades for recently finished buildings.

The Manhattan sales totaled 28, against 56 last week and 30 a year ago.

The number below 59th street was 6, against 17 last week and 7 a year ago. The sales north of 59th street aggregated 22, compared with 22 last week and 23 a year ago.

From the Bronx 20 sales at private contract were reported, against 17 last week and 16 a year ago.

The amount involved in the Manhattan and Bronx auction sales this week was \$594,575, compared with \$632,500 last week, making a total since January 1 of \$42,979,934. The figure for the corresponding week last year was \$781,478, making the total from Jan. 1, 1911, \$42,197,007.

#### Sale of Cobweb Hall.

Cobweb Hall, at 80 Duane street, east of Broadway, was sold this week in the Vesey street Auction Room in foreclosure proceedings, Joseph P. Day being the auctioneer. The property was bought by Francis H. Higgins, who is said to represent the second mortgage holders, for \$70,000. The plot is 25x77.5 x irregular. The action was brought by the City Savings Bank against M. J. Ferrigan, a son of the original proprietor of the old-time eating-house and political rendezvous.







years, 213 to 219 West 111th st. two 6-sty apartment houses, on a plot 50x100, at an aggregate rental of \$27,000; also for William Ehrennause and Jeanette Rochelle a 3-sty house at 218 West 121st st. for 3 years; also to Morris Moore the 5-sty apartment house at 63 East 133d st. for 3 years, at an aggregate rental of \$4,500.

LEONARD J. MUHLFELDER leased for Mary B. Hughes the 11th loft in 28 and 30 East 10th st to Hannauer & Rosenthal; also for Spear & Co., the 4th loft in 1141 and 1143 Broadway to O. H. Hart & Co., of 145 Spring st; for the estate of Jacob Scholle, the 3d loft in 712 Broadway to Malawista & Lessor, of 11 West 3d st; for Ernest E. Johnson the 6th loft in 36 and 38 East 20th st to Bert Salinger, of 90 Prince st; for the 25th Construction Co., Inc., the 3d loft in 158 and 160 West 29th st to J. Atkin; for Cora L. Penny the 4th loft in 135 and 137 Eleeecker st to H. Labovitz Clothing Co., of 552 West Broadway, and for L. Tanenbaum Strauss & Co., agents, the 2d loft in 190 and 192 Greene st to the United Coat Front Pad Co., of 237 Mercer st.

A. VON OSTERMANN leased space in the Emmet Building, corner of 29th st and Madison av., to the following: William T. Grund, of 445 Broome st; Maybrunn, Lehmann & Co., and with the Ernestus Gulick Co., space on the 13th floor to the North American Civic League, of 127 Madison av.

ALEXANDER J. ROUX & CO. leased the 4th floor containing 17,000 sq ft in the Schlegel Building, at the southeast corner of 2d av and 22d st, to Leo H. Hirsch & Co. for a term of years, of 129 Worth st.

LOUIS SCHRAG leased for the Eugatnom Realty Co. the 4th loft in 143 and 145 West 20th st, to J. Mergenthaler & Son, of 124 West 19th st, for a term of years; for John J. Cavanaugh, the 4th loft in building 256 West 23d st, to the Unexcelled Manufacturing Co., for a term of years; for Hencken & Haaren, the building at 104 West 26th st to Saul Margolis, for a term of years.

L. TANENBAUM, STRAUSS & CO. leased to S. Mann & Co., of 290 Church st, the store and basement in 498 and 500 Broadway for L. G. Lawrence; the 4th loft in 636 and 638 Broadway to Loewenthal & Marcus, of 714 Broadway, for Henry E. Coe; for the estate of John Downey, 22,000 sq ft in 733 and 735 Broadway to several tenants; for the estate of Leopold Sinzheimer, 10,000 sq ft in 714 Broadway, to various tenants; for the Stability Realty Co., 24,000 sq ft in 8.2 and 8.4 Broadway, to various tenants; also the 1st loft in 623 Broadway to Abraham H. Fox, of 20 Bond st, and the 4th loft, same building, to Morris Kalischer, of 663 Broadway.

AMES & CO. leased the store in 420 Lenox av for S. A. Nelson to F. Rellais Mfg. Co.; the store in 9 East 30th st for N. J. Fitzgerald to D. Botchman; a floor in 15 West 31st st for R. W. Smith to D. A. Ferri and the 4th loft in 252 to 258 West 29th st for the Sherp Building Co. to A. Grignard & Co., of 17 West 42d st.

THE CROSS & BROWN CO. leased an apartment in 158 Madison av to S. Gilbert Averill, and space in the United States Rubber Building, Broadway and 58th st, to the General Accident, Fire & Life Insurance Corporation, of 1 Liberty st.

MATT J. WARD CO., in conjunction with the Taylor-Sherman Co., leased the Hotel New Weston, at Madison av and 49th st, for ten years, for George L. Sanborn, to Samuel G. Clayton, who has been associated with the Hotel Lorraine, 5th av and 45th st, for the past 12 years. Mr. Clayton took possession last Monday. The lease of the realty was re-ordered this week, and calls for a yearly rental of \$45,000.

PEASE & ELLIMAN leased space in the Aeolian Building, at 25 West 42d st, to the Universal Caster & Foundry Co., of 1170 Broadway, Dr. W. K. Ream, Arthur Wiener, the International Art Service, of 501 5th av, and Mrs. Laura G. Childs; also for Mrs. H. K. Brown, 26 East 68th st, to Camille Weidenfeld; for Robert Bonner, 563 Madison av, to Mrs. Hugh N. Cam... for John Sherman Hoyt, 101 East 65th st, a 5-sty American basement, to Roland Conklin.

WILLIAM H. WHITING & CO. leased from the plans the 6-sty building which is to be erected at 60 Cliff st to the J. E. Linde Paper Co., of 90 Beekman st, for a term of years.

WILLIAM ZIEGLER rented for the winter season the residence of John Pierce, at 11 East 51st st, through S. Osgood Pell & Clark T. Chambers and Douglas L. Elliman & Co. The house is directly opposite the Cathedral and the rental asked was \$18,000. The house is flanked on either side by the Ogden Codman house, recently purchased by Bertram G. Work, and the residence of Mary C. King.

SPEAR & CO. leased for L. S. Samuels 15,000 ft in 476 to 478 Broome st to Weinberg Bros. and B. Fishel & Co., of 127 Mercer st; for Johnson, Adams and Graecen, the 4th loft in 10 to 14 East 12th st to Newmark & Robinson, of 603 Broadway; for the Rexton Realty Co. a loft in 34 and 36 West Houston st; for Alfred R. Conkling a loft in 127 Spring st to Knobel & Stein.

HEIL & STERN leased for F. & L. Building Co. to J. Glockner & Co., of 16 West 19th st, the 11th loft in the new building, at 115 to 125 West 30th st; also for the Marmac Construction Co. to Bernard Epstein, the 8th loft in the new building, at 158 to 164 West 27th st.

THE CROSS & BROWN CO. leased office space in the building at the southwest corner of 42d st and Madison av to Hazen & Whipple for a term of years; a loft in 383 5th av to E. F. Foley Co. of 164 5th av for a term of years, and the corner store in the building at the northeast corner of Broadway and 61st st to K. C. Pardee of 7 West 61st st for a term of years.

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While the law permits us to loan within a radius of 50 miles, we particularly invite applications on private residential properties in Brooklyn, Queens, Bronx and Westchester.

FREDERICK FOX & CO. leased for the Graf Realty Holding Co. the 4th loft in the new 12-sty building at 119 to 125 West 24th st for a long term of years to Schiller Bros. of 134 Spring st; for the Fabian Construction Co. the 9th loft in 122 to 126 West 26th st to Jacobs & Jacobs, and for the Victoria Building & Contracting Co. the 6th loft in 132 and 134 West 22d st to Jacob Ferber.

THE JULIUS FRIEND-EDWARD M. LEWIS CO. leased for the Marmac Construction Co. 8,500 sq ft of space in 158 to 164 West 27th st to Hyman Cohn for a term of years.

GOODWIN & GOODWIN rented for E. J. Welling to the Bidwell-Conklin Co. of 2142 Broadway the store in 277 Lenox av.

CARSTEIN & LINNEKIN rented the entire 11th loft and part of the 12th loft in the Hess Building at the southwest corner of 26th st and 4th av to B. Priestly & Co. of 100 5th av, makers and importers of cravatete cloths. The above concern is a department of Auffmordt & Co. who has just recently taken in addition to the above space 40,000 sq. ft. This makes in all three entire floors.

AMES AND CO. leased apartments in 137 East 34th st to G. Frank Farone and A. Sullivan; and in 130 West 34th st apartments to F. Hall, M. Henretta, M. Metra and L. Fry, and in 128 West 34th st apartments to G. Bar-

rett, L. B. Parsons, E. Gibney, C. Bunker, W. Boyd and W. Ferguson.

THE DOUGLAS ROBINSON, CHARLES S. BROWN CO. leased for John J. Riker the dwelling 112 East 37th st to Peter F. Meyer who recently donated his estate at Orienta Point to the Little Sisters of Charity.

FREDERICK SOUTHACK AND ALWYN BALL, JR., leased for Wm. Fox to Strauss & Sheib Printing Co. of 49 West 3d st 3d loft in 50 and 52 West 3d st; for Elizabeth C. Brown to Western Remedy Co. of 2 Stone st 3d loft in 53 Greene st; for A. B. Gardner to Wm. Ollendorf of 22 White st store and basement in 28 White st; for Ranken Realty Co. to J. Goldman top loft in 14 West 4th st. These leases are all for a term of years.

FREDERICK SOUTHACK AND ALWYN BALL, JR., leased from the plans space in 7 to 11 West 45th st to De Wolfe Wachner & Co., dressmakers, for ten years from May 1, 1914, at an aggregate rental of \$45,000.

S. CHARLES WELSH leased the store and basement in 8 Beach st to M. M. Cohen; also the 1st loft to the National Dress Goods Co of 260 West Broadway.

TUCKER, SPEYERS & CO. leased for Harry Karger to Anton Nihleen, bootmaker, the basement store in 30 West 47th st for 5 years.

SPEAR & CO. have leased for Hauptman & Co. a loft in 132-134 West 21st st; and for the Newstate Co. the first loft in 132-134 West 21st st to the Commercial Thread Co. of 169 Mercer st; for the Goldberg Printing Co. a loft in 131-133 West 28th st to William Spechel of 35 Goerck st.

### LEASES—BROOKLYN.

THE L. L. WALDORF CO. leased for Thomas Miller the 3-sty brownstone private dwelling, 440 7th st, to Mrs. Mildred Adams; also for a client the 3-sty brick and store private dwelling, 436 6th st, to W. Phillips; also for a client the 2-sty brownstone private dwelling, 527<sup>1/2</sup> 6th av to Mrs. Lindner; for James J. Johnson the 2d apartment in 528 5th st; for a client the 2d apartment east in the Parkdale, 598 6th st, to Mrs. Anna F. Rice, and the 3d apartment east in the same building to Herbert E. Fowler; for a client the 4th apartment west in 469 4th st to Wm. Ball; also the 1st apartment in 424 6th st; also the 2d flat north in 248 7th av; also for Mrs. Elizabeth Brydon the 1st store in the newly altered building, 123 7th av to the Imperial Restaurant; also for a client the north store in 134 7th av; also the corner store in 519 6th av, corner 13th st, to Cavanagh and Adami.

CHARLES E. RICKERSON leased 8 8th av, a 4-st bay window box stoop brownstone dwelling, for Joseph A. McGarry to Mrs. M. E. Tyson for a term of years; 611 Carlton av, a 3-sty brownstone dwelling, for Mrs. William J. Gelston to Mrs. Anna Keogh for a term of years.

### REAL ESTATE NOTES.

CHARLES J. MCKENNA, formerly at 147 4th av, has moved his office to 253 West 58th st.

GEORGE NEIMAN was the broker in the sale of 617 Lexington av, for the Cochran estate to Hayfisch & Co.

KICK & SHARROTT have opened offices at 2802 Broadway, where they will engage in a general real estate business.

SLAWSON & HOBBS have been appointed agents of the El Dorado Apartments on Central Park West, from 90th to 91st sts.

THE CHARLES F. NOYES CO have been appointed agents for 72 to 76 Walker st, 253 Pearl st, 66 Front st, 277 Pearl st, 117 and 119 Leonard st and 332 Broadway.

THE CRESCENT REAL ESTATE CO., Frederick A. Holmes, proprietor, have moved its offices from 2875 Broadway to the northeast corner of 110th st and Broadway.

JOHN B. MOSELEY, who makes a specialty of managing improved property occupied by colored people, has opened a real estate and insurance office at 640 Fulton st, Brooklyn.

BENJAMIN LEAVY, real estate and mortgage broker, has resumed business at his old location, 35 Nassau st Suite 803. Mr. Leavy represents several of the large fire and life insurance companies.

WILLIAM A. CALDER was elected a director of the stockholders of the Realty Associates at their annual meeting to succeed the late Henry Batterman. All the other retiring directors were re-elected.

JAMES A. STRYKER was the associated broker with Edward Margolies in leasing the store and basement for a term of years in the Winter Garden Theatre Building at the northeast corner of 50th st and Broadway to Smith & Healy.

HALL J. HOW CO negotiated the recently reported exchange of the southeast corner of Vermilye av and Academy st for a plot 50x150 on the west side of Post av, between Dyckman and Academy sts. The principals were T G Galardi & Co and Charles J Eder.

THE CHARLES F. NOYES CO has been appointed exclusive managing agents for 72 to 76 Walker st, 253 Pearl st and 332 Broadway. These are all downtown store and loft buildings recently sold by the Noyes Company.

WILLIAM R. WARE real estate, has moved from 451 Columbus av to Euclid Hall, southwest corner Broadway and 86th st.

ISAAC LEVY, formerly connected with the Kurz & Uren real estate office, has associated himself with the M. Morgenthau Jr. Co., 95 Liberty st. Mr. Levy will be in the Manhattan and Bronx Sale and Exchange department.

DOUGLAS L. ELLIMAN & CO., Osgood Pell and Clarke T. Chambers were the brokers in the recent lease of the furnished dwelling at 11 East 51st st for John Pierce to William Ziegler.

HENRY LONDON has been appointed agent for the block of houses known as 190 to 204 Brown place, occupying the block front on the east side, between 136th and 137th sts.

—Chairman William R. Griffiths, of the City Plan and Scope Committee, has made a report to the United Civic Associations of Queens, and urged the association to approve of several park propositions which the people of the respective communities have advocated. Among these is an eleven-acre park in Corona, the Cryder's Park in White-stone, a park site near North Beach instead of that resort, and one in Jamaica.

—To have trolley cars running directly from Queensboro Bridge to Jamaica will be a traffic convenience of the highest order for Queens.

### STANDARDS OF VALUE.

#### Rules for Estimating the Value of Lots of Varying Depths.

When the actual work of assessment is undertaken, the first problem that confronts the assessor is to find a basis for valuation, that is to say, a standard of value by which to measure each parcel and in terms of which to express its relation to the standard.

It is apparent that the primary need of the assessor is to determine for his own locality the normal unit of land area. This may be the lot of average size, say 25x100 feet, or 50x150 feet, or whatever is by common consent regarded as a normal lot in the particular city. It is impossible to lay down one unit for all cities. Lots in one city may be generally 100 feet deep, in another 150 feet and in still another 200 feet. The normal width of such lot may be 20 feet in one place and 50 feet in another. But in each city or section thereof it is clearly possible to fix upon a lot of a given size as the normal. From this lot of normal size the assessor may easily determine the value of one foot frontage of the normal depth, and from this smaller unit he can determine the value of a lot of normal depth of any frontage by simple multiplication.

In Trenton, N. J., the Commissioners of Assessment keep a unit value book, by streets, showing for each block on the street the front foot value determined by the board for inside lots 100 feet deep. These values are revised by the board annually before the actual assessment is made, and the book is ruled so that the values for several years appear in parallel columns. In New York the unit value used is noted by the assessor on his field book.

The next problem is to formulate a rule for valuing lots which are shorter or longer than the normal. This has been met in such cities as Newark, New York and Baltimore by the use of tables, based upon the experience of the Tax Departments, on which are shown, in percentages of the whole, the value for each foot of depth. The Newark rule and the New York rule are not quite identical. The Newark rule gives a little more value to the front part of the lot than the rule in use in New York. We do not undertake to say that one is nearer the absolute truth than the other. Local conditions in each city may require a special table for such locality. A table similar to the Newark and New York tables should be prepared for each city and should be used by the assessors. This table should be given the utmost publicity, and should be revised as occasion demands, whenever the assessors are satisfied that the need exists. There is this, however, to be said, that as soon as any table is generally accepted by the assessors and by the real estate men of any city the need of revision would practically disappear, because whether the rule conforms absolutely to the actual fact or not does not matter, provided purchases and sales of real estate in that city are substantially based on the use of such a rule. This has proven to be the fact both in Newark and New York.

Fifty years ago in deciding a lawsuit Judge Hoffman of New York laid down the rule that an ordinary city lot 50 feet deep was worth two-thirds as much as a lot adjoining which was 100 feet deep, the latter being the standard depth in the city of New York. This formula has been accepted generally by real estate men and by the City Tax Department, and various rules and scales have been devised from it based upon the same principle. The Hoffman rule has been adopted in other cities also.

The Hoffman rule, however, has been found to give too little value to the front portion of a lot or to a short lot as compared with a deeper one on business streets, especially where frontage values are high. Various modifications of this rule are employed by individual assessors in different districts.

In the city of Newark, where front foot values are second only to those in the city of New York, a slightly different rule is used. For business properties the Newark rule gives 50 per cent. of the value to the first 25 feet, taking, also, a 100-foot lot for a standard. This is about the ratio used by the assessors in New York business districts.

For lots deeper than 100 feet there is a decided variance in rules and opinions. Generally a 200-foot lot is estimated to be from 25 to 30 per cent. more valuable than a 100-foot lot where the latter is the standard.

It should be noted also that experienced assessors do not all agree that 100 feet can be used as a unit when normal lots are 150 to 200 feet in depth.

In Baltimore the normal depth of lots in the business section is 150 feet. The table used in that city is calculated to show the percentage which a lot shorter than 150 feet bears to the standard size, and also the additional value of a deeper lot up to 200 feet. This rule practically makes the rear 100 feet of a 200-foot lot worth 20 per cent. of the front 100 feet. But in the comparative value of the first 50 feet of a 100-foot lot it comes closer to the Hoffman than to the Newark rule.

Your committee expresses no opinion on these disputed points. We believe that the actual variation between the various rules is negligible compared with the enormous advantage of adopting some tested rule in place of an arbitrary judgment of each piece of property.

The rules above discussed have been considered only in their application to lots of usable size. The rules may be used on narrow lots and lots of irregular shape, but they should be applied with caution, and the results should be carefully checked by a study of actual conditions and values.—From the report of the committee on assessments of real estate of the National Tax Association.

#### Ceding Streets to the City.

Acting under instructions from Borough President Connolly, Clifford B. Moore, chief of the Queens Topographical Bureau, has addressed communications to the residents of Flushing and other sections of the borough calling their attention to the recent decision of the Corporation Counsel whereby dedication of 17th street, in the Bowne Park section of Flushing was accepted by the city upon affidavit of abutting property owners, without the necessity of costly street opening proceedings. Mr. Moore has asked those residents living on streets where the title is not yet in the city, but where the official map has been adopted—and this condition obtains in regard to nearly all the streets in the newer parts of Flushing—to communicate with him so that the proper form of affidavits may be secured and signed. This will permit the streets to be taken over without condemnation proceedings.

—Satisfaction is voiced by the members of the Wyckoff Avenue Property Owners' Association, in Brooklyn, over the action taken by the Public Service Commission in relation to the purchasing of the Long Island Railroad right-of-way, on Wyckoff avenue, for use as an open cut in substitution for an elevated structure on Wyckoff avenue.

**More Stepless Cars.**

The Public Service Commission for the First District has granted the New York Railways Company permission to issue bonds to the extent of \$640,000, the proceeds of which are to be applied to the purchase of 175 of the new stepless cars, for use on the principal surface lines of the company's system. It is estimated that these cars will cost \$6,000 apiece, and the company had applied for a bond issue of \$1,050,000 to cover the whole cost. It was the plan to retire 175 of the cars now in use when the new cars were placed in service.

The Commission, acting on an opinion by Commissioner Milo R. Maltbie, refused to allow the company to capitalize this replacement in its entirety, as both the law and the orders of the commission forbid the issue of bonds for replacements, which should be paid for out of earnings. Inasmuch, however, as the old cars had cost the company about \$3,200 apiece and the new cars were to cost \$2,800 in excess of that, the Commission allowed the company to capitalize the difference between the old cost and the new.

Allowing for the sale value of the old cars at about \$800 apiece, the total amount permissible for capitalization was about \$500,000. The commission accordingly allowed a bond issue sufficient to produce this amount in cash. As the bonds are to be issued under the first real estate and refunding mortgage and will bear 4 per cent. interest, the commission orders that they shall be sold at not less than 78.

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## JAMAICA BAY VALUES.

Real Estate Titles Under Investigation—  
Status of the Improvements.

In answer to an inquiry as to the status of the Jamaica Bay improvements, for which the Board of Estimate appropriated \$1,000,000 two years or more ago, the Commissioner of Docks and Ferries, Hon. Calvin Tomkins, said that immediately upon the appropriation being made surveys were started for the preparation of maps to be submitted to the Commissioners of the Sinking Fund and army engineers, and the specifications and forms of contract were gotten in shape for the section extending from Bergen Beach to beyond Canarsie. The department was advised by the Corporation Counsel that, owing to certain questionable grants, it was deemed inadequate for the city to adopt lines at Canarsie and immediately westerly thereof, which covered very largely the section upon which dredging contracts had been prepared. Additional surveys and examinations of the bottom were made, extending as far as Barren Island, and the contract was presented early in the summer to the city authorities for dredging a portion of the main channel between Barren Island and Mill Basin. This also involved a transfer of funds which was approved of at a recent meeting of the Board of Estimate and Apportionment, and the Commissioner is in hopes that they will authorize the advertising of this contract at the next meeting. If this should be done, the contract will immediately be advertised.

"At the same time that this has been going on, a real estate appraiser has been at work investigating titles with a view to my recommending acquisitions by the city."

## Ferry Award Contested.

Comptroller Prendergast considers the award that has been made by the commissioners in condemnation proceedings to acquire land at the foot of Broadway, Brooklyn, as far too high. The property was used as a ferry landing by the Brooklyn and Manhattan Ferry Co.

The commissioners have made an award of \$1,646,074, and their report awaits confirmation by the Supreme Court in Brooklyn.

The members of the Condemnation Commission are Thomas J. Pearsall, a lawyer; Bernard Gallagher, contractor; and Edward T. Walsh, a retired merchant. Messrs. Pearsall and Gallagher have signed the report. Mr. Walsh refused to concur, on the ground that the award is excessive.

The assessed valuation of this land is a little more than \$300,000. Real estate appraisers engaged by the city reported that the actual value of the land was between \$400,000 and \$500,000. The city took title to the property and formally appointed the commission to condemn the property.

Corporation Counsel Watson is taking steps to have the award rejected by the court. Mr. Olendorf expects to prove by expert testimony of real estate men that the strips of land required by the city at the maximum are not worth more than \$500,000.

—The strongest argument in support of optimistic views now generally held in Wall Street is that our fundamental position is unprecedentedly strong. Our tremendously big crops, bank clearings, building figures, sharply increasing railroad traffic, figures on growing foreign trade, brisk revival in industrial activity and many other important factors are cited to prove this assertion.

## AUCTION SALES OF THE WEEK.

MANHATTAN AND BRONX

The following is the complete list of property sold, withdrawn or adjourned during the week ending Nov. 29, 1912, at the New York Real Estate Salesroom, 14 and 16 Vesey st. and the Bronx Salesroom, 3208-10 3 av. Except where otherwise stated, the properties offered were in foreclosure. Adjournment of legal sales to next week are noted under Advertised Legal Sales.

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

JOSEPH P. DAY.

- \*Belmont st, nwe Eastburn av, see Eastburn av, nwe Belmont.  
\*Broome st, 436 (\*), ns, 129 e Bway, 21.2 x117x21.2x118, 3-sty bk loft & str bldg; 1-sty ext; due, \$36,917.08; T&C, \$2,954.29; Trustees of the Presbytery of N. Y. 40,000  
\*Kingsbridge ter, ws, 225 n Nindham pl, 25x121.9x25.2x118.10, 2-sty & b bk dwg; voluntary; Jos Jacobson. 7,000  
\*Ridge st, 117 (\*), ws, 175 n Rivington, 25x100, 5-sty bk tnt & str; due, \$6,923.37; T&C, \$1,327.93; sub to a first mtg of \$27,000; Geo Bruestle. 34,225  
\*21ST st, 469 W (\*), ns, 40 e 10 av, 20x97.2, 3-sty & b bk dwg; leasehold; due, \$2,211.08; T&C, \$433.29; Anna J Conyngnam. 2,000  
\*45TH st, 522 W (\*), ns, 325 w 10 av, 25x100.4, 5-sty bk tnt & str; due, \$14,931.91; T&C, \$399.56; Eliz F King et al exrs. 15,000  
\*117TH st, 182 E, ss, 100 w 3 av, 25x100.11, 5-sty & b str tnt; voluntary; E L Keller. 22,000  
\*134TH st, 253 W (\*), ns, 270 e 8 av, 15x99.11, 3-sty & b bk dwg; due, \$8,888.66; T&C, \$148.92; Sarah M Chapman. 7,500  
\*135TH st, 300 E, ss, 276.6 w Willis av, 25x100, 3-sty & b fr dwg; exrs sale; D I Rogow. 4,250  
\*176TH st E, nwe Southern blvd, see Southern blvd, nwe 176.  
\*203D st E, see Adee av, see Adee av, sec 203d.  
\*203D st E, nec Adee av, see Adee av, sec 203d.  
\*Av A., 218, es, 77.6 s 14th, 25.9x96, 4-sty bk tnt & str & 4-sty bk rear tnt; due, \$19,055.54; T&C, \$901.39; Saml B Wallenstein. 20,300  
\*Adee av (\*), sec 203d, —x—; also ADEE AV, nec 203d, 542.6x irreg to 205th; also HALL AV, es, 191.6 n 203d, 150x100; also ROAD TO WESTCHESTER, es, —s White Plains av, —x—; due, \$8,558.54; T&C, \$9,675.75; Empire City Savgs Bank. 10,000  
\*Adee av, nec 203d, see Adee av, sec 203d.  
\*Eastburn av, nwe Belmont, 50x95, 2-sty & b fr dwg & vacant; voluntary; Rudolph Kanze. 9,750  
\*Hall av, es, 191.6 n 203d, see Adee av, sec 203d.  
\*Road to Westchester, es, —s White Plains av, see Adee av, sec 203d.  
\*Sedgwick av, 1305 (\*), ws, 268.8 n 167th, 25x100, 2-sty fr tnt & str; due, \$6,599.43; T&C, \$378.36; American Swedenborg Printing & Publishing Society. 3,000  
\*Southern blvd, nwe 176th, 180x105.7x155 to st x195.4, 2-sty & b fr dwg & vacant; voluntary bid in at \$55,750.  
\*2D av, 634, es, 41.11 s 35th, 18.11x72, 4-sty & b bk tnt with str & 2-sty bk ext; voluntary; A Rauch. 13,750  
\*3D av, ws, 28.7 s 188th, 86x122.10x75x80, vacant; exrs sale; W A Evans. 12,000  
\*3D av, es, 109 s 189th, 121.10x109.3x100x177.6, vacant; exrs sale; W A Evans. 20,000

BRYAN L. KENNELLY.

- \*175TH st, 530-S E, see 3 av, 4072-86.  
\*3D av, 4072-S6 (\*), sec 175th (Nos 530-S), 138.2x108.8x134.7x113.8, 3 6-sty bk tnts & str, & 1 5-sty bk tnt & str; due, \$8,213.52; T&C, \$3,779.60; sub to pr mtgs of \$171,000; Edw A Weiss. 171,600

HERBERT A. SHERMAN.

- \*60TH st, 245 W (\*), ns, 175.1 e West End av, 24.11x100.5, 4-sty bk tnt; due, \$8,277.23; T&C, \$235.55; Metropolitan Savings Bank. 8,500  
\*60TH st, 243 W (\*), ns, 200 e West End av, 24.11x100.5, 4-sty bk tnt; due, \$8,277.23; T&C, \$237.37; Metropolitan Savings Bank. 8,500

SAMUEL GOLDSTICKER.

- \*Marmion av, 1892 (\*), es, 26 s Fairmount pl, 35x106.10x34.10x103.4, 4-sty bk tnt; due, \$3,993.24; T&C, \$658.81; Jno M Stoddard. 23,000

L. J. PHILLIPS &amp; CO.

- \*124TH st, 129 E, ns, 40 w Lex av, 25x100.11, 3-sty bk bldg; voluntary; withdrawn.  
\*145TH st, 440-2 E, ss, 400 e Willis av, 37.6x100, 5-sty bk tnt & str; due, \$2,000.76; T&C, \$691.25; sub to pr mtg of \$30,000; Alex Sampson. 32,000

HENRY BRADY.

- \*Charlotte st, 1415 (\*), ws, 34.9 n Jennings, 40x100, 5-sty bk tnt; due, \$5,541.00; T&C, \$288.22; sub to pr mtg of \$32,000; Israel Karp et al. 37,450  
\*176TH st 338 E (\*), ss, 402.2 e Anthony av, ruins s143.1xe8.4xn50.1xe8.4xn108.1wx21.10 to beg, 3-sty fr tnt; due, \$9,170.18; T&C, \$653.60; American Savings Bank. 8,750  
\*176TH st, 340 E (\*), ss, 423.11 e Anthony av, 21.10x123.1x16.8x108.1, 3-sty fr tnt; due, \$9,221.75; T&C, \$639.90; American Savings Bank. 8,000







erty, Manhattan; Jno P Lamerdin (R); Wm H Smith.

74TH st, sws, intersec es New Utrecht av, 119.3x111.4; Wm M Young agt Builders & Traders Realty Co et al; Harvey O Dobson (A), 189 Montague; Saml T Maddox Jr (R); Wm P Rae.

92D st, ss, 225 e Fort Hamilton av, 25x 139.5; Home Title Ins Co of NY agt Jason C Cameron et al; Action 1; Henry J Davenport (A), 375 Pearl; Henry Escher Jr (R); Wm H Smith.

92D st, ss, 250 e Fort Hamilton av, 25 x139.5; same agt same; Action 2; same (A); Wm Liebermann (R); Wm P Rae.

Ocean pkway, es, 18.10 n Av S, runs e 250 to E 7th, xn26.5xnw178.5xw133.3xsl57.9 to beg; Bklyn Trust Co agt Kanute J Lundgren et al; Chas C Suffern (A), 203 Montague; Ralph K Jacobs (R); Wm H Smith.

DEC. 4.

Pacific st, ss, 31 w Albany av, 27x107.2; Citizens Trust Co of Bklyn agt Jacob H Hirsch et al; Jonas, Lazansky & Neuberger (A), 44 Court; Barker D Leich (R); Wm P Rae.

Union st, ns, 356 e Utica av, 20x100; Katherine E Hardung agt Abr Greenberg et al; Whitmel H Smith (A), 26 Court; Arthur M Milligan (R); Wm P Rae.

4TH st, sws, 373.4 nw Prospect Park W, 17x100; Bowery Savgs Bank agt Jennie C Osborne et al; Harry L Thompson (A), 175 Remsen; Jacob A Freedman (R); Chas Shongood.

75TH st, nec Ft Hamilton av, 208.6x 101.8; East River Savings Instn agt Josephine Cocheu et al; Omri F Hibbard (A), 56 Pine, Manhattan; James P Judge (R); Wm H Smith.

Morgan av, ws, 110 n Lombardy, 20x115; Nathan Kauffman et al agt Margt Garity et al; Edw Jacobs (A), 25 Broad, Manhattan; Louis Hanneman (R); Saml Goldsticker.

8TH av, ws, 75.2 s 41st, 25x100; Jessie A Heavey agt Kristian A Helenius et al; Howard C Conrady (A), 204 Montague; Isaac N Sievwright (R); Wm H Smith.

DEC. 5.

Bremen st, nc Monteith, 25x75; Citizens Trust Co of Bklyn agt Sophie Cash et al; Jonas, Lazansky & Neuberger, Kramer, Cohn & Meyer (A), 44 Court; Leon M Woodworth (R); Chas Shongood.

Cleveland st, ws, 110 s Pitkin av, 20x90; Geo E Dewey agt Greystone Bldg Co et al; Harry L Thompson (A), 175 Remsen; Arnold S Furst (R); Wm H Smith.

Cleveland st, ws, 90 s Pitkin av, 20x90; Edwin Packard trste agt Greystone Bldg Co et al; Harry L Thompson (A), 175 Remsen; Henry J Davenport (R); Wm H Smith.

Cleveland st, ws, 130 s Pitkin av, 20x 90; Sebastian H Rathgeber agt Greystone Bldg Co et al; Harry L Thompson (A), 175 Remsen; Edwin L Garvin (R); Wm H Smith.

E 15TH st, es, 361 n Av N, 19x75; Jno Feindt agt Henry Alff et al; Robt E Moffett (A), 894 Bway; Wallace N Vreeland (R); Wm H Smith.

80TH st, ss, 216.10 e 17 av, 22.8x109.8; South Bklyn Savgs & Loan Assn agt Salvatore Maffai et al; Action 1; Henry J Davenport (A), 375 Pearl; Abr Rockmore (R); Wm H Smith.

80TH st, ss, 239.6 e 17 av, 27.4x109.5x 27.4x109.8; same agt same; Action 2; same (A); W Harry Sefton (R); Wm H Smith.

100TH st, ns, 140 w Fort Hamilton av, 40x95; also 100TH st, ns, 112.6 w Fort Hamilton av, 27.6x95; E J McLaughlin Co agt Bay Ridge & Fort Hamilton Realty Corp et al; Matthew W Wood (A), 165 Bway; Henry Fuehrer (R); Wm P Rae.

Nostrand av, es, 45 s Lefferts av, 20x 76; Wm N Dykman et al agt Ritano Realty Co et al; Action 1; Chas C Suffern (A), 203 Montague; Geo Goldberg (R); Chas Shongood.

Nostrand av, es, 85 s Lefferts av, 20x 76; same agt same; Action 2; same (A); Walter S Brewster (R); Wm H Smith.

Rochester av, ws, 60.7 s St Johns pl, 20x100; Peekskill Savgs Bank agt Harry C Partridge et al; Harry L Thompson (A), 175 Remsen; Geo H Ittleman (R); Wm H Smith.

Saratoga av, ws, 100 n Sterling pl, 40x 100; Williamsburgh Savgs Bank agt Ray Stromberg et al; S M & D E Meeker (A), 217 Havemeyer; Sigsmund Trapani (R); Chas Shongood.

5TH av, sec 1st, 23x91.9; Jno H Doscher et al agt Mary A McNamara; Frank Obernier (A), 44 Court; Geo R Holahan Jr (R); Wm H Smith.

DEC. 6.

44TH st, nes, 450 se 12 av, 50x100.2; Alfred Bernstein agt Andw J Collins et al; Stewart Engel (A), 258 Bway; Ira L Rosenson (R); Chas Shongood.

70TH st, ses, 480 nw 18 av, 20x100; Clara M Wigren agt Walter L Cassin et al; Chas A Ogren (A), 149 Bway, Manhattan; Burt L Rich (R); Wm P Rae.

Atlantic av, ss, 316.8 w Stone av, 16.8x 100; Anna P Kunz agt Bklyn Heights R R Co et al; Klendl, Smyth & Gross (A), 2590 Atlantic av; Harry F Lawrence (R); Wm H Smith.

Atlantic av, ss, 125 e Howard av, 25x 100; Carrie E Hosford agt Nicola Antonello et al; Chas A Ogren (A), 149 Bway; Wm H White (R); Wm H Smith.

DEC. 7 & 9.

No Legal Sales advertised for these days.

# Absolute Partition Sale

Under direction of STERN, BARR & TYLER, Plaintiff's Attorneys,

## Ludwig Baumann Estate Valuable New York City Properties Thursday, December 12

At 12 o'clock noon, at Exchange Salesroom, 14 Vesey St., N. Y. City

### 54 to 62 West 125th Street

Five 4 story and cellar brick apartment houses with stores. Size of plot 125x100.11.

THIS PROPERTY HAS AN EXTENSIVE FRONTAGE ON 125TH STREET AND IS SUITABLE FOR DEPARTMENT STORE, OFFICE BUILDING, THEATRE, HOTEL OR RESTAURANT SITE.

### 19 East 12th Street

A 3 story brick stable, with a 2 story brick extension in the rear. Contains 26 standing stalls and 1 box stall. Size of plot 25x155.9.

### Pennsylvania Terminal Zone Properties 10 Story Fireproof Loft Building 260 to 266 West 36th Street

A 10 story cellar and sub-cellar, absolutely fireproof loft building, utilized as a furniture salesroom and warehouse. Electric light, 2 passenger hydraulic elevators, 2 hydraulic freight elevators, 2 large and 1 small dynamos and 1 large and 1 small boilers. Steam heat. Automatic sprinklers and automatic fire alarms. Size of plot 73.7x98.9.

### 247, 249 and 251 West 35th Street

(To be offered separately and then as one parcel.)

Three 4 story and cellar brick buildings with stores and rear buildings. Size of each lot, 23x98.9; size of entire plot, 69x98.9.

### 257 West 35th Street

A 3 story and cellar frame house with store and rear building. Size of lot 23x98.9.

### 261 and 263 West 35th Street

(To be offered separately and then as one parcel.)

Two 4 story and cellar brick tenements with stores and building in rear of No. 263. Size of each lot 19x98.9; size of entire plot, 38x98.9.

STERN, BARR & TYLER, Attorneys for Plaintiff, 299 Broadway, N. Y. City  
SIGMUND WECHSLER, Esq., 32 Broadway, N. Y. City  
FIXMAN, LEWIS & SELIGSBURG, 55 Liberty Street, N. Y. City  
GOLDSMITH, COHEN, COLE & WEISS, 45 Wall Street, N. Y. City  
XENOPHON P. HUDDY, Esq., 50 Church St., N. Y. City  
Attorneys for Defendants.

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## Wants and Offers

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Structural Steel Salesman, as assistant to Manager Eastern Sales Department. Acquaintance with New York Architects, Engineers and Builders essential. Good salary and commission. State experience, age, married or single. References first letter. Exceptional opportunity to right man. Address EASTERN MANAGER, Record and Guide.

**BACK NUMBERS** of The Record and Guide—We can supply a complete set, covering several years, invaluable to new firms in the real estate business. Can also furnish individual back copies to complete the files of regular subscribers. For particulars, address W. D. G., care Record and Guide.

**VOLUME INDEX** to The Record and Guide—If you have not yet procured the index to Vol. LXXXIX (January 6, 1912, to June 29, 1912), of the Manhattan edition, you should send \$1.00 at once, as the supply is running very low. The Record and Guide Co.

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Published Every Saturday

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

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The marble sculptures for the Maine monument will be on view in the Piccirilli studios, at 467 East 142d street, from noon to 6 p.m. on Saturday, Nov. 30, and Sunday, Dec. 1. Mr. Attilio Piccirilli is the sculptor and Mr. Harold Van Buren Magonigle the architect of the Maine monument.

The Charles F. Noyes Company reports that it has closed sales and leases aggregating \$6,000,000 since Nov. 1. The company backed up its statement by giving a list of the properties involved. Most of these, it is interesting to note, are in downtown neighborhoods that will be benefited by the dual subway system.

The conference on workmen's compensation held this week in the New York Board of Trade rooms under direction of the National Civic Federation is expected to result in legislation at Albany this winter. The Supreme Court having decided in the Ives case that a mandatory compensation act is illegal, some form of elective compensation will probably be suggested to the Legislature as a temporary measure until a constitutional amendment can be put through.

Some three hundred members of the Merchants' Association got together last week over a dinner at the Hotel Astor for the purpose of discussing plans for increasing the membership of the association on a large scale. Each of the diners pledged himself to call personally on business men not now in the association, the calls to be arranged by a central committee in such a way as to cover thoroughly the entire city. It is hoped to raise the membership to at least 5,000. At the present writing the original membership of 1,500 has already been nearly doubled.

The atmosphere of old Staten Island is reproduced at least once a year, on or about Thanksgiving, in the Philosopher's Retreat on Emerson Hill. The Philosopher, as every one on Staten Island knows, is Mr. Kolff, and the Retreat is the log cabin where he foregathered last Saturday afternoon with congenial gossips over apple pie, crackers and cheese, cider drawn from the wood, and coffee. When the corn-cob pipes were proffered, and the reminiscences began, Senator Howard R. Bayne, Commissioner Tribus and other members of the circle, not omitting our host, the greatest philosopher of us all, were called upon to contribute their share. May the cider always sparkle on or about Thanksgiving in the Philosopher's Retreat.

### A Chance for Port Development.

There seems to be a good chance that in the near future the city will take definite action upon the whole question of the proper development of the port of New York. President Mitchel has promised to submit his solution of the difficulty concerning the New York Central tracks within six weeks; and if this phase of the matter is settled satisfactorily, the whole problem will be considerably advanced towards final adjustment. Whatever else happens New York cannot afford to allow the New York Central to build, own and control the marginal railway which must be constructed. Even though the Central should be in the near future the only tenant of such a railroad, the city must own and control it, so as to keep it open for use, if necessary, by other transportation companies. Or if the New York Central should be allowed, because of any lack of funds on the part of the city, to construct the railroad the city should have the same right to purchase it for a definite price as it has in the case of the new subways. A marginal railway connected with a system of storage warehouses and accessible to all business and transportation companies is an essential feature of any satisfactory development of the New York waterfront.

It may be difficult to reach an agreement with the New York Central along the foregoing lines, but we trust that it will not prove to be impossible. That railroad company will be able to obtain every possible convenience for the collection and movement of the freight which it handles in Manhattan. The city merely demands that its opportunities must not be exclusive, and it has every right to insist upon such a policy. It must retain the same control over the transportation of freight in and around New York as it has over the transportation of passengers. Both of these services are vital to the future growth and prosperity of the city, and must be operated in the interests of all of its citizens.

### Seventh Avenue Subway Delayed.

The letter which Chairman Willcox of the Public Service Commission has addressed to the Borough President of Manhattan in relation to the route taken by the Seventh avenue subway south of 23d street should be carefully pondered by those property owners who are obstructing the Seventh avenue extension. Mr. Willcox points out that the Board of Estimate had not yet acted finally upon the laying out and opening of the Seventh avenue extension, and that even after such action has been taken some time must elapse before construction work can be commenced along the new part of the avenue. It looks consequently as if the construction of the Seventh avenue route might be seriously delayed, and Mr. Willcox does not hesitate to threaten in case the delay continues the commission will fall back upon an alternative route via Greenwich street and West Broadway, which has already received legal authorization.

The carrying out of this threat

would have serious and undesirable consequences both for the city and for property owners in Greenwich Village. A route by way of the Seventh avenue extension is much to be preferred to the old Washington Square-Greenwich street line. It is much straighter and would permit the operation of a quicker train service. It also has the advantage of penetrating a section which needs very badly additional means of communication. If Greenwich Village should fail to be served by the Seventh avenue subway, its development would suffer from a blow from which it could not recover for a long time. It would have to wait for any improvement in its means of communication until a Hudson street-Eighth avenue route is built, and that will not be for many years. The loss which property owners would suffer during those years would be far greater than the amount which they are being assessed for the Seventh avenue extension.

In the interest, consequently, of the new transit system, the city at large and of the local property owners it is very much to be hoped that the Board of Estimate will be able to take final action at an early date. No matter how quickly the business is pushed, six months must elapse between the action of the Board and the taking of title by the city; and six months' delay in beginning the operation of the new West Side subway will be a serious matter from every point of view—but particularly in view of the fact that at best the Lexington avenue route will be finished some years sooner than the West Side extension, with which it is to be supplemented.

### A Test Case Needed.

The proposal to restrict the height of buildings on Fifth avenue to 125 feet is meeting with a good deal of opposition from real estate brokers and property owners of prominence. The Allied Real Estate Interests have declared against it, and so have other representative organizations and men. Some of them are opposed because the limitation is too severe, others object to any limitation at all, while others claim that the courts would declare the provision unconstitutional.

In regard to the legal aspect of the matter, it is entirely possible that the Court of Appeals of New York would consider such a limitation an unjustifiable exercise of the police power—in spite of the fact that similar provisions have been held valid in Massachusetts and have been confirmed in their constitutionality by the Supreme Court of the United States. But it is extremely desirable to have the question tested, and the proposed limitation of buildings on Fifth avenue will provide a good test case. The majority of the business men who conduct stores on the avenue are in favor of the restriction, but that fact would not, of course, affect the possible legal rights of one protesting property owner.

Moreover, in the case of this particular proposal it could hardly be urged that any essential public interest was endangered by the absence of restrictions, as, for instance, it could be in the case of the present practice

of building eighteen-story factories on 60-foot streets. Fifth avenue presents, consequently, from the legal point of view, a comparatively weak case for the application of a restricted regulation. At best a limitation to ten-story buildings would be a matter of expediency rather than anything approaching public necessity; and we should like to see a policy of restriction urged on these grounds, because if any systematic plan is ever adopted many of its provisions will have to rest on substantially the same footing as the proposed Fifth avenue limitation.

#### The "Crossway" Suggestion.

It is absurd to object to the proposed "Crossway" between Seventh and Fifth avenues on the ground that it is intended chiefly for the benefit of the two railroad companies. The only way it can benefit the Pennsylvania and New York Central Railroad companies is by benefiting the patrons of these railroads. As a matter of fact, however, the circumstance that the "Crossway" provides a more convenient connection between the two terminals is the least of its merits. If that were all it accomplished it would be worth only a very small part of the money which it will actually cost. The amount of traffic between the two stations is and will always be small—compared, for instance, to the traffic between the north and south stations in Boston. The value of the "Crossway" consists in its effectiveness in relieving the congestion at the worst intersecting streams of traffic in central Manhattan. It will divert traffic from the intersection of Broadway and 34th street and Fifth avenue and 34th street and it will divert traffic from the intersection of Fifth avenue and 42d street. Moreover, it will not merely provide improved accommodations for existing traffic, but it will create by virtue of its increased convenience a large amount of new traffic. It will enormously improve the business availability of the whole of the central business district of Manhattan. There can be no doubt that it is the best single suggestion ever made for the improvement of the street system of the Borough of Manhattan.

#### Nine-Story Apartments.

For some years almost all the apartment houses erected in the Borough of Manhattan have contained elevators. The time is now approaching when the great majority of them will be fireproof. On Washington Heights fireproof apartment houses are now being erected in considerable numbers on all the avenues, and within a few years the value of real estate on these thoroughfares will relegate the non-fireproof house to the side streets. In the meantime the side streets themselves elsewhere on the West Side are gradually being occupied by the lately developed type of nine-story fireproof building.

It has proved to be a very successful type, and it would be built in large numbers were it not for the difficulty of securing desirable sites at sufficiently moderate prices. This difficulty will always limit the number of this class of buildings and prevent

that over-construction which has had such unfortunate effects at different times in the case of almost every other popular type of construction. Eventually these nine-story buildings will be erected on the few remaining vacant plots on the better side streets of Washington Heights. The planning of new apartment houses is now the most active phase of the building market—which is natural considering how sound renting conditions proved to be during the fall.

#### THE WEEK IN REAL ESTATE.

Some recession of brokerage activity was, of course, to be expected this week. However, the recession that has taken place is too decided to be attributable exclusively to the influence of a midweek holiday. Developments in the mortgage loan market undoubtedly had something to do with it. The fact is that capital is being diverted from mortgage investments partly through financial conditions created by the war in European Turkey, but more especially perhaps by the rising tide of commerce and industry in the United States.

Savings banks, for example, are not investing heavily in mortgages at a time when the war cloud abroad may possibly spread and cast its shadow over the stock exchanges of Europe. If the holders of American securities abroad should be obliged to realize on a much larger scale than they are already doing, their action would affect the mortgage situation in two important respects—money would be required to buy in the securities here by parties in interest and the low prices would attract investors away from real estate. Thus, savings banks, to use such institutions again as an illustration, would embrace the exceptional opportunity to purchase bonds at profitable figures.

Even more notable as a factor in the mortgage situation is the demand for capital in commerce and industry. The interior banks are withdrawing their deposits from New York and there is less idle capital here seeking employment. The competition for capital is growing keen, and in this competition real estate is not in a position to offer as good terms as are commerce and industry. In other words, the great number of new buildings erected during the last few years of industrial stagnation has temporarily affected rents, thereby shutting out the possibility of profits on building enterprises unless interest rates and costs of construction are abnormally low. At present, however, interest rates and building material prices are on the upward turn, and this fact is beginning to make itself felt in the Manhattan brokerage business.

The falling off in the Manhattan private sales was mostly in the midtown loft building district. However, the decrease in the demand for building sites was evident also in the apartment house section of the borough, and was observed in the outlying boroughs as well. There is a rather unusual number of building operations assured for the immediate future on sites already purchased, but according to well informed brokers there has been a sharp contraction of demand for sites for further building operations, a statement which is borne out by the private sales currently reported.

Such a contention is of course a normal and wholesome development under existing circumstances. It augurs increased earnings on the part of real estate, and will be followed in due time by a corresponding expansion of dealing in improved realty.

#### Building Materials.

The building material market showed one decline, and two positive and several prospective price advances this week. The decline was in linseed oil, which is one of the basic elements in the manufacture of paints and varnishes. The advances were in the lumber department, which is subject to marked price fluctuations at this time of the year, when there is a rush to get material to distributing points before heavy weather comes on.

Upward tendencies were noted in the fire brick, fire clay and fire sand departments, but no actual advances were reported in quotations. This movement is due to heavy specifying on the part of crucible, fire brick and retort makers who show a disposition to be prepared against any shortage of crude material due to protracted cold weather, which, it will be recalled, almost necessitated the closing down of some plants last winter.

The settlement of the teamsters' strike through arbitration, which allowed the teamsters hauling building materials, a slight advance over the scales heretofore prevailing, is generally looked upon as having a tendency to encourage other trades not bound by long term contracts to take advantage of the heavy building season to come forward with demands for higher wages. It is not generally believed, however, that serious trouble will develop among the building trades this winter, although there possibly will be some readjustments here and there before the 1913 building season gets under way.

The buying movement in the common brick department this week continued fairly active with price bars still down, but the activity in this line might be accounted for by the report, which seemed well founded, that higher prices will be quoted next week.

The Pittsburg iron interests having representation in this city expressed themselves as satisfied with the prices fixed for lake ores for the year 1913. Heretofore the fixing of ore prices has been left until the middle of December at least, and occasionally has gone over to the opening of the new year. This is the best proof of the unusual conditions now prevailing in the basic metal market, because pig iron is the very basis of all building material prices, with the single exception of lumber.

For a short week building material transactions were unusually heavy, both on actual demand and upon reservations for next year's delivery, apparently showing that projected building operations which were held up until after election are now actually coming forward.

#### Don't Be a Mossback.

"Successful municipal ownership or socialism is a comparative term different at different times and at different places. Wherever and whenever a city directly undertakes and carries on a public service successfully, it affords a conclusive demonstration of its socialistic capacity to that extent. The municipal range in these matters is slowly broadening with occasional retrogression. You never can tell till you try, but don't try too much or too soon—and don't be a mossback."—Commissioner Tomkins.

#### New Ideas in Apartments.

A feature of an apartment house just completed in the city of Cleveland, Ohio, is that each suite of rooms has a front porch 10x16 feet and a sun parlor of the same size opening from the living room. There is a covered sleeping porch in the rear of each suite. The servants' rooms and butler's pantry are grouped in the center of the building

entirely separated from the family portion of the suites, and there are extra servants' quarters and baths in the basement. Each tenant has an individual brick garage. The building is heated by the vapor steam system, and in the front rooms of the suites the indirect lighting system is used.—"Building Age."

FACTORIES AND WORKROOMS.

Safety Code Prepared by New York Committee.

The Committee on Safety of the City of New York has issued a leaflet containing the following safety code for factories and workrooms:

- (1) Forbid smoking in the workrooms.
(2) Blow out matches before throwing them away.
(3) Clear out rubbish and clippings every day from workrooms, hallways and basements.
(4) Do you keep benzine, naphtha, gasoline, alcohol, turpentine, paint or varnish, except in safety cans, as required by law.
(5) Get a license from the fire department before storing these inflammable fluids on your premises.
(6) Keep gas jets guarded by wire cage, so that materials may not touch the flame.
(7) Keep motors and gas engines boxed and enclosed in fireproof partitions.

A Warning About Accident Insurance.

Many a property owner feels with secure and comfortable satisfaction that he has insured his property in case of accident, and thereby escapes personal liability, says the latest Bulletin of the United Real Estate Owners' Magazine. Blissfully relying upon this fact, he forgets or neglects to notify the insurance company of the happening of an accident or perhaps he thinks the injury or damage so trivial that it is not worth while to notify the company.

Moral: Immediately notify the insurance company, no matter how great or small the accident!

Hell Gate Bridge Injunction Suit.

The City of New York has applied to Supreme Court Justice McCall in the case of the Manhattan State Hospital against the New York Connecting Railroad for permission to be made a party to the suit for a permanent injunction to prevent the construction of a bridge over Ward's Island connecting the Long Island Railroad with the New York, New Haven & Hartford Railroad.

The city holds that it acted properly in granting a franchise for a bridge over the Island occupied by the plaintiff, in spite of the contention of the State Hospital managers that a special act of the Legislature is necessary before any such bridge as that contemplated is constructed.

This action on the part of the city practically puts it in a position where it is on the side of the railroad, making the railroad's interests its own.

—The City Market Commission, of which Borough President Miller, of The Bronx, is chairman, will begin sessions again next week.

REAL ESTATE STATISTICS

The following table is a resume of the recorded Conveyances, Mortgages, Mortgage Extensions and Building Permits for the boroughs of Manhattan, the Bronx, and Brooklyn and the Building Permits for the boroughs of Queens and Richmond for the current week.

MANHATTAN CONVEYANCES

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., Assessed value, No. with consideration, Consideration, and Assessed value.

MORTGAGES

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Summary table for Mortgages with columns for 1912 and 1911.

MORTGAGE EXTENSIONS

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

BUILDING PERMITS

Table with columns for 1912 (Nov. 23 to 29) and 1911 (Nov. 25 to Dec. 1). Rows include New buildings, Cost, Alterations, and Amount.

BRONX CONVEYANCES

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., No. with consideration, Consideration, and Amount.

MORTGAGES

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Summary table for Mortgages with columns for 1912 and 1911.

MORTGAGE EXTENSIONS

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include Total No., Amount, To Banks & Ins. Cos., and Amount.

BUILDING PERMITS

Table with columns for 1912 (Nov. 23 to 29) and 1911 (Nov. 25 to Dec. 1). Rows include New Buildings, Cost, Alterations, and Amount.

BROOKLYN CONVEYANCES

Table with columns for 1912 (Nov. 21 to 26) and 1911 (Nov. 23 to 28). Rows include Total No., No. with consideration, Consideration, and Amount.

MORTGAGES

Table with columns for 1912 (Nov. 21 to 26) and 1911 (Nov. 23 to 28). Rows include Total No., Amount, To Banks & Ins. Cos., No. at 6%, No. at 5 1/2%, No. at 5%, No. at 4 1/2%, No. at 4%, Unusual rates, Interest not given, and Amount.

Summary table for Mortgages with columns for 1912 and 1911.

BUILDING PERMITS

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 23 to 28). Rows include New buildings, Cost, Alterations, and Amount.

QUEENS BUILDING PERMITS

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include New buildings, Cost, Alterations, and Amount.

RICHMOND BUILDING PERMITS

Table with columns for 1912 (Nov. 22 to 27) and 1911 (Nov. 24 to 29). Rows include New buildings, Cost, Alterations, and Amount.

Kings and Queens Brokers Meet.

Regular meetings of the Kings and Queens County Board of Real Estate Brokers are being held weekly. The by-laws have been completed and will be ready for action at the next meeting. The invitation to join the organization has been accepted by real estate brokers from Jamaica, Richmond Hill, Greenpoint, Brooklyn and Flatbush.

—A building which has no better claim to "historic interest" than that it was built "nearly one hundred years ago" is not very notable, when any old town can show many much older. The old Assay Office won't be missed when a much handsomer building takes its place.

# BUILDING SECTION

## THE NORTH RIVER DOCK PROBLEM

Can the Brick Market Be Made to Move On?—Commissioner Tomkins Says It Would Mean Higher Cost of Shelter—Wants the Whole Waterfront Problem Settled Now.

THE North River dock question, which is bound up matters of the highest importance to real estate and building, will be decided by the Board of Estimate next Thursday, and in the meantime the members will talk it over in an executive session.

No intimation was given at the hearing held on Wednesday of this week of what the board intends to do, whether to combine the plans for the big piers with the rest of the Dock Commissioner's plans for the water front of Manhattan and make one big proposition of the whole, or whether to do as Brooklyn asks and build the piers at South Brooklyn.

It wasn't an extended hearing. Only three Brooklyn men had been permitted to speak before the Mayor broke in and closed the remarks, with an intimation that he did not care to hear any more when the subject was not evidently understood. No protest was made in behalf of the building material interests, against being deprived of their market and landing place at the foot of West 52d street, beyond the submission of a brief from the Building Trades Employers' Association.

### Brooklyn Wants the Piers.

Brooklyn is solidly in favor of having the piers built on her southern shore. Twenty-five civic and commercial organizations have organized a central body for the express purpose of fighting for the piers, and they have the support of the New York Board of Trade and Transportation. Manhattan building material interests are relying on the protection given in the Charter, which expressly sets aside the basin at the foot of West 52d street for the use of North River boats. This protection can only be withdrawn by act of the State Legislature. The up-state shipping interests through their representatives in Senate and Assembly, and with the aid of the Brooklyn representatives, would be able, it is said, to block the city plans if they should be found inimical to the local transportation interests.

### The Charter Gives Protection.

The City Charter provides in Section 854 that the "water adjacent to the north side of the pier at the foot of 51st street" shall hereafter be reserved from the 20th of March to the 31st of December in each year for "the exclusive use and accommodation of canal boats and barges engaged in the business of transporting property on the Hudson River, and for the use of lighters engaged in loading and unloading such boats;" and it is made the duty of the Commissioner of Docks to prevent all other vessels from approaching or entering the slip.

In addition to this specially reserved section other piers in the vicinity are also used for unloading building material from up the river and the canals.

### Building Trades Opposed.

The objection which the Building Trades Employers' Association has to the plan for the new piers is that it will deprive the building trades of the use of the present facilities.

"Piers for their use located at any great distance above or below would work considerable hardship upon the building trades and the numerous merchants who use the public piers between 44th and 55th streets," state the counsel of the association, Messrs. Eidlitz & Hulse. "The added haul would increase the price of building materials over New York City. Heavy trucking and the cartage of beams through the streets for unnecessarily long distances would be neither for the advantage of the condition of the roadway nor of the general traffic of the city. It is therefore submitted, if the plan be approved, that other sufficient piers in the immediate vicinity be afforded to the use of the building trades."

### President Howland's Views.

That another part of the water front will be offered to the Hudson River boating interests seems probable. Francis N. Howland, of Candee, Smith & Howland Company, who is president of the Association of Dealers in Building Materials, said it looks as if the building material and other interests must retire gracefully from the field, and allow the more important needs of the city to take precedence.

"I can remember the Brick Market when it was at the foot of West 11th street, then Hammond street, and its being removed to the foot of West 30th street as the needs of commerce demanded; and after a number of years there of being forced to the foot of West 52d street, as the steamships gradually approached toward the upper part of that section. And now I suppose the next move will be to the foot of West 79th street and vicinity, where no doubt proper facilities can be found for many years to come for the docking of barges with building and other material for the city's needs.

"Certainly it is reasonable to expect, if it should be necessary to order the Hudson River boating interests to move on, some place will be found by the city through its present efficient Dock Commissioner, for the docking and caring for of building materials and kindred interests."

### What the Dock Commissioner Says.

When interviewed for the Record and Guide, Hon. Calvin Tomkins, the Commissioner of Docks and Ferries, said that in his judgment there could be no satisfactory solution of the congestion, disorder and expense along the West Side of Manhattan except through the prompt construction of a marginal elevated freight was under public control and for general use.

"Every day's delay in coming to a conclusion about this puts back the day of settlement and makes a final working out of the problem more difficult."

Commissioner Tomkins would consider it unwise to make two bites of the problem. The entire West Side Terminal development should be considered as a unit, at least from 60th street south, and the construction and piers and docks throughout this district

should be considered in relation to and dependent upon the organization of marginal upland facilities.

The basic principle of modern seaport organization, the Commissioner says, is to provide railroad circulation of traffic parallel to and behind the docks as free and unobstructed as is the water front traffic circulation in front.

### Future of the Building Material Market.

In answer to a question as to what is to become of the Brick Market the Commissioner called attention to a report he had just prepared and forwarded to the Mayor, under date of Tuesday, November 26. In this report he says:

"A very heavy indirect tax is now imposed upon fuel and shelter as a consequence of the long hauls incident to trucking building materials from the district north of 44th street to the intermediate and downtown districts. The landing of these coarse freights has gradually been forced away from the downtown water front by the steamships and the railroads, so that the average haul is now several times as long as it otherwise would be, and unless the marginal railroad shall be constructed, permitting of the release of piers down town for handling local coarse freights, the only alternative will be to drive this business into the Riverside Drive section, to the detriment of that locality and to the increased cost of building.

"DeWitt Clinton Park, created under the 'Small Parks Act,' at great expense, will be curtailed or eliminated; it will also be necessary to repeal Section 854 of the Charter, which sets apart for the use of canal boats and barges engaged in the business of transporting property on the Hudson River, the docks between West 51st and West 54th streets.

"The large steamship companies are apparently eager to secure this uptown location, but if, in co-operation with the Federal Government, this great expense can be avoided and the funds saved for improvements elsewhere, I believe the city should leave no stone unturned to bring about this result.

"I am not yet convinced that the uptown location is unavoidable."

### Rival Plans.

Commissioner Tomkins also called attention to a report prepared by him and submitted to Mayor Gaynor under date of November 21, in which he said:

"The contention of the Board of Estimate's Terminal Committee, that the only railroad tracks reaching Manhattan from the West shall be discontinued at 30th street, and that drayage, lighterage and car float deliveries to lower Manhattan shall be substituted, as opposed to the Dock Department's contention that direct rail service along the West Side of Manhattan should be continuous, has brought about the deadlock which has threatened the city's commerce for the last two years. Whatever may be the merits of the rival plans, it is imperative that the dispute regarding this fundamental principle should be decided without further delay. If it is un-

wise to discontinue the tracks below 30th street, then no further delay need be incurred in considering the committee's 'Isolated Terminals' plan. If further discussion is needed, this should be forced on specific plans.

"Since the deadlock must continue until the issue is settled, I deeply regret that the committee has not publicly attacked my plans and defended its own, and even at this late date I again urge upon it a prompt reply to the following queries:

**Pertinent Queries.**

"(1) Since the principal wholesale district of the city is connected with the State and country only by one railroad, and since this fact has resulted in the absorption of litarage charges by all the other railroads about the port (which is of immense industrial and commercial advantage to the city) is it desirable that the tracks of this one road should be terminated at 30th street?

"(2) Is it likely that the State of New York will permit this?

"(3) In view of its rights and interests, is it likely that the Central Railroad will submit, without resistance?

"(4) Is it likely that the courts will permit such discontinuance?

"(5) Will not such discontinuance impose a still more intensive railway pier terminal service on the lower Manhattan water front; will not existing congestion become worse confounded as the railroad traffic grows, and will not necessary expansion of this floating railroad yard progressively drive more and more of the marine commerce naturally seeking Manhattan to less convenient and desirable terminals?

"(6) What will be the effect upon manufacturing concerns like the National Biscuit Company, depending upon railroad connections, and what will be the effect upon real estate values and tax receipts along the West Side in cutting off abutting property from the future possibility of such connections?

"(7) The report of the New York State Food Investigating Commission on the cost of living in New York City, and its relation to terminal markets, will receive prompt attention when the Legislature meets; is it not probable that the creation of such a West Side market, to which all the railroads shall have direct access, will become as exigent as is now the long pier problem? And how will it be possible to provide for such a market, accessible to all the roads, and coincidentally to relieve railroad terminal congestion at the West Side, except by the construction of a public marginal railway which shall make possible the development of many terminals along its route?

"(8) Should not private obstructions be promptly removed from the street ends along the river front so that any water front development plan may be the more promptly executed when determined upon, and in the interim north

and south transit along the water front facilities?

"(9) If local coarse freights such as building materials, coal, lumber, etc., are to be excluded from the district between 43d and 59th streets, where can this business be provided for?"

**BUILDING LIMITATION.**

**A New Plan for Regulating Heights—Additional Stories When Recessed.**

A limitation to the heights of buildings to be hereafter erected for business purposes in the Fifth avenue section is being strongly advocated. Certain interests would have the restriction apply not only to Fifth avenue but throughout the city as well. The question has been debated for ten years off and on, with very general assent to some restriction, though there has ever been an undercurrent of belief that a city ordinance or a State law of that nature would be held as unconstitutional, and a former Corporation Counsel so advised Mayor McClellan on one occasion.

A number of ways of limiting height, other than by an inflexible horizontal dead line, have been suggested, as a means of preventing what is termed "misconstruction." The views of Ernest Flagg, the architect of the Singer Building, on the subject were contained in Record and Guide of November 16. Another novel plan, which is here proposed for the first time, is the conception of Adam E. Fischer, architect, of 23 Park Row.

Mr. Fischer does not favor singling out certain streets for the purpose of restricting the height of buildings to be erected on them. He would make the limitation apply throughout the city, on the principle that what is good for Fifth avenue should also be good for any other section.

**Limitations Everywhere.**

"If we need light and ventilation and easy access there," said Mr. Fischer, "how much more do we require the same in other parts of our great city? Too much attention has been given to the matter of heights of buildings facing on streets, while nothing has been said as to light and ventilation of buildings from the rear. They should be opened up from that point, as that is where they are defective. This has been shown by a number of examples, where the adjoining property was acquired to protect the light and ventilation of newly erected buildings.

"In the last proposed building code some steps were taken to rectify this evil, but not sufficiently, as any building more than 225 feet high could be extended without further restriction. This I think was a mistake. The area of a building should be regulated by the number of stories and not by its height in feet and inches; and so proportioned as not to damage the adjoining property, whether on the side or

rear. In order to give proper light and ventilation to the entire block a large open space should be left at the rear of each building, proportioned to the height and number of stories.

**A Setback Method.**

"In the interest of the community the man who builds a low building (this applies to all buildings) should be permitted to cover as much space as he wishes, say on the first floor 100 per cent. When he builds two stories he reduces his advantage by 10 per cent., as he requires light and ventilation for the first and second floors. For each additional story above this add 1 per cent. of unoccupied space to the lot. He should leave at least five feet space in the rear of the building at the second story, and increase the rear yard by one foot for each additional story.

"This is not asking too much, as you see by the enclosed sketch that it would be twelve feet deep for a building on hundred feet high, while the requirement of the Tenement House law would be sixteen feet. With a building 170 feet high, eighteen feet, and so forth.

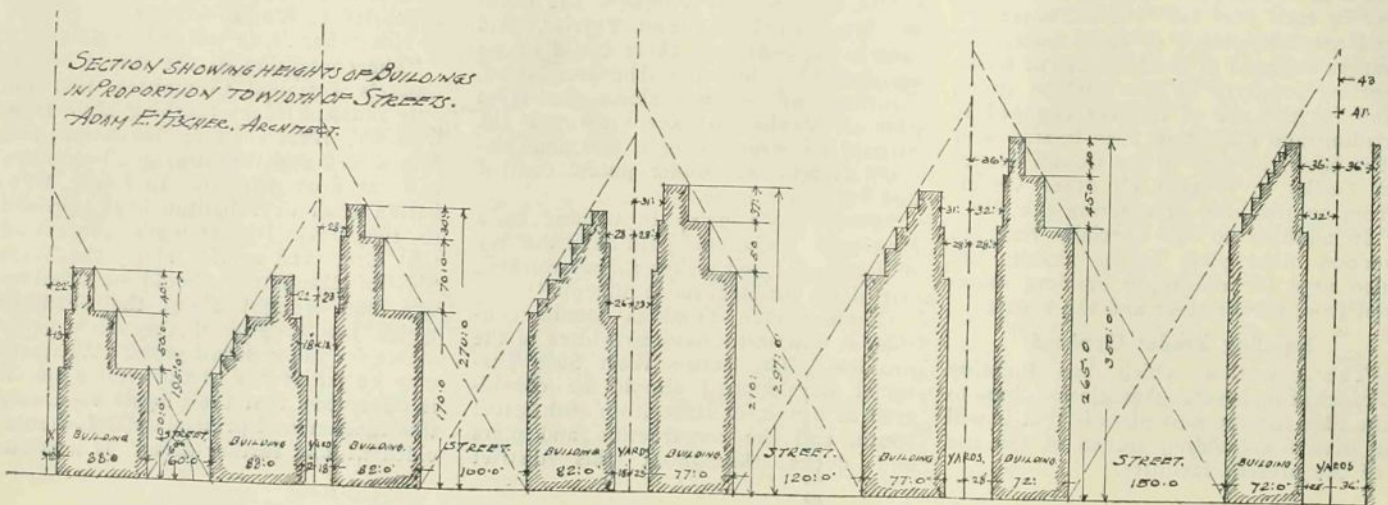
"I have made a section drawing showing the different heights of buildings in proportion to the width of street at an angle of 60 degrees from building line to building line, which is a trifle over the regulation as laid down in the Tenement House law. This would to some extent regulate the height of buildings and allow additional stories when recessed or stepped back. For the rear of buildings this is nothing new, as it has been done for the building at Fifth avenue and 23d street, giving additional light to the rear offices and increasing the value of the building."

**A Big November in Queens.**

Plans were filed from November 1 to November 23, inclusive, with the Bureau of Buildings in Queens for 245 new structures to cost with plumbing \$2,027,300. This is said to be the biggest November record in the history of the bureau. It is \$600,000 now over the total for the entire month of November in 1911. October this year ran \$250,000 ahead of the corresponding month of 1911.

Among the prominent plans filed is one by the City of New York for the new Flushing High School, a three-story brick structure, with one section 195 feet by 57 feet and another section 182 feet by 68 feet and with a five-story tower, all to cost \$380,000. It is to be built on Broadway, northeast corner of White-stone avenue.

—Unskilled labor is actually scarce in some parts. Many foreigners have gone home to fight the Turks, and others are leaving for no better reason than that winter is coming on. Fifty Italians quit one job last week and sailed to-day, saying only "It's getting cold."



## OLD STORIES OF GRAFT REVIVED

The Superintendents of Buildings Comment on Mr. Fosdick's Criticism of Building Inspectors—Would Like to Have Proof of Any Wrong-Doing.

Raymond P. Fosdick, former Commissioner of Accounts, in an address last Sunday evening at the Manhattan Congregational Church, ventured to revive his charges of "graft" in the Building Department. He is quoted as saying:

"If the builders in New York really wanted to eliminate the graft in the Building Department they could do it in ten days. The trouble is they all don't want to eliminate it. They need it in their business. Some of them want to have the opportunity of putting in a three-inch beam where a six-inch beam is required. They want to avoid some of the strict sections of the building code. It is cheaper to pay an inspector than to put up a building that is safe. And yet when these same gentlemen pick up the morning newspapers and read of graft in the Building Department they hold up their hands in horror and bemoan the lack of honest men in office."

### What Does Mr. Fosdick Know?

Superintendent Carlin, of Brooklyn, who was himself a big builder, said when shown an extract from Mr. Fosdick's latest deliverance, that he was not surprised, as he had heard such statements before.

"Since I became head of this bureau," he added, "I have run down several such stories, only to find them untrue, and in one instance a young architect made an abject apology for a similar statement made by him which existed only in his imagination.

"If Mr. Fosdick can furnish any proof of the charges he makes to the Superintendent of Buildings in any of the boroughs of this city, I am sure that he will gladly investigate the charges and punish the offender. Speaking for myself, in the fifty years that I was engaged in the building business in this city, I never knew of any 'graft' by inspectors or others attached to the Building Department.

"I trust then that Mr. Fosdick will give out all he knows that will throw light on this subject, or else apologize and say, as others have said, 'I only heard it.'"

### Men Not All Perfect.

Superintendent John W. Moore, of Queens, said it was a well known fact that, whether it be in the Police Department, Fire Department, Building Department or any other department where a large number of men are employed, there is bound to be among them some who are inclined to dishonesty, or who by temptation are led into dishonest practices.

"Personally, during the ten months that I have been in charge of the Bureau of Buildings of the Borough of Queens, I have received no complaint from Commissioner Fosdick or from any other person, along the lines mentioned.

"During most of the time that I have been Superintendent of Buildings, Mr. Fosdick occupied the position of Commissioner of Accounts, with authority and power to examine under oath any employee of the Building Bureau or any person doing business with the City of New York. During this time I have

heard of no prosecutions instituted as a result of Mr. Fosdick's activities in this direction, nor have I heard of him taking any serious action with a view of instituting prosecutions of those whom he now accuses.

"It would seem to me therefore that either the Commissioners of Accounts were derelict in their duty or that Commissioner Fosdick does not speak accurately or with any knowledge upon this subject."

### No Such Condition in The Bronx.

Supt. James A. Henderson of The Bronx, remarked:

"The cry of 'graft' appeals to the ordinary mortal and is invariably listened to with sympathetic attention irrespective of whether the cry deals in generalities or in specific accusations. In the absence of the latter against inspectors in the Bronx Bureau of Buildings, I have no comment in particular to make except to state that no such condition as was portrayed in the address exists in this Bureau and if Mr. Fosdick knows to the contrary let him produce the evidence and I shall lose no time in weeding out the unworthy.

"I believe that it is only fair for Fosdick to be more explicit in his statement. Let him recall that there are five separate Building Bureaus in the City of New York, and if the conditions as he states prevail in any particular Borough or Boroughs let him state so specifically and remove the cloud of suspicion which his ungrounded accusations have cast over the inspectors of the other organizations where it is undeserved.

"The business in this bureau is conducted in a careful and painstaking manner which nullifies to a considerable extent the possibility of graft, and I court a most searching investigation of this Bureau at any time with implicit confidence that my claims will be substantiated."

### Offenders Brought to Account.

Superintendent Miller of Manhattan said:

"It would be foolish for me to maintain that there is no graft in the Building Department at the present time. I think I have a right to say that everything that can be done is being done to eliminate it, but that it is the most difficult problem that presents itself to a public officer for solution.

"A bribe requires two persons—the bribe giver and the bribe taker. Under the law the one is as guilty as the other, with the result that neither is going to divulge anything about it if possible. Mr. Fosdick, who was formerly Commissioner of Accounts, knows the difficulties and he knows also of how graft occurs. He has put it very tersely in his statement. As I have already publicly stated, any builder or architect who is guilty of giving graft is either a fool or a knave. A fool, if he thinks he must do it, because he knows he can come here and get anything that is right and proper without paying for it; a knave, if he is guilty of graft, because he is seeking some favor or doing something that is illegal.

"Mr. Fosdick has helped this bureau considerably in bringing to account

some of the grafters that we have discovered in this bureau. When I called his attention two years ago to certain facts that I had discovered, he took up the matter at once and through his powers as Commissioner of Accounts, got the information which I was not able to get because of the unwillingness of those concerned to give me that information and my inability to secure it in any other way. Mr. Fosdick, with his powers of subpoena and investigation, was able to get the facts.

"The brazen way in which the graft was sometimes passed, was shown by a bill put in evidence by one contractor to another for the payment of a bribe to one of the inspectors. The difficulties that are involved can be readily understood when I tell you that a few years ago I met a man who passed for a respectable builder in this city, who told me in the presence of others that he would much prefer to pay the inspectors to overlook certain things that he did than to take the trouble to go to the office of the Bureau of Buildings and secure what he had a perfect right to. The excuse he gave for that was simply that he knew he was not doing anything that was really wrong, though perhaps not strictly in accordance with the law and that he could get it anyhow, but the method he adopted was easier."

### For New Police Stations.

The Board of Estimate has reported to the corporate stock budget committee a request from the Police Commissioner for the authorization of \$800,000 corporate stock, for the acquisition of four sites and construction of station houses, namely:

(1) Chatham square, Manhattan, to replace 5th Precinct Station House on Oak street, and 7th Precinct Station House on Madison street.

(2) The Bowery and Kenmare street, Manhattan, to replace 6th Precinct Station House on Elizabeth street, and 12th Precinct Station House on Mulberry street.

(3) 165th street and St. Nicholas avenue, Manhattan.

(4) Brook avenue and 138th street, The Bronx.

### A Lecture on Sprinkler Systems.

The first of the course of lectures on automatic sprinklers given by the Barebones Club in the Insurance Library, to which all members of the Insurance Society are invited, was delivered by E. P. Boone, the automatic sprinkler expert of the New York Fire Insurance Exchange.

Mr. Boone said that he was working on plans which would revolutionize sprinkler systems. The idea is to do away with roof tanks, which in case of collapse subject the building and contents to serious injury, and, instead, to place the tanks in the cellar and to force the water to the roof when it is wanted.

—Settling the engineers' wage question has removed one more danger from the industrial situation.

## FIRE-PREVENTION BILLS.

**Requires Fire Exits and Automatic Sprinklers in Factory Buildings.**

The State Factory Investigating Commission has under consideration twenty-three bills for introduction at the next session of the Legislature. The bills are tentative and have not been approved by the commission. They have been the subject of hearings held by the commission in New York and other cities. Copies are being sent to the various interests affected, with an invitation to freely criticize them. Robert E. Dowling, president of the City Investigating Company, is the only representative of real estate interests on the commission, the chairman of which is Senator Wagner.

A hearing on the bills relating to fire-hazard in existing factories will be held at the City Hall on Thursday morning, December 4, at 10:30. A hearing on the proposed bills for changes in the organization of the Labor Department will be held December 2, at 10:30 a. m.

A synopsis of the bills as they then stood will be found in the Record and Guide of September 28, p. 564. Several have since been added. The Realty League and the Merchants' Association have appointed committees to consider the proposed measures. The bills have by the commission been numbered and designated as follows:

(1) Fire prevention. (2) Fire drills and fire alarm signal systems. (3) Automatic sprinklers. (4) Fire-escapes and exits; stair and doors. (5) Limitation of the number of occupants in factories. (6) Organization of the labor department; division of industrial, hygiene and medical inspection. (7) Advisory board to the department of labor. (8) Bureau of mercantile inspection, extension to cities of the second class. (9) Definition of a factory. (10) Posting abstracts of the labor law. (11) Cleanliness of factory buildings. (12) Cleanliness of workrooms. (13) Seats for female employees in factories. (14) Seats for female employees in mercantile establishments. (15) Prohibition of night work by women. (16) Employment of women in core-rooms. (17) Foundry bill. (18) Accident prevention, lighting of factories and workrooms. (19) Physical examination of children between fourteen and sixteen years employed in factories. (20) Prohibition of the employment of children in dangerous trades. (21) Service of summons in another county, in proceedings against a corporation for violation of labor law. (22) Drinking water, wash-rooms, dressing rooms and water closets. (23), A, B, & C, extension of jurisdiction of the children's court in cities of the first class to cover prosecutions for violations of the child labor and compulsory education laws.

Bill No. 4, in relation to fire-escapes and exits requires in all factory buildings in the State at least two means of egress. Outside fire-escapes must be provided unless adequate provision has otherwise been made for safe egress. Stairways must be completely enclosed with brick walls of terra cotta, block or reinforced stone concrete. Bill No. 3 specifies automatic sprinklers for every factory building more than seven stories in height.

—The George A. Fuller Company, a subsidiary of the United States Realty, will erect the eighteen-story office building for the Consolidated Gas Company in East 15th street, from plans by William Cullen Morris. As six more stories will be added to the adjoining building at the southeast corner of Irving place and 15th street, the gas company will have large office facilities there.

## PREVAILING RATE OF WAGES.

**An Action to Enforce It in the New Subway Work by Electrical Workers.**

Asking that a \$2,000,000 contract be declared null and void because the company having the contract failed to pay an employee what is alleged to be the prevailing rate of wages during the period of his employment, which was only a few months, Paul McNally, delegate of the Union of Inside Electrical Workers, made a formal complaint to the Public Service Commission.

The commission has considered several cases involving the question of the prevailing rate of wages, but never before has it been asked to cancel a contract by reason of the alleged failure of the contractor to pay that rate. Hearings were held on Mr. McNally's complaint, and the commission now has the case under advisement.

The company against which the complaint was made is the Underpinning and Foundation Company, which has the contract for the building of that portion of the Broadway, Manhattan, subway lying between Canal street and Bleecker street. The contract price is \$2,295,000. In his complaint Mr. McNally alleges that the company "has failed to pay to one Charles McClafferty, employed as an electrical worker for said company, \$4.50 per day, which is the prevailing rate of wages in this vicinity for electrical workers, and paid said Charles McClafferty during the month of May, 1912, and other times the sum of only \$3.50, which was not the prevailing rate of wages, and I therefore ask this honorable board to declare said contract with said company void."

The complainant was represented by his attorney, William D. McNulty of 141 Broadway, who attended the hearings held before Commissioner John E. Eustis.

At the hearings Charles McClafferty testified for the complainant, and Mr. McKibbin, general superintendent, for the Underpinning Company. The complainant's contention was that McClafferty had been employed as an electrical worker and was, therefore, entitled to \$4.50 per day. The company, however, claimed that he had been employed merely as a wireman and had been paid fully as much as similar workmen were paid on other subway contracts.

A representative of the Degnon Contracting Company, which has the contract for a section of the Broadway subway immediately south of the Underpinning Company's contract, testified that his company employed men for the work of wiring in the subway tunnels and paid them from \$3.00 to \$3.50 per day.

**An Architectural Trick.**

On the Woolworth Building the terra cotta has been treated with surpassing cleverness. Besides emphasizing the vertical lines, color has been made to play an important part, and so subtly done as not to attract attention. The trick consists in simply using a slightly darker tone for the surfaces between one window head and the sill above, which, repeated for scores of stories, adds decided emphasis to the already great appearance of height.

In the matter of enriching the crown of both the building proper and its tower, Mr. Gilbert has devised a motive which does not project unduly nor does it interrupt the verticality of the building, like a cornice. It consists merely of a Gothic canopy, and where the tower leaves the building this canopy has been so broken as not to interrupt the free flight of the shaft, which goes on soaring as no building ever soared before.—Albert Kelsey in the "National Builder."

**NEW THINGS****Steam and Water Pressure Regulator.**

The Ross Valve Company, of Troy, N. Y., is putting on the market something new in the way of a valve, which regulates pressures for steam and water. These valves come in sizes embracing the largest as well as the smallest pipes.

**Cutting Pipes with Fire.**

Practically every building manager and contractor has occasion to cut through steel or iron pipes and to weld metals at different times. The newest and most up to date way of accomplishing this work is by the oxy-acetylene cutting and welding process. This equipment is very strong, safe, durable, efficient and economical. It is manufactured by Messer & Co., of Philadelphia.

**A Flexible Coupler for Engines.**

The Franke Company, of New Brunswick, N. J., is introducing a flexible coupler to eliminate breakage due to misalignment of shafts in direct connected engines and power plants capable of carrying up to 3,000 H. P. The device is based upon the principle of the sheaves in a carriage spring allowing for automatic rotary adjustments between the drive and the engine, so as to practically eliminate heating of bearings, and to permit engines to operate to their full registered horsepower. This coupler has a particular application in the operation of high speed pumps, pressures and elevator machinery, where bearing wear is extremely heavy, owing to the engines getting out of line.

**Shadowless Lights.**

Something new in the way of a shadowless lamp is being introduced into the market by the Straight Filament Lamp Company, of 25 West 42d Street. The system eliminates the narrow pear-shape globe, and replaces it with a straight line filament about 12 inches long, yielding a straight uniform light throughout its entire length. This filament is placed in a clear glass tube, and has no end sockets or attachments of any kind to check the course of the light. It is claimed for this lamp that it has extremely low current consumption, and has greater life than an ordinary bulb. For office or desk equipment it should appeal to the building manager as well as to the owner and operator of apartments and office buildings, because of its low cost of operation and moderate installing costs.

**New Style of Shingles.**

A novelty in asbestos shingles is being turned out by the H. W. Johnson-Manville Company of this city. These new shingles are thicker than ordinary asbestos shingles and differ from the usual shingle of this type in that instead of the edges being smooth and uniform they are finished irregular and rough. The idea is to present a more artistic roofing finish, and at the same time provide one of more durability and one that is fireproof. These shingles weigh less than slate or tile and consequently do not require such heavy roofing timbers. In addition they do not crack, split or exfoliate when exposed to extremes of weather. These shingles are offered in Indian red, slate and natural gray in sizes 9x12 inches for the American method of laying, and 18x18 inches for French or diagonal laying.



**BUILDING MATERIALS**

**STEEL CORPORATION A BRAKE ON HIGHER PRICES.**

Efforts of Independents to Stiffen Quotations Nil—Iron Firmer—Linseed Oil Lower—Chain Prices Move Up—Wire Rope Unaffected by New Differential in Wire—Lumber Has Surprising Call—Slate Prices Firm—Hollow Tile in Steady Demand—Roofing Tile Brisk.

**P**ROLONGED building weather is largely accountable for the heavy demand in practically all departments during November. The chief factors in the market during the last four weeks have been a general firming in demand and prices, and a tendency to engage building material deliveries not only into the first, but also into the second quarter, while steel is being engaged well into the third quarter. Pig iron, which usually is sold not more than a half year in advance, is being engaged well into next September.

As far as labor is concerned, this factor in the construction market has been unusually quiet, which is being interpreted by certain interests as the calm that precedes the storm. The fact that the teamsters' strike was settled without any serious inconvenience to construction work may or may not encourage other trades to take some action looking toward an improvement in their working condition during the coming season of prosperity. Labor leaders, however, discount these prognostications and point to the fact that most of the building trades are tied up with long-term contracts or working agreements which precludes any difficulties during the winter months.

Generally speaking, all rumors to the effect that there will be general labor trouble in the building trades this winter are without foundation and are based solely upon the fact that because there will be plenty of employment for skilled building artisans well into the spring that there must necessarily follow unrest in the skilled trades.

The demand for common brick was not as heavy this week. Lumber continues in good demand, especially heavy false work materials. In spite of the fact that manufacturers have adopted a differential of forty cents per 100 pounds between the price of galvanized and plain wire, which is ten cents higher than the old differential, the quotations on wire rope are without change. The discount on wire rope to the large trade is still 42½ and 5 per cent. from list for galvanized and 50 and 5 per cent. for bright. Owing to the advance in the price of iron and steel, chain to-day costs more. New list prices, Pittsburgh, will be found in another column.

There was no change in the quotations on hollow tile during the last month despite the fact that the demand is exceptionally heavy and that all kinds of tile are being required for the fall building movement. The discount of 85 per cent. is still allowed on blue linings, while roofing tile is in very brisk demand. The advent of cold weather during the close of the past week had a tendency to stiffen quotations, and if this cold cold weather prevails higher prices may rule.

Building money continues in good demand. There is a general feeling that much of the pre-election business that was deferred until the behavior of the securities market could be studied is now coming out, although the volume is much less than was expected earlier in the season.

**HEAVY BUYING IN COMMON BRICK.**

**Prices Will Move Up Again Early Next Month for Hudsons.**

Common Hudson River brick moved with some aggressiveness this week. Prices still hung at \$6.75 to —. While the market was apparently well supplied, buying continued at this level in anticipation of the report that there would be advances on the first of December. This prompted dealers to come into the market whether they needed brick or not, showing that the sales were forced.

Official transactions for the week with comparisons for the corresponding week in 1911 follow:

1912.		18—22.	
Left Over, November		Arrived.	Sold.
Monday	.....	17	19
Tuesday	.....	5	5
Wednesday	.....	8	12
Thursday	.....	11	8
Friday	.....	12	11
Saturday	.....	9	9
Total	.....	62	64

Condition of market, forced. Prices, Hudson River, \$6.75 to —. Raritan River, \$6.75 to — (Wholesale, dock N. Y. For dealer's prices add profit and cartage.) Left over, November 23—20.

1911.		18—51.	
Left Over, November		Arrived.	Sold.
Monday	.....	14	8
Tuesday	.....	5	5
Wednesday	.....	6	15
Thursday	.....	17	8
Friday	.....	15	7
Saturday	.....	7	5
Total	.....	64	48

Condition of market, fair. Prices, \$7 top. Reserve, November 25—67. Covered 6 on call.

**STRUCTURAL STEEL PRICES STEADY.**

**Due to Successful Effort of Big Companies to Check Speculation.**

**N**OTWITHSTANDING frequent reports of advances in prices on plates, shapes and merchant bars by independent makers, they have had little effect on the real market, the Steel Corporation having reiterated from week to week its intention of holding to present official price levels on all business it could take for nearby or forward delivery. So far as actual buying on specified deliveries is concerned prices are practically unchanged.

Fabricated structural steel was moderately active, contracts for building, manufacturing plants and bridges being placed, calling for nearly 27,000 tons of steel and new inquiries were put out for about 30,000 tons additional. Outside of the heavy contracts still pending for subway and elevated road extensions there are few individual contracts calling for anything over 5,000 tons and most of the business is made up of small lots of from 500 to 2,000 or 3,000 tons each. The principal contract noted was for the 1,200 tons for the Cruikshank building.

Pittsburgh pig iron interests were eminently satisfied with the prices fixed for lake ores for the year 1913, as announced by the lake ore interests. Heretofore the fixing of ore prices has been left until mid-December at least, and occasionally has gone over to the opening of the new year.

The schedule was announced by Pickands, Mather & Co., which was accepted by all other large Lake Superior ore operators, provides for an advance of 60 cents above the 1912 prices. The new level is still 10 cents under the 1911 prices.

The new base is: Old range bessemer, \$4.40; Mesaba bessemer, \$4.15; Mesaba non-bessemer, \$3.40—all prices being delivered Lake Erie dock. About 6,000,000 tons of ore for next year's delivery were reported closed by independent consumers up to the end of the week.

The test of capacity in all lines since September has demonstrated conclusively that the weak spot in the iron and steel situation is the inelasticity of the crude steel capacity. The blast furnace interests have shown themselves abundantly able to cope even with an increase in the present demand for pig iron, and the finishing mills gradually are arranging mill schedules so as to satisfy the actual demands of consumption at its present rate.

Large sales of bessemer and basic pig iron continue to be the feature of the pig iron situation. The total movement of these two grades in the last fortnight aggregates more than 100,000 tons. This has been accompanied by an advance of about 25 cents in basic iron, to \$16.50 valley furnace or \$17.40 delivered Pittsburgh.

Bessemer has been held to the standpoint base of \$17.25 valleys. Demand for foundry iron for immediate delivery has driven that grade still higher, and producers are asking \$17.50 at furnace for shipments through December and January.

Prices current for shipment during the

balance of 1912 and first half of 1913 at tidewater:

No. 1 X foundry, Northern	.....	18.75@19.00
No. 2 X foundry, Northern	.....	18.25@18.50
No. 2 plain, foundry	.....	17.75@18.00
Gray forge, foundry	.....	17.25@17.50
Basic, Northern	.....	18.00@18.25
No. 1 Virginia foundry	.....	19.25@19.50
No. 2 Virginia foundry	.....	18.75@19.00
No. 1 foundry, Southern	.....	18.75@19.25
No. 2 foundry, Southern	.....	18.25@18.75
No. 3 foundry, Southern	.....	17.75@18.25
No. 4 foundry, Southern	.....	17.50@18.00
No. 1 soft, Southern	.....	18.50@18.75
No. 2 soft, Southern	.....	18.25@18.50
Gray forge	.....	17.00@17.25
Mottled	.....	16.75@17.00

**LINSEED OIL DECLINES.**

**Quotations on City, Raw, 52 Cents as Against 92 Last Year.**

**F**URTHER decline in the prices are reported in linseed oil. Ruling quotations now run from 52 to 53 cents as against 92 cents during the similar period last year. The demand here for linseed oil is light, showing the paint, varnish and steel coating interests are well supplied. Duluth reports heavy cedar arrivals with easier market. The tendency in which department is to go still lower. City raw American seed 52 and 53 cents. City boiled American seed 53 and 54 cents. Out of town raw American seed 51 and 52 cents.

**TERMS OF STRIKE SETTLEMENT.**

**Teamsters Secure Slight Advance Over Former Wage Scale.**

**T**HE teamsters' strike has been settled on the following basis:

Drivers of single carts, \$2 per day; drivers of double trucks until May 1, 1915, \$2.50 per day; from May 1, 1915, until October 1, 1917, \$2.60 per day; drivers of three-horse teams, \$2.85 per day; drivers of four-horse trucks, \$2.85 per day; drivers of five-horse trucks, \$3.10 per day; chauffeurs of one and three-ton trucks, \$18 per week; chauffeurs of three to five-ton trucks, \$20 per week five to seven-ton trucks, \$22 per week; seven to ten-ton trucks, \$25 per week.

**GENERAL HARDWARE ADVANCING.**

**Architects Advised to Allow Leeway When Figuring.**

**A**RCHITECTS, owners and specifiers will do well in figuring their hardware requirements to allow for advances in line with increasing prices in other building materials. The stiffening in price of iron and steel entering largely into the manufacture of hardware coupled with a heavy demand for this commodity, is responsible for new lists which probably will become effective on or about January first. The following statement, which was obtained too late for publication in last week's review of the building material market, gives a survey of the hardware market by an authority eminently qualified to speak of the subject:

Iron Age Hardware.—"The prospects in building hardware lines are constantly improving, and there is no likelihood of a recession in price. Manufacturers are looking for even heavier business next spring, and many will not accept orders for delivery beyond January 1. General hardware lines are advancing, and further appreciation in price is anticipated. These advances are being accepted by the wholesale and retail merchants of the country as a matter of course."—A. J. Barnett.

**EASTERN SPRUCE STRONG.**

**Mills May Saw Supply Before the Season Closes.**

**S**PRUCE from the East by cargo meets a strong demand, for the yards are ready to pick up almost any desirable offerings at current high figures, for there will be very little more stock to come forward for the Eastern tidewater mills before heavy ice forms in the rivers. Wide and long timber brings a range of \$24 to \$28 per thousand, according to sizes, while the cargoes of smaller randoms sell at \$21 to \$23. It is reported that most of the Eastern mills will saw out their supply of logs before the season closes, which will mean that they will be obliged to wait for the incoming drives in June, or later, before they will be seeking orders for next season's delivery.

Lath are very firm in this market in sympathy with the position at all other Eastern points, and a good standard slab lath sells freely on a basis of \$4 to \$4.10, and while receipts have been fairly heavy they have been quickly absorbed, and as Eastern supplies are coming from current sawing the production during the winter will run quite largely to round wood during the winter.

(Continued on page 1033.)

# CURRENT BUILDING OPERATIONS

Including Contemplated Construction, Bids Wanted, Contracts Awarded Plans Filed and Government, State and Municipal Work.

## Bridge Terminal Bids to Close Dec. 19.

The Department of Bridges, 21 Park Row, Arthur J. O'Keefe, Commissioner, announces that bids will be received until Thursday, December 19th for the improvement of the Manhattan Plaza of the Manhattan Bridge Terminal, plans for which have been prepared by Carrere & Hastings, 225 5th avenue. The work includes arch construction, retaining walls of concrete, colonnade work, paving, grading, landscape work, electric lighting, and the erection of lighting poles and shelter houses. The security required is \$250,000.

## John Peirce Co. to Build R.R. Y.M.C.A.

The New York Central & Hudson River Railroad Company, 70 East 45th street, has awarded the general contract to the John Peirce Company, of 90 West street, to erect the new railroad Y. M. C. A. building, seven-stories, 65 x 200 feet, in the south side of 50th street, at the corner of Park avenue, from plans by Warren & Wetmore. The Railroad Y. M. C. A., 361 Madison avenue, is the lessee. The estimated cost is \$150,000.

## CONTEMPLATED CONSTRUCTION Manhattan.

### APARTMENTS, FLATS AND TENEMENTS.

ST. NICHOLAS AV.—Starrett & Van Vleck, 45 East 17th st, are taking bids on the general contract for the 6-sty apartment house, 100x100 ft, to be erected at the southeast corner of St. Nicholas av and 189th st, for the Middletown Realty Co., care of George V. McNally, 47 West 34th st, owner. Ashley & Kaufman, 417 5th av, steam and electrical engineers. Cost, \$130,000.

69TH ST.—Schwartz & Gross, 347 5th av, architects, are taking bids on granite, limestone, hollow metal and fireplace arches for the 9-sty apartment house, 55x85 ft, to be erected at 102-106 West 69th st, for the Westport Construction Co., 231 West 99th st, owner, J. Sharp, president; Lawrence Ball, 6 West 18th st, is steel engineer; cost, \$175,000.

141ST ST.—Emery Roth, 507 5th av, has completed plans for the 6-sty apartment house, 135x86.11 ft, to be erected at 610 West 141st st, for the Ess En Construction Co., Inc., 247 West 127th st, owner; cost, \$200,000.

### FACTORIES AND WAREHOUSES.

25TH ST.—B. K. Hall, 1 Madison av, and the Bureau of Fire Engineering, associate architects, are taking bids for a 4-sty brick addition to the factory at 521-541 West 25th st, for the Conley Foll Co., on premises, owner. Van Vleck & Fawley, 239 West 52d st, are engineers.

### HOSPITALS AND ASYLUMS.

123D ST.—The Libman Contracting Co, 107 West 46th st, is figuring the general contract for a 7-sty clinic building, 35x100 ft, to be erected at 41-43 East 123d st, from plans by Max G. Heidelberg, 223 5th av, and Emilio Levy, 38 Union sq, associate architects. The Hospital for Deformities and Joint Diseases is the owner; estimated cost, \$75,000.

136TH ST.—J. H. Friedlander, 244 5th av, has completed plans for the 5-sty addition, 35x170 ft, to the Harlem Hospital at 136th, 137th sts and Lenox av, for the Bellevue and Allied Hospitals, foot of East 26th st, owner. F. A. Burdett & Co., 16 East 33d st, steel engineers. W. C. Tucker, 156 5th av, sanitary engineers. Pat-tison Bros., 1182 Broadway, steam and electrical engineers; cost, \$250,000. Estimates will soon be advertised for.

### MUNICIPAL WORK.

MANHATTAN.—Bids were received by the Department of Bridges, 13-21 Park row, Arthur J. O'Keefe, commissioner, for structural steel for the Brooklyn Bridge. McClintic Marshall Co, 21 Park row, was low bidder, at \$7,125.

MANHATTAN.—The Department of Correction, Patrick A. Whitney, commissioner, 148 East 20th st, is taking bids, to close at 11 a. m., Dec. 3, for furnishing and delivering hardware, paints, iron and steam fittings, lumber and miscellaneous articles.

MANHATTAN.—J. Waldo Smith, care of owners, chief engineer, is preparing plans for a cast iron pipe crossing the Narrows from Brooklyn to Staten Island for the Board of Water Supply, 165 Broadway, owner; Chas Strauss, president; cost, \$500,000.

65TH ST.—The Department of Parks is taking bids to close December 5th at 3 p. m., for alterations to the comfort station and playground at Central Park, 60 ft south of 65th st, Transverse rd, 1,000 ft east of Central Park West, from plans by J. Kraus, Arsenal Building, architect. Cost, \$14,500.

COOPER SQUARE.—Bids will close December 5th at 3 p. m. for the construction of a comfort station at the southeast corner of Cooper Park, 7th st and 3d av, for the Department of Parks. T. E. Videto, care of owner, architect. Cost, \$35,000.

### STABLES AND GARAGES.

AV B.—Axel Hedman, 367 Fulton st, Brooklyn, architect, is taking bids for a 2-sty brick garage, 92x95 ft, to be erected at the southwest corner of Av B and East 20th st, for John W. Brookman, care of architects, owner. Cost, \$25,000.

### STORES, OFFICES AND LOFTS.

25TH ST.—Gross & Kleinberger, Bible House, architects, are taking bids for the 12-sty office building, 25x86 ft, to be erected at 11 West 25th st, for the Eleven West Twenty-fifth St Co., 538 West 136th st, owner. Cost, \$105,000.

25TH ST.—The Libman Contracting Co, 107 West 46th st, is figuring the general contract for the 12-sty office building, 25x86.9, to be erected at 11 West 25th st, from plans by Gross & Kleinberger, Bible House, architects, and desire all bids on subs prior to Nov. 26. The Eleven West Twenty-fifth St Co, 538 West 136th st, is owner. The Passaic Structural Steel Co, 30 Church st, has steel work; cost, \$105,000.

BROADWAY.—Rouse & Goldstone, 38 West 32d st, are taking bids for \$40,000 worth of alterations to the store and loft at 935-939 Broadway and 157-161 5th av, for the estate of Richard Mortimer, 11 Wall st. The work calls for installing a new elevator shaft, stairways, toilets and a mezzanine floor.

### THEATRES.

AMSTERDAM AV.—Von Beren & La Velle, 507 5th av, have completed plans for a 1-sty moving picture theatre, 50x100 ft, to be erected on the west side of Amsterdam av, 50 ft south of 180th st, for the Kerlock Realty & Construction Co., George Brown, president, 63 Park Row, owner. Cost, \$12,000.

2D AV.—B. W. Levitan, 20 West 31st st, has completed plans for a 2-sty moving picture theatre and bank room, 48x52 ft, to be erected at the northwest corner of 2d av and 8th st, for Samuel Augenblick & Co., owner, who builds. Cost, \$20,000.

## Bronx.

### APARTMENTS, FLATS AND TENEMENTS.

ANTHONY AV.—Harry T. Howell, Willis av and 149th st, has been selected architect for the 5-sty tenement to be erected on Anthony av, running through to Carter av, 104 ft south of 174th st, for the Martin Tully Construction Co., 810 East 173d st, Martin Tully, president; Maria Tully, secretary.

SIMPSON ST.—The Kreymborg Architectural Co., 1330 Wilkins av, are preparing plans for three 5-sty brick tenements, 42x93 ft, to be erected in the west side of Simpson st, 100 ft north of 163d st, for the Pedgur Realty Co., 931 Southern Boulevard, owner. Cost, \$105,000.

### THEATRE.

180TH ST.—The Arc Realty Co., 15 William st, owner, is taking bids on subs for a moving picture theatre and store to be erected in the north side of 180th st 105 ft east of Daly av, the Bronx, to cost \$30,000. Goldner & Goldberg, 391 East 149th st, architects.

## Brooklyn.

### APARTMENTS, FLATS AND TENEMENTS.

MARION ST.—Farber & Nurick, 1028 Gates av, are preparing plans for two 4-sty flats, 25x81 ft, to be erected in the south side of Marion st, 250 ft east of Howard av, for Samuel Killner, 1538 Union st. Cost, \$11,500.

BAY 31ST ST.—Wortmann & Braun, 114 East 28th st, New York City, architects, are preparing plans for a 4-sty store and apartment house, 80x96 ft, to be erected at the northwest corner of Bay 31st st and Bath av, for Samuel Brill, 126 Bay 31st st, owner; cost, \$100,000.

VAN BUREN ST.—Adelsohn & Feinberg, architects, 1776 Pitkin av, Brooklyn, have prepared plans for a 4-sty brick apartment building to be erected in the north side of Van Buren st, east of Throop av, for the La Vin Building & Contracting Co, Inc, owners. The front will be of limestone and tapestry brick. The building will have modern improvements.

### BANKS.

BEDFORD AV.—Figures are being received for alterations to the bank at the northeast corner of Bedford av and Halsey st, for the People's Trust Co., on premises. Slee & Bryson, 133 Montague st, architects.

### CHURCHES.

4TH AV.—The South Brooklyn Gospel Church, on premises, Rev. O. M. Fletcher, 436 58th st, pastor, is taking bids for a 1-sty brick church, 40x80 ft, to be erected at the northeast corner of 4th av and 56th st, from plans by R. H. Venderbrook, 492 Chauncey st, architect. Cost, \$20,000.

MARLBOROUGH RD.—George W. Kramer, 1 Madison av, New York City, has completed plans for a brick and limestone addition to the church at the corner of Marlborough rd and Dorchester, for the Flatbush Congregational Church, Frederick Marsh Gordon, 400 Rugby rd, pastor; cost, \$25,000.

### FACTORIES AND WAREHOUSES.

PENNSYLVANIA ST.—Israel Rokeach & Son, 409 Hewes st, will soon be ready for bids for the 4-sty brick factory, 56x94 ft, to be erected in the east side of Pennsylvania st, 129 ft south of Broadway, for L. Berger & Co., Myrtle and Cypress avs, Ridgewood, L. I., architects. Cost, \$25,000.

GREENE ST.—John C. Wiarda & Co., 259 Greene st, owner, is taking bids for six 2, 3 and 4-sty factory buildings, 200x175 ft, consisting of a storage, grinding room, boiler house, foundry and acid works. Cost, \$130,000.

HUDSON AV.—W. T. Donnelly, 17 Battery pl, N. Y. C., engineer, is taking bids for a 1-sty brick boiler house, 19x106 ft, to be erected on the west side of Hudson av, 200 ft north of Tillary st, for Aaron Levy, 279 Adelphi st, owner. Cost, \$8,000.

### HOSPITALS AND ASYLUMS.

BROOKLYN.—Bids will close December 4th at 2:30 p. m. for a brick addition to the Psychopathic ward of the Kings County Hospital for the City of New York. Frank K. Helmle, 190 Montague st, is architect. Estimated cost, \$75,000.

### MUNICIPAL WORK.

23D ST.—The Borough of Brooklyn, Alfred E. Steers, president, is taking bids, to close Dec. 4 at 11 a. m., for regulating, curbing, grading, laying sidewalks, paving with asphalt on a 4-6 inch concrete foundation at East 23d st, East 31st st, Ovington av, 38th st, 48th st and 77th st.

### SCHOOLS AND COLLEGES.

EASTERN PARKWAY.—The Brooklyn Institute of Arts and Sciences is taking bids to close December 5th at 3 p. m., for the superstructure of additions "F and G," and for alterations of sections "A and C" of the existing buildings, at Eastern Parkway and Washington av, from plans by McKim, Mead & White, 160 5th av, N. Y. C., architects. Benedetto & Egan, 423 East 115th st, N. Y. C., contractors for foundations.

### STABLES AND GARAGES.

FLUSHING AV.—W. B. Wills, 1181 Myrtle av, architect, is taking new bids for a 4-sty brick stable, 83x79 ft, to be erected on the south side of Flushing av, 26 ft east of Rye-son st, for Louis Medler, 506 Hart st, owner. Cost, \$30,000.

### STORES, OFFICES AND LOFTS.

CORTELYOU RD.—William Debus, 86 Cedar st, is preparing plans for seven 1-sty brick stores, 24x80 ft, to be erected at the north-east corner of Cortelyou rd and Flatbush av, for Meruk & May 1126 Myrtle av. Cost, \$50,000. Bids will be taken about Dec. 15.

## Queens.

### DWELLINGS.

ARVERNE, L. I.—S. S. Pollack, this place, has completed plans for changing the 2-sty frame residence on the north side of Ocean av, 160 ft east of Merritt st, into a hotel, for Hahn & Strolling, Far Rockaway, L. I., owners. Cost, \$14,000.

MORRIS ARK, L. I.—The Superb Construction Co., care of Goldfogle, Cohn & Lind, 271 Broadway, New York City, is taking bids for a 2½-sty frame residence, 17x36 ft, to be erected on the north side of Briggs av, 360 ft east of Liberty av, from plans by H. T. Jeffrey & Son, 923 Lefferts av, Richmond Hill, architects; cost, \$5,000.

### STABLES AND GARAGES.

JAMAICA, L. I.—Bids on the general contract are being received for the 2-sty brick stable, 28x100 ft, to be erected in Prospect st, by the Park Laundry Co., 121 Prospect st, owner, and Otto Thomas, 354 Fulton st, architect.

## Richmond.

### STORES, OFFICES AND LOFTS.

ST. GEORGE, S. I.—The Richmond Light & R. R. Co., Jay st, is taking bids for a 3-sty terra cotta blocks and galvanized iron office building and waiting room, to be erected at the Ferry House, from plans by Delano & Aldrich, 4 East 39th st, N. Y. C., architects. Cost, \$15,000.

## Nassau.

### SCHOOLS AND COLLEGES.

GREAT NECK, L. I.—Figures are being received for the 3-sty brick public school, 72x100 ft, for the Board of Education of Great Neck, L. I., owner. William T. Towner, 328 5th av, New York City, architect. Bids close Dec. 14 at 3 p. m.

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ing committee. Ernest Sibley, Palsade, N. J., and W. W. Rasmussen, 345 5th av, N. Y. C., architects. W. B. Eyrich, Grantwood, N. J., has the general contract. Cost, \$50,000.

### STABLES AND GARAGES.

**LONG ISLAND CITY.**—Adam Wischerth, Highland Boulevard, Brooklyn, has received the general contract to erect a stable, shed and dairy on 2d av, near Webster st, for the Empire State Dairy Co., 502 Broadway, Brooklyn, owner. Theo. Englehardt, 905 Broadway, is architect. Cost, \$30,000.

### STORES, OFFICES AND LOFTS.

**BROADWAY.**—The Barnet Phillips Co., 17 Madison av, has received the contract for decorative painting on the first four floors of the Woolworth Building, Broadway, Park pl to Barclay st, for the Broadway, Park Pl Co., 200 Broadway, owner. The Thompson Starrett Co., 49 Wall st, is general contractor.

**MONROE ST.**—A. Smith, 69 East 91st st, has received the general contract for alterations to the 6-sty loft building, at 160-166 Monroe st, for the estate of Martin Schrenkeisem, 1123 Broadway, owner. Horenberger & Bardes, 122 Bowery, architects; cost, \$15,500.

### THEATRES.

**BROADWAY.**—The William Messer Co, 27 Suffolk st, has received the plumbing contract for the 1-sty theatre and moving picture theatre at 2631-2635 Broadway, for the Quincey Amusement Co., Philip Goldstone, 25 West 26th st, president. H B Herts, 35 West 31st st, is architect; cost, \$35,000.

### MISCELLANEOUS.

**105TH ST.**—The Belmont Iron Works, 45 Broadway, has received the structural steel work for the 1-sty "L" station, 35x50 ft, at 105th st and 2d av, for the Interboro Rapid Transit Co., 165 Broadway, owner. George H. Pegram, care of owner, chief engineer. Cost, \$25,000.

**BEDFORD, N. Y.**—The Clint Construction Co., Peekskill, N. Y., has received the contract to build the abutments and retaining walls for the grade crossing elimination for the N. Y. Central R. R., 70 East 45th st, N. Y. C. Cost, \$40,000.

**NEW YORK CITY.**—J. Schlesinger, 1269 Broadway, has received the contract for alterations to 45-7 East 25th st, Howells & Stokes, architects, Wynnes Co., owner. Alterations to the Mt. Morris Bank, 125th st and Park av, Frank A. Rooke, architect; Mt. Morris Bank, owners. Building a brick shaft at 661 Broadway, for M. Sahlein, owner. Encroachment alteration at 73 5th av; Howells & Stokes, architects; 73 5th Av Co., owners.

## PLANS FILED FOR NEW CONSTRUCTION WORK.

### Manhattan.

#### APARTMENTS, FLATS AND TENEMENTS.

**115TH ST, s w cor 7th av, 6-sty tenement, 100.11x90; cost, \$165,000; owner, Oak Const. Co., 320 Broadway; architects, Gronenberg & Leuchtag, 7 West 22d st. Plan No. 638.**

**140TH ST, 603-611 West, 6-sty tenement, 135x86.11 cost, \$200,000 owner, Dayton Realty Co., 132 Nassau st; architect, Samuel Sass, 32 Union sq. Plan No. 641.**

**FORT WASHINGTON AV, n w cor 162d st, 6-sty tenement, 102.3x130, slag roof; cost, \$250,000; owner, Hilliard Const. Co., 2865 Broadway; architects, Gronenberg & Leuchtag, 7 West 22d st. Plan No. 646.**

#### CHURCHES.

**BROADWAY, n w cor Isham st, 2-sty church, 46x120.10, shingle roof; cost, \$25,000; owner, Paulist Fathers, Columbus av and 59th st; architects, T. H. Poole & Co., 13 West 30th st. Plan No. 644.**

#### FACTORIES AND WAREHOUSES.

**LAFAYETTE ST, s e cor 4th st, 1-sty storage, 22x21; cost, \$125; owner, Chas. Laue, 38 Fulton st; architect, L. A. Steinart, 194 Bowery. Plan No. 645.**

**MANGIN ST, 134-136, 2-sty brick storage, 50x100; cost, \$10,000; owner, Julius Rayner, s e cor Houston and Mangin sts; architect, Max Muller, 115 Nassau st. Plan No. 640.**

**63D ST, s e cor West End av, 4-sty storage and workshop, 150x100.5; cost, \$85,000; owner, Robert McClenohan, 121 East 40th st; architect, Joseph C. Schaeffler, 151 West 91st st. Plan No. 639.**

#### THEATRES.

**MADISON AV, 1714-1718, 1-sty brick moving pictures, 43.6x70; cost, \$10,000; owner, Paul Hanke, 150 East 23d st; architect, C. B. Brun, 1 Madison av. Plan No. 642.**

#### MISCELLANEOUS.

**BLACKWELL'S ISLAND, opposite East 80th st, smoke stack 150 ft high; cost, \$4,500; owner, City of New York; architect, Frank Sutton, 80 Broadway. Plan No. 643.**

**79TH ST, s s, Transverse rd, 94.7 w line formed by intersection of 79th st and w line of Comfort Station fire alarm, telegraph bureau building (in park), 1-sty fire alarm and telegraph bureau 150.8x42; cost, \$76,000; owner, Fire Department, City of N. Y.; architects, Morgan & Trainer, 331 Madison av. Plan No. 647.**

### Bronx.

#### APARTMENTS, FLATS AND TENEMENTS.

**KELLY ST, s w cor 163d st, 5-sty brick tenement, slag roof, 74.61x120; cost, \$75,000; owners, Simbar Realty Co., Meyer Solomon, 931 So Blvd, Pres.; architect, Maximilian Zipkes, 220 5th av. Plan No. 866.**

**BATHGATE AV, ws, 55 n 184th st, 5-sty brick tenement; tin roof, 55x82.44; cost, \$35,000; owner, John Perry, 5th av & 82d st; architect, Harry T. Howell, 149th st & 3d av. Plan No. 867.**

**BEAUMONT AV, ws, 200 n 183d st, 2 5-sty brick tenements, slag roof, 50x87.9; cost, \$60,000; owner, August N Siebrand, 148 Alexander av; architect, John H. Friend, 148 Alexander av. Plan No. 858.**

**BRIGGS AV, w s, 222.6 s 194th st, 4 5-sty brk tenements, tin roof, 38.11½x70.10½; cost, \$104,000; owners, Wm. C. Oesting Co, Wm. C. Oesting, 1350 Fulton av, pres; architect, Harry T. Howell, 3d av and 149th st. Plan No. 861.**

**WEST FARMS ROAD, n e cor Bryant av, 5-sty brick tenement, slag roof, size irregular; cost, \$70,000; owner, Absar Realty Co, Abraham Weisman, 919 Fox st, president; architect, Kreymborg Architectural Co., 1330 Wilkins av. Plan No. 859.**

**FOX ST, w s, 100 n Intervale av, two 5-sty brick tenements, tin roof, 73.5x88, 72.6x88; cost, \$120,000; owners, Adavine Construction Co., Hyman Adelstein, 76 Nassau st, president; architect, Charles B. Meyers, 1 Union sq. Plan No. 868.**

**TIFFANY ST, w s, 246 n Intervale av, 5-sty brick tenement, tin roof, size, irregular; cost, \$55,000; owners, Adavine Construction Co., Hyman Adelstein, 71 Nassau st, president; architect, Charles B. Meyers, 1 Union sq. Plan No. 869.**

#### DWELLINGS.

**240TH ST, s e cor Garden pl, two 2-sty frame dwellings, tin roof, 24x37; cost, \$3,000; owner, Frank Abati, 4622 Garden pl; architect, Thomas Brogan, 4620 Matilda av. Plan No. 860.**

**EDWARDS AV, e s, 281.2 n Marrin st, 2-sty frame dwelling, tin roof, 21x48; cost, \$4,500; owners, Gifford Building Co., Oscar Pedersen, Gifford av, president; architect, Henry Nordheim, 1087 Tremont av. Plan No. 862.**

**EDWARDS AV, e s, 307.4 n Marrin st, 2-sty frame dwelling, tin roof, 21x48; cost, \$4,500; owner, Peder Pedersen, Swinton st; architect, Henry Nordheim, 1087 Tremont av. Plan No. 863.**

#### MISCELLANEOUS.

**133D ST, n s, 29 w Willow av, 1-sty brick shop, gravel roof, 50x100; cost, \$3,000; owners, Eureka Tile Co., Abraham J. Diamond, Newark, N. J., Pres.; architect, Samuel Sass, 32 Union Square. Plan No. 864.**



**CORONA.**—Ferguson st, n s, 75 e Dupeyster st, 2½-sty frame dwelling, 20x30, shingle roof, 1 family; cost, \$3,000; owner, Mr. Hamilton, Fairview av, Corona; architect, W. S. Worrall, 9 Twombly pl, Jamaica. Plan No. 3696.

**CORONA.**—Locust st, n s, 425 w Summit av, 1½-sty frame dwelling, 20x32, shingle roof, 1 family; cost, \$1,500; owner, J. Lustart, Central av, Corona; architect, C. L. Varrone, Corona av, Corona. Plan No. 3414.

**EDGEEMERE.**—Dickerson av, e s, 200 n Edgemere av, 2-sty frame dwelling, 25x37, shingle roof, 1 family; cost, \$3,500; owner S. & L. Construction Co., Far Rockaway; architects, Howard & Callman, Far Rockaway. Plan No. 3720.

**EDGEEMERE.**—Dickerson av, e s, 242 n Edgemere av, two 2½-sty frame dwellings, 25x37, shingle roof, 1 family; cost, \$7,000; owner, S. & L. Construction Co., Far Rockaway; architects, Howard & Callman, Far Rockaway. Plan Nos. 3703-04.

**ELMHURST.**—Chicago av, n w cor Grand av, 2½-sty frame dwelling, 22x45, shingle roof, 1 family; cost, \$3,000; owner, A. Schroot, 35 Prospect av, Corona; architect, C. L. Varrone, Corona av, Corona. Plan No. 3702.

**FLUSHING.**—Elm st, s s, 280 w Murray st, 2-sty frame dwelling, 22x36, shingle roof, 1 family; cost, \$3,500; owner and architect, Gus'vay Hanning, 124 Beech st, Flushing. Plan No. 3725.

**FOREST HILLS.**—Glen rd, n e s, 205 n Highland av, 2½-sty frame dwelling, 28x32, tile roof, 1 family; cost, \$6,000; owner, Sage Foundation Homes Co., Forest Hills; architect, G. Aterbury, 29 W. 43d st, N. Y. C. Plan No. 3713.

**HOLLIS.**—Cherokee av, w s, 359 w Fulton st, two 2½-sty frame dwellings, 22x36, shingle roof, 1 family; cost, \$6,000; owner, Jos. Hrostoski, Hollis; architect, H. T. Jeffrey & Son, 223 Lef-ferts av, Richmond Hill. Plan Nos. 3700-01.

**JAMAICA.**—Cannonbury rd, n s, 72 w Homer Lee av & Kings st, s s, 40 w Warwick av, four 2½-sty frame dwellings, 24x25, shingle roof, 1 family; cost, \$12,800; owner, S. P. Schlansky, 8 Elizabeth st, N. Y. C.; architect, R. F. Mellon, 6 Madison st, Jamaica. Plan Nos. 3721-22-23-24.

**JAMAICA.**—Birch st, w s, 150 n Bayview av, 2-sty frame dwelling, 16x34, shingle roof, 1 family; cost, \$1,800; owner, A. Theigarten, New York av, Jamaica; architect, L. F. Wolff, Jamaica. Plan No. 3733.

**JAMAICA.**—Colonial av, s w cor Willett av, five 2-sty frame dwellings, 20x35, shingle roof, 1 family; cost, \$20,000; owner, Realty Associates, 162 Remsen st, Brooklyn; architects, Tracy, Swartwout & Litchfield, 244 5th av, N. Y. C. Plan No. 3732.

**KEW.**—Richmond Hill rd, n e cor Beverly rd, 2½-sty frame dwelling, 43x32, shingle roof, 1 family; cost, \$8,500; owner, John R. Corbin, 150 Av J, Brooklyn; architect Arthur M. Gaynor 332 E. 67th st, N. Y. C. Plan No. 3728.

**MASPETH.**—Madison av, es, 275 n Grand st, 2-sty brick dwelling, 20x40, tin roof, 2 families; cost, \$3,000; owner, Hause & Draye, Maspeth; architects, Edward Rose & Son, Grand st., Elmhurst. Plan No. 3712.

**MASPETH.**—Maspeth av, s s, 100 e Van Cott av, two 2-sty frame dwellings, 21x41, tin roof, 2 families; cost, \$5,600; Owner, Mathes Rock, Maspeth av, Maspeth; architects, Edward Rose & Son, Grand st, Elmhurst. Plan Nos. 3710-11.

**RICHMOND HILL.**—Beech st, n e cor Fulton st, two 2-sty frame dwelling, 19x55, tar and gravel roof, 2 families; cost, \$6,000; owner, Riis Construction Co., Leferts av, Richmond Hill; architects, H. T. Jeffrey & Son, 923 Leferts av, Richmond Hill. Plan Nos. 3698-99.

**RICHMOND HILL.**—Prospect st, e s, 160 n Jamaica av, two 2½-sty frame dwellings, 22x34, shingle roof, 1 family; cost, \$7,100; owner, E. G. Bullard, Richmond Hill; architect, Martin Schmand, 79 Washington av, Richmond Hill. Plan Nos. 3716-17.

**ROCKAWAY BEACH.**—Pleasant av, ws, 260 n Boulevard, 2½-sty frame dwelling, 27x50, shingle roof, 2 families; cost, \$5,000; owner, G. Taus & Son, 537 Boulevard, Rockaway Beach; architect, J. P. Powers Co., Rockaway Beach. Plan No. 3718.

**FACTORIES AND WAREHOUSES.**

**CORONA.**—Plateau st, e s, 110 s Myrtle av, dig new cellar for storage; cost, \$75; owner, Joseph Plazek, premises. Plan No. 3671.

**STABLES AND GARAGES.**

**HOLLISWOOD.**—Polo Alto av, e s —, 1-sty brick garage, 12x20, shingle roof; cost, \$500; owner, Andrew J. Riis, Church st, Richmond Hill. Plan No. 3678.

**JAMAICA.**—Spuith st, n s, 1,040 w Hamilton st, 1-sty frame stable, 30x20, tar and gravel roof; cost, \$800; owner and architect, L. I. R. R. Co., Penn Terminal, N. Y. C. Plan No. 3689.

**LONG ISLAND CITY.**—Radde st, s s, 100 w Paynter av, 1-sty galvanized iron garage, 20x36, iron roof; cost, \$300; owner, Delancey P. Harris, 40 Warren st, N. Y. C. Plan No. 3686.

**BAYSIDE.**—2d st, ws, 150 n Montauk av, 1½-sty frame stable, 36x24, shingle roof, 1 family; cost, \$1,200; owner, W. F. Van Sicken, Bayside; architect, J. Wilson Clayton, Bayside. Plan No. 3726.

**BAYSIDE.**—6th st, n w cor Lawrence Boulevard, 1-sty frame garage, 20x20, shingle roof; cost, \$1,300; owner, Mathew Rock, on premises; architect, F. H. Briggs, Plandome, L. I. Plan No. 3729.

**STORES AND DWELLINGS.**

**JAMAICA.**—Globe av, n w cor South st, 2-sty brick store and dwelling, 32x57, tar and gravel roof, 2 families; cost, \$5,000; owner, Koppel Kohn, 459 Jamaica av, Jamaica; Phillip Caplan, 477 Boulevard, Rockaway Beach. Plan No. 3705.

**JAMAICA.**—Rockaway rd, es, 110 n Atlantic av, two 3-sty brick store and dwellings, 20x52, tin roof, 2 families; cost, \$10,000; owner, H. A.

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8TH AV. s w cor 41st st. windows, partitions, toilets to 4-sty store and tenement; cost, \$2,000; owner, Charlotte Y. Jacob, 12 Bridge st; architects, Eberle & Demmer, 1269 Broadway. Plan No. 3017.

### Bronx.

CROTONA PL. s e corner 171st st; new bake oven, new girders, etc., to 2-sty brick bakery; cost, \$2,000; owner, Rosalio Weisser, 494 Wendover av; architects, Bruno W Berger & Son, 121 Bible House. Plan No. 530.

GLOVER ST, 1619; 1-sty brick extension, 20x5 to 2½-sty frame store and dwelling; cost, \$1,000; owner, Antonio Tonnotti, on premises; architect, M. W. Del Gaudio, 401 Tremont av. Plan No. 532.

150TH ST, n s, 171 e Park av; new bake oven to 6-sty brick store and tenement; cost, \$600; owner, Raffaele Manazzi, 410 East 116th st; architect, Lorenz F J Weiher, 271 West 125th st. Plan No. 527.

162D ST, n s, 50 w Courtlandt av, new doors, new booth to 1-sty frame nicollette; cost, \$3,000; owner, Alice V Earle, Maplewood av; architect, Fred Hammond, 391 E 149th st. Plan No. 526.

ARTHUR AV 2301, new booth, new partitions to 1-sty frame store and amusement hall; cost, \$500; owner, Robt. Dunn, 1170 Broadway; architect, M. W. Del Gaudio, 401 Tremont av. Plan Nos. 524-525.

BELMONT AV, 2391; new doors, stairs and partitions to 2-sty frame store and dwelling; cost, \$350; owner, Clement Carviale, Mt Vernon; architect, M W Del Gaudio, 401 Tremont av. Plan No. 528.

BOSTON RD, 1318, new partitions, etc., to 4-sty brick tenement; cost, \$500; owner, Marie Keil, on premises; architect, George Hof, Jr., 371 East 158th st. Plan No. 533.

BRONXWOOD AV, s w corner 218th st; 1-sty frame extension, 25x30, to 2-sty brick factory; cost, \$1,500; owner, Taylor Textile Co, on premises; architects, Varian Bros, 2777 Webster av. Plan No 529.

TREMONT AV, n s, 63 e Clinton av, new openings to 5-sty brick store and tenement; cost, \$150; owner, Ignatz Modry, 140 East 74th st; architect, C David Persina, 731 Van Nest av. Plan No. 524.

TREMONT av, n s, 100 e Clinton av, new doors, &c. to 1-sty frame store and dwelling; cost, \$150; owner, Martha Brogan, 505 East 175th st; architect, C David Persina, 731 Van Nest av. Plan No. 523.

WALKER AV, s e cor Seddon st; 1-sty of frame built upon 1-sty frame store and dwelling; cost, \$1,000; owner, Rosa Amelia, on premises; architect, Henry Nordheim, 1987 Tremont av. Plan No. 531.

WESTCHESTER AV, s w cor Theriot av; lower to new grade 2 3-sty frame stores and dwellings; cost, \$600; owner, Fred Rappe, 532 East 85th st; architect, B. Ebeling, 1704 Taylor av. Plan No 526.

### Brooklyn.

COLUMBIA PL, e s, 41 n State st, extension to 4-sty tenement; cost, \$2,000; owner, Antonio Lorenzo, 20 St. John's pl; architect, F. P. Imperato, 356 Fulton st. Plan No. 7040.

COVERT ST, 100; replace storm shed to 3-sty factory; cost, \$135; owner, Louis Haeberle, 617 Madison st; architect, John F Carlson, 1121 Emerald st, Woodhaven. Plan No 7070.

DEAN ST, 1354, new balcony to 3-sty dwelling; cost, \$100; owner, Katherine I. Harrison, on premises; architect, Brooklyn Repair Co., 1452 Atlantic av. Plan No. 7037.

DEGRAW ST, 33, raise 4-sty pork packing building, etc.; cost, \$5,000; owner, International Provision Co., on premises; architect, Charles Werner, 26 Court st. Plan No. 7028.

DEGRAW ST, Nos. 35 to 39, raise 4-sty pork packing buildings, etc.; cost, \$10,000; owner, International Provision Co., on premises; architect, Charles Werner, 26 Court st. Plan No. 7029.

FULTON ST, 585-7; remove walls, etc. to 3-sty stores and offices; cost, \$1,200; owner, Jerome Realty Co, Hotel St George; architects, B W Berger & Son, 121 Bible House. Plan No. 7076.

FULTON ST, w s, 250 n Pierrepont st, shore up walls, 1-sty bank; cost, \$250; owner, Brooklyn Savings Bank, Pierrepont cor Clinton st; architect, Ralph M. Rice, 132 Nassau st. Plan No. 7118.

FULTON ST, s e cor Gallatin pl, new bay windows, etc.; cost, \$1,200; owner, Wm. T. Grand Co., 279 6th av; architect, J. Sarfield Kennedy, 44 Court st. Plan No. 7127.

HART ST, No. 256, windows, etc., to 2-sty dwelling; cost, \$400; owner, Mayer Montel, 248 Hart st; architect, Glucroft & Glucroft, 34 Graham av. Plan No. 7123.

HENDRIX ST, e s, 175 n Fulton st; plumbing to 1-sty church cost, \$125; owner, First Baptist Church, 215 Warwick st; architect, P H Woods, same address. Plan No. 7068.

LINWOOD ST, w s, 205 s Stanley av, extension to 1-sty stable; cost, \$770; owner, Jos. Archofsky, — Linwood st; architect, Chas. Goodman, 437 Sackman st. Plan No. 7124.

MELROSE ST, 239; windows, etc. to 3-sty tenement; cost, \$250; owner, Luigi Ognbene, 19 Kenmore st; architect, Chas. P. Cannella, 60 Graham av. Plan No. 7082.

OAKLAND ST, e s, 50 s Clay st, door opening to 2-sty stable; cost, \$350; owner, Greenpoint Fire Brick Co., 411 Oakland st; architect, F. L. R. Sweet, 1074 Prospect pl. Plan No. 7047.

PACIFIC ST, s s, 75 e Hoyt st, iron stairway to 5-sty hospital; cost, \$900; owner, Sisters of Charity, Mt. St. Vincent on the Hudson; architect, J. E. Dittmas, 111 5th av. Plan No. 7032.

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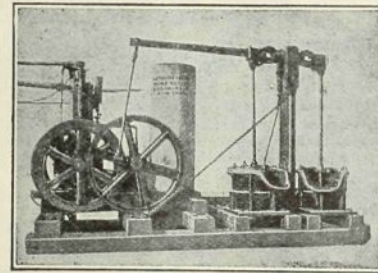
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COLLEGE POINT.—13th st, 115, alter front of store to provide for moving picture show; cost, \$300; owner, Robert Whittaker, premises. Plan No. 1302.

COLLEGE POINT.—13th st, 113, 1-sty frame extension, 16x20, on rear 2-sty frame dwelling, tin roof; cost, \$300; owner, Robert Whittaker, 115 13th st, College Point. Plan No. 1301.

CORONA.—Sycamore av, n w cor Poplar st, 2-sty frame extension, 4x27, on side of shed, tar and gravel roof; cost, \$300; owner, M. J. Lenehan, Sycamore av, Corona; architect, I. P. Card, Corona. Plan No. 1277.

CORONA.—Orchard st, s s, 150 e Corona av, 1-sty frame extension, 20x36, on front, 1-sty shop, tin roof; cost, \$1,000; owner, Max Stone, Orchard st, Corona. Plan No. 1293; architect, C. L. Varron, Corona av, Corona.

ELMHURST.—Hillerest av, e s, 300 n Newtown turnpike, 1-sty frame extension, 14x4, on side 2-sty frame dwelling, tin roof, new plumbing; cost, \$800; owner, Elmhurst Development Co., Prospect st, near Walnut st, Elmhurst; architect, Frank Chmelik, 796 4d av, L. I. C. Plan No. 1303.

EVERGREEN.—Wyckoff av, 70, 2-sty frame extension on side and front, 25x12, tin roof (1-sty frame shop) new plumbing; cost, \$500; owner, Jos. Slatton, premises. Plan No. 1306.

JAMAICA SOUTH.—Von Spiegel av, n s, 308 e Chrystenah av, 1-sty frame extension, 22x15, on side 2-sty frame dwelling, shingle roof; cost, \$200; owner, Kate Brennen, premises. Plan No. 1276.

JAMAICA.—Washington st, e s, 233 s Atlantic st, 1-sty frame extension, 13x16, on rear 2-sty frame dwelling shingle roof; cost, \$300; owner, G. R. Bedell, 203 Washington st, Jamaica; architect, Lars Olsen, 363 Fulton st, Jamaica. Plan No. 1284.

LONG ISLAND CITY.—Jackson av, Nos. 250-252, erect new steel electric sign; cost, \$200; owners, Kleefeld & Heilbut, premises. Plan No. 1296.

LONG ISLAND CITY.—Sherman st, e s, 152 n Payntar av, general repairs to 2-sty frame dwelling, new foundation; cost, \$300; owner, Donoto Bove, 7 Sherman st, L. I. City. Plan No. 1292.

LONG ISLAND CITY.—Flushing av, No. 271, 1-sty frame extension over present extension on rear, 14x10, tin roof; cost, \$200; owner, Wm. J. Frey, premises; architect, Frank Chmelik, 796 2d av, L. I. City. Plan No. 1297.

LONG ISLAND CITY.—Flushing av, s w cor 4th av, 1-sty frame extension, 25x71, on rear 3-sty tenement, tar and gravel roof; cost, \$2,500; owner, Pasquale DeCicco, Clark st, L. I. City; architect H. J. Sholl, 377 1st av, L. I. City. Plan No. 1294.

LONG ISLAND CITY.—Washington av, s e cor 6th av, 1-sty frame extension, 57x17, on side 2-sty frame dwelling; cost, \$150; owner, Harold Mills, premises. Plan No. 1291.

LONG ISLAND CITY.—13th st, n s, bet Van Alst and East avs, erect new water closet and basins in office; cost, \$150; owner, John Gilles & Son, premises. Plan No. 1286.

LONG ISLAND CITY.—17th av, w s, 250 s Jamaica av, install new plumbing in 2-sty dwelling; cost, \$150; owner, Mrs. J. Fleisparck, premises. Plan No. 1304.

LAUREL HILL.—Hobson av, n w cor Hall st, general repairs to factory after fire damage; cost, \$8,000; owner, Nichols Copper Co., premises. Plan No. 1274.

RICHMOND HILL.—Lefferts av, s w cor Jamaica av, remove and replace store front; cost, \$200; owner, John W. King, premises. Plan No. 1290.

RIDGEWOOD.—Starr st, n s, 300 w Woodward av, front wall of dwelling to be torn down and rebuilt; cost, \$300; owner, Wm. Hemmer, 707 Starr st, Ridgewood. Plan No. 1272.

RIDGEWOOD.—Starr st, No. 713, interior alterations to provide water closet compartments, new plumbing; cost, \$500; owner, Johanna Heller, premises. Plan No. 1305.

RIDGEWOOD.—Woodward av, s e cor Linden st, alter window to provide for door in store and dwelling; cost, \$100; owner Herman F. Schmarmann, 834 Lafayette av, Ridgewood. Plan No. 1285.

RIDGEWOOD.—Foxall st, n s, 60 w Buchman av, erect roof over rear porch; cost, \$50; owner, F. David, 133 Fall st, Ridgewood. Plan No. 1275.

ROCKAWAY BEACH.—South 6th av, No. 35, install new plumbing 1-sty dwelling; cost, \$100; owner, John N. Voss, 595 East 167th st, N. Y. C. Plan No. 1273.

ROCKAWAY BEACH.—Remington av, s e cor Railroad av, erect porch on rear; cost, \$125; owner, Mrs. J. Warner, premises. Plan No. 1298.

ROCKAWAY BEACH.—Boulevard, erect new electric sign; cost, \$20; owner David Isenberg, Boulevard, Rockaway Beach. Plan No. 1287.


ROCKAWAY BEACH.—Boulevard, s s, bet Thompson av and Ward av, general repairs to Scenic Railway structure; cost, \$5,000; owner, L. A. Thompson Railway, 291 Broadway, N. Y. C. Plan No. 1289.

ROCKAWAY BEACH.—Boulevard, s s, 150 w Center st, erect new concrete foundation under bungalow; cost, \$400; owner, John Eagan, No. 90 Monroe st, Bklyn. Plan No. 1280.

ROCKAWAY BEACH.—Washington av, n w, 25 w Neptune av, raise building 1 ft. and erect new foundation; cost, \$75; owner, J. Egan, Rockaway Beach. Plan No. 1282.


ROCKAWAY PARK.—3d av, e s, 320 n Triton av, erect new brick foundation under 2 1/2-sty frame dwelling; cost, \$300; owner, Mrs. Caroline Hertling, 40 3d av, Rockaway Park. Plan No. 1279.

ROCKAWAY BEACH.—North Eldert av, No. 15, 2-sty frame extension, 7x8, on rear 2 1/2-sty frame dwelling, new plumbing, shingle roof; cost, \$250; owner, John S. Beatty, premises. Plan No. 1288.



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**THE RECORD AND GUIDE**

is the oldest paper representing the interests of Real Estate and Building in New York City, and a standard authority on matters relating to these branches.

**ROCKAWAY BEACH.**—Washington av, n s, 25 w Neptune av, raise 1-sty bungalow and erect locust post foundation; cost, \$75; owner, J. Egan, Rockaway Beach. Plan No. 1281.

**ROCKAWAY BEACH.**—Waverly av, w s, 225 s Boulevard, raise pitch roof to provide rooms in attic, gravel roof; cost, \$350; owner, Mrs. Catherine Erower, 19 South Waverly av, Rockaway Beach. Plan No. 1278.

**WINFIELD.**—Woodside av, s s, 15 e Fisk av, install new plumbing in store; cost, \$20; owners, Hirschberg & Winderoth, premises. Plan No. 1295.

**WOODHAVEN.**—Broadway, n e cor Walker av, alter interior partitions to provide for store; cost, \$100; owner, W. H. Sheridean, premises. Plan No. 1299.

**WOODHAVEN.**—Jamaica av, n w cor Woodland av, erect new concrete foundation under 2-sty frame dwelling; cost, \$300; owner, Peter Muller, Woodhaven. Plan No. 1271.

**Richmond.**

**TOMPKINS AV.** 472, Tompkinsville, alter electric sign; cost, \$25; owner, Wm. Elvester, Tompkinsville; owner builds. Plan No. 469.

**RAILROAD.** s s, 147 e Bay av, Elm Park, brick and frame addition to 1-sty manufacturing building, 28x39; cost, \$2,800; owner, A. Averett, Elm Park; architect, Cantor & Levingson, 39 West 38th st, N. Y. C.; owner builds. Plan No. 470. Coal chute, 16x24.

**CANAL ST.** w s, 300 s Cedar st, Stapleton, frame alteration to cooper shop; cost, \$500; owner, Rubsam & Horman Brewing Co., Stapleton; architect, James Whitford, Crabtree Building St. George; builder, Henry Spruck & Sons, Stapleton. Plan No. 471.

**Government Work.**

**PARIS, TEX.**—Sealed proposals will be received until the 8th day of Jan. 1913, for the construction, complete (including plumbing, gas piping, heating apparatus, electric conduit and wiring, and lighting fixtures), of the annex to the United States postoffice at Paris, Tex. The building is 2 stys and basement with a ground area of approximately 7,000 sq ft. Fireproof construction, stone facing, tile roof. Drawings and specifications may be obtained from the custodian at Paris, Tex., or at the office of the Supervising Architect, Oscar Wenderoth, Wash., D. C.

**ABILENE, KANS.**—Sealed proposals will be received until the 14th day of January, 1913, for the construction, complete (including plumbing, gas piping, heating apparatus, electric conduit and wiring, interior lighting fixtures and approaches), of the United States postoffice at Abilene, Kans. The building is 1 sty and basement, with a ground area of approximately 5,000 sq ft. Fireproof construction except roof, stone facing, tin roof. Drawings and specifications may be obtained from the custodian of site at Abilene, Kans., or at the office of the Supervising Architect, Oscar Wenderoth, Wash., D. C.

**Personal and Trade Notes.**

**FARBER & NURICK**, architects, 1028 Gates av, Brooklyn, desire information regarding terra cotta materials.

**THE NEXT MEETING** of the New York State Association of Builders will be held in the City of Syracuse the latter part of January.

**OTTO M. EIDLITZ**, a member of the arbitration commission which has just rendered a decision in the case of the locomotive engineers, was president of the New York Building Trades Association when the General Arbitration plan was first adopted.

**THE TWENTY-NINTH** annual convention of the International Association of Master House Painters and Decorators of the United States and Canada will be held in the city of Denver, Col., February 2 to 7, inclusive, 1913. The headquarters will be the Albany Hotel, and the business sessions and exhibition will be held in the Auditorium.

**AT THE NOVEMBER** meeting of the New York Paint and Varnish Club, the members presented to Mr. H. W. Pearson a silver coffee service, as a token of their appreciation of his work in connection with the New York convention. Mr. Pearson is general manager of the Muralo Company New Brighton, said to be the largest manufacturers of wall coatings in the world.

**THE OFFICERS** and directors of J. G. White & Co., Inc., believing that the Engineering Construction Department and the Operating Department could be conducted with greater efficiency and profit if separately incorporated, especially in view of the large and increasing volume of engineering and construction work, have recommended that two new corporations be formed, one to be known as the J. G. White Engineering Corporation, to take over the first-named department, and the other to be known as the J. G. White Management Corporation, to take over the operating department.

**Valves.**

The Crane Company, of this city, and Chicago, publishers of "The Valve World," discuss the sanitary problem of country schools in the November number which should be of interest to architects and builders. The number also contains an article on "What Will the Metric System Cost?" by the editor, which is well worth reading. The article deals with the cost to purchasers of pipe and other building commodities entailed by the change from the standard to the metric system of measurement. Copies may be obtained by addressing the company, 490 Cherry street, or in Chicago.

**DEPARTMENTAL RULINGS**

**Board of Examiners.**

**APPEAL 185 of 1912.** Alteration 1351 of 1912, premises 102-4 Fifth Avenue, Manhattan, J. J. Rothschild, appellant.

Question of substituting wireglass windows in standard metal frames for iron shutters.

**APPROVED ON CONDITION** that all windows that come within one hundred feet of adjoining property, both horizontally and vertically, in north and west walls be of wireglass in standard metal frames.

**APPEAL 191 of 1912.** New Building 383 of 1912, premises 214 East 14th St, and 207-223 East 13th St., Manhattan, George Keister, appellant.

Question of roofing over a portion of north court, theatre building.

**APPROVED ON CONDITION** that the proscenium opening be provided with a rigid fireproof curtain with steel frame covered with asbestos at least three inches thick and capable of sustaining ten pounds pressure per square foot over its entire surface; that a water curtain be provided in front of the rear windows on the 14th Street building, on the second and third stories; that at least three galvanized iron ventilators, not less than four feet in diameter, be placed in the ceiling of the foyer; and that the north wall enclosing the foyer be built of brick not less than twelve inches thick.

**APPEAL 192 of 1912.** New Building 529 of 1912, premises 23-25 Beaver St. and 58-62 New St., Manhattan, Messrs. Rouse & Goldstone, appellants.

Question of constructing a pent house on roof of 12-story store and office building, the pent house to be used as a janitor's apartment. Section 105.

**APPROVED.**

**APPEAL 193 of 1912.** New Building 699 of 1912, premises southeast corner Fox and Barrette Streets, The Bronx, S. Behrman, appellant.

Question of dumbwaiter shaft construction.

**APPROVED.**

**APPEAL 195 of 1912.** Alteration 2482 of 1912, premises 1826-1828 Lexington Avenue, Manhattan, John Hauser, appellant.

Question of altering non-fireproof dwellings for hospital purposes, without complying with Section 105 Code.

**DISAPPROVED.**

**APPEAL 196 of 1912.** New Building 1132 of 1912, premises Twombly Place, Queens, Herbert R. Brewster, appellant.

Question of courts in a theatre. Section 109.

**APPROVED ON CONDITION** that one row of seats be eliminated in the orchestra, for the purpose of forming a cross-aisle, where marked in red on plan; that an additional exit door be provided on Twombly Place, where indicated in red on main floor plan; that a row of seats be omitted in the balcony, forming a cross-aisle at point indicated in red on balcony plan; and that staircases be provided from balcony to the mezzanine on both sides of the house, as indicated in red on balcony plan.

**APPEAL 197 of 1912.** New Building 597 of 1912, premises 633-635 Park Avenue, Manhattan, S. Fullerton Weaver, appellant.

Question of constructing a 12-story and basement apartment house, non-fireproof wood floors and trim. Basement entrance. Section 105.

**APPROVED ON CONDITION** that no pent house shall be placed upon the roof.

**APPEAL 198 of 1912.** Alteration 797 of 1912, premises 32 East 32d Street, Manhattan, David Stone, appellant.

Question of construction of canopy.

**APPROVED** as to the method of construction.

**APPEAL 199.** Withdrawn.

**APPEAL 200 of 1912.** New Building 602 of 1912, premises northwest corner West End Avenue and 85th Street, Manhattan, Messrs. Schwartz & Gross, appellants.

Question of constructing a 12-story and basement apartment house, basement entrance. Section 105.

**APPROVED ON CONDITION** that the pent house be eliminated.

**TRADE LITERATURE**

**Boiler Efficiency.**

The counter-current or multi-stage principle in steam generation, toward the adoption of which there appears to be a tendency in recent practice, is discussed in a pamphlet entitled "The Best Proportions of Boiler and Economizer Surface," issued by the Green Fuel Economizer Company, of Matteawan, N. Y. In this booklet a method is developed for determining the proper limits of boiler and economizer surface and it is shown that the most economical results are obtained from a boiler properly proportioned for transmitting the heat of evaporation, with an economizer for progressively warming the feed water. The practical result is a boiler four to six feet per boiler horse power, discharging gases at 600 to 700 degrees F. to an economizer in which they are cooled to 300 degrees F. or lower, depending upon whether or not mechanical draft is used. It is pointed out that the economizer transfers two or three times as much heat as could the same amount of additional boiler surface at the same point in the travel of the gases, because of the greater temperature head available between gases and steam, the result being greater steam making efficiency at lower cost.

**Standpipes in Buildings.**

The report of a committee of the National Fire Protection Association on the above subject reads in part as follows:

"The standpipe and hose system must necessarily lack the essential qualification responsible for the success of the Automatic Sprinkler System—namely, the automatic application of water to the seat of fire regardless of the time or locality within the building at which the fire may start. It also lacks the sprinkler's reliability of application to fire under all conditions.

"At the same time, the standpipe and hose system furnishes the closest possible approximation to the high standard of efficiency in fire extinguishment set by the automatic sprinkler. Its use is essential to the proper protection of modern buildings against fire. Its general application to buildings in congested city districts, where these buildings are high will greatly increase the fire department facilities and very materially decrease the conflagration hazard."

**Freight Claims.**

Under this title the "Leaderite," published by the Leader Iron Works, of Decatur, Ill., reflects some of the problems of the shipper as well as the consignee in the matter of freight transportation. Inasmuch as this is a subject that everybody is more or less interested in, more than ordinary interest will be found in this article. The article concludes with this statement.

"It would seem fair and perhaps would force earlier settlement of many claims, if the Interstate Commerce Commission would pass a ruling to the effect that any carrier withholding settlement of legitimate claims longer than a given time, considering the distance of shipment, etc., would be forced to pay interest on the amount of money represented in the claims or invested in the goods purchased to take place of those lost or damaged."

The November issue of this publication also has an interesting article in reference to construction of steel pressure tanks, which are largely used in tall buildings in this city. From a didactic viewpoint this article should be of considerable interest to architects as well as builders. Copies may be obtained by addressing the officers at 15 William street.

**The Clean Way to Clean.**

The Western Electric-Sturtevant Company is putting on the market a vacuum cleaner system for use in large buildings, which is described in literature, which the company will send to any address upon application.

Three factors must be considered in the selection of a vacuum cleaner: The manner in which the apparatus cleans; the effect upon the article cleaned; and the design and construction of the machine itself.

A constant, even suction is necessary for the most satisfactory results. Two classes of mechanically operated vacuum cleaners are on the market for the consideration of buyers—the large volume, high velocity type, and the low volume, high suction type. The former belong to the centrifugal fan cleaners, and are simple and lasting. This is the family to which the Western Electric-Sturtevant belongs. The other class is made up of the rotary, piston, diaphragm pump and the bellows machines. The former clean without inflicting injury upon the article cleaned. Two types of cleaner are furnished. One is the stationary type which may be installed in the basement of a building and connected by piping in the various rooms. The other is the portable which may be wheeled from room to room and is operated by attaching a flexible lead to any electric light fixture.

**Remodeling Old Houses.**

The subject of cement stucco for remodeling old houses is treated in the current number of the Universal bulletins published by the Universal Portland Cement Co. of Chicago. The architect and builder seeking new ideas for resurfacing old structures will find the booklet of exceptional interest.

**BUILDING MATERIAL.**

(Continued from page 1021.)

stock made by small lath mills started up for this purpose in the Northeastern country. Local buyers have a fair supply on hand to-day, but there will probably be a good outlet right through the winter months.

Hemlock from Pennsylvania runs to the base price of \$23.50, and it is said to be about \$1 higher than was ever before named as a regular quotation for this stock. The mills are all sold up very close on dry dock, but are running to capacity in an effort to meet the demand during the winter. Scantling from the East by water brings \$18 to \$20.



North Carolina pine is very active and strong in every department. The market is entirely in the hands of the seller with f. o. b. Norfolk base prices quite steady, as noted in our Norfolk market report.

Long leaf yellow pine is in strong demand, and though buyers have been ready to meet the views of the shippers during the past month, resulting in quite a volume of business being placed, delays in moving the stock from the mills to the Northern buyers, either by car or vessel, causes great embarrassment. Mill prices on large timbers range from \$3 to \$5 per thousand higher than prevailed two months ago, and there seems to be little difficulty in maintaining these figures. Vessels are very scarce and current quoted rates from Atlantic ports to New York range from \$6.25 to \$6.50, and full \$2 higher for cargoes from the Gulf. The situation is very strong, and there seems to be no prospect for any lower level of prices for many months to come.

White pine is in good demand and buyers in this vicinity, both for local distribution and for export, have experienced great difficulty in getting the stock forward from Lake Erie market on account of the break in the canal, which put the waterway out of business through September and part of October. The resulting loss in lumber movement cannot be offset before the canals of the State close, and much lumber will of necessity be brought forward by rail.

All hardwoods occupy a strong position, and maple flooring, and, in fact, all classes of hardwood flooring is quoted as high as \$46 and \$47 for New York delivery. Quartered oak is again very active and firm at \$77 to \$90, while good inch plain oak brings as high as \$57 to \$60, according to general character, stock and width. Poplar is again moving freely and good dry mahogany is fairly out of the market, even at the present high range of prices.

**Chances in the Lumber Trade.**

The offices of the Review have frequent letters and calls from young men ambitious to make places for themselves as wholesale salesmen. Some possess many of the essentials to success and some are entirely lacking in those essentials. As a rule, they do not appreciate what it means for a wholesale lumber dealer to undertake to make an expert salesman from entirely raw material. In the first place, the representative on the road is sure to display embarrassing ignorance, and when all this is overcome and the young man feels that he has grasped the essentials incident to the distribution of lumber at wholesale, there is no guarantee that he will not immediately use this information and experience to start in business on his own account, if he can command the necessary resources, and will use the insight he has gained as a means for building up his own and tearing down his employer's business interests.

This, perhaps, does not present the proposition in as bright a light as it should be presented to the young men who aspire to become expert sellers of

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DOWN TO  
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lumber, but it surely does present some of the reasons why it is so difficult for the honest and ambitious young man to find opportunity for development as a wholesale salesman. The cost to the tutor both in financial outlay and in embarrassment to his business is at the outset great, and his only hope for making such an arrangement a success lies in the permanence of the relationship of employer and employe.—"Lumberman's Review."

—More building mechanics are now under employment in Greater New York than ever before. That is something to be thankful for.

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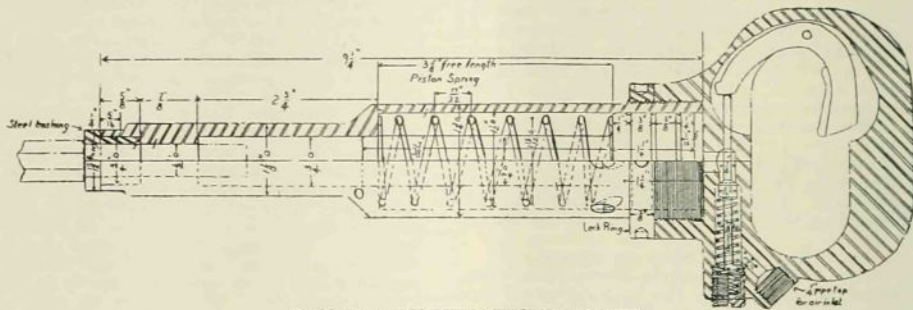
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PNEUMATIC HAMMER.

Description of the Practical Invention of a Canal Commission Employee.

The "Panama" pneumatic hammer, designed and manufactured at the Empire shops, on the Panama Canal, has given uniform satisfaction in use on various parts of the canal work and is believed to be superior in several respects to the hammers heretofore supplied. It excels in speed and simplicity. Under the standardized air pressure of from 80 to 100 pounds to the square inch it delivers 3,500 blows per minute, while the other hammers tested under similar conditions delivered a maximum of 2,200 blows per minute. The "Panama" hammer is made up of 11 parts, exclusive of the tool. Other hammers average about 23 parts.

A longitudinal section of the hammer or "gun" is shown in the accompanying diagram. Connection with the air hose is made on the under side of the handle, through a 1/4-inch pipe thread. Passing from the connection through a hole 3-16-inch in diameter, the air is regulated by a form of bevel seated valve. This valve is kept closed when the hammer is not in use by a spring pressing up against its base. The operation of the valve is controlled by the trigger in the upper part of the handle. When the hammer is gripped for use, the pressure of the fingers draws one end of the pivoted trigger back into a recess in the handle, and the other end of the trigger is forced down upon the upper end of the valve stem, opening the valve. The air enters a chamber behind the piston by which the tool is actuated. The piston is forced forward against the resistance of the piston spring, striking the tool,



PANAMA PNEUMATIC HAMMER.

and causing it to move forward and do its work. As the piston nears the end of its stroke, its head passes the exhaust holes. Instantly the pressure in the piston chamber is reduced to that of the atmosphere, and the compressed piston spring causes the piston to fly back to original position, closing the exhaust. The air pressure immediately forces the piston forward again and the strokes are thus repeated in rapid succession.

The parts of the hammer, named in order from the tool end, are the bushing, the barrel, piston spring, piston, lock ring, valve, valve spring, screw plug, handle, trigger, and trigger fulcrum pin. The free length of the piston spring is 3 3/4 inches, and the length of the piston travel is about 2 inches. The length of the hammer, exclusive of the tool, is 12 3/4 inches, and its weight is 5 1/2 pounds. It is made entirely of steel and finished all over. It is the invention of Fitz James Lewis, of Empire, who has applied for a patent on it.

Definition of a Fireproof Building.

A proposed amendment to the labor law under consideration by the State Factory Investigating Commission undertakes to define what a fireproof building is:

"A fireproof building is one whose walls are constructed of brick, stone, concrete or terra cotta faced with brick; with floors and roofs of brick, terra cotta or reinforced concrete placed between steel or reinforced concrete beams or girders. All the steel entering into the structural parts encased in at least two inches of approved fireproof material, excepting the wall columns, which must be encased in eight inches of masonry on the outside and four inches on the inside; all stair wells, elevator wells, public hallways and corridors enclosed by approved fireproof partitions with approved metal covered doors, trim and sash, with wire glass where glass is used; the stairways, landings, hallways and other floor surfaces of incombustible material; no wood-work or other combustible material used in any partition, furring, ceiling or floors, and all window frames, doors and sash, trim and other interior finish of metal or metal covered or of approved fireproof wood."

INDUSTRIAL EDUCATION.

Are American Workmen Falling Below Europeans in Skill?

It is considered by well qualified industrialists who have studied the question that many classes of workmen of continental Europe have become more skillful and accurate than similar classes of American workmen, even after due allowance is made for the American's native resourcefulness, energy and ability. If the truth of this statement is conceded, active means should evidently be adopted for the development of educational method which will cause our manual workers of the future to be second to none.

A committee of the American Institute of Electrical Engineers, which has been investigating the subject, expresses the view that we have fallen behind Germany, Austria, France and some other European nations in the proper preparation of the youth of the country for skilful and efficient labor.

It seems probable to the committee that this country could, without heavy burden beyond that incurred in maintaining the present more or less inflexible public school system, so modify the pedagogical methods in use as to make it possible for the great majority of sound children to take positions in the world of labor where they could be classed as skilled.

In a preliminary report which the committee had made to the Institute the committee makes these recommendations, among others:

1. Young men who leave common schools at fourteen years of age should be expected to spend at least two years thereafter in either a continuation or full time vocational school. Those leaving at fif-

teen should give at least one year to work of the same kind.

2. Opportunity should be given all residents of the community over fourteen years of age to enroll in the continuation school, upon the payment of a small tuition fee, especially those persons between the ages of fourteen and twenty-five.

There are three public high schools in New York City which offer opportunities for instruction in vocational subjects: Stuyvesant, at 245 East 15th street, Manhattan, for boys and men; Manual Training, on Seventh avenue, Brooklyn, for boys and girls, and Bryant, on Wilbur avenue, Long Island City, for boys and girls. The courses of study, which are directed towards the technical industries, are similar to the ordinary high school courses, except that biology and history are omitted and manual training is given throughout four years.

Applied mechanics, steam and electricity forms a specialty course at Stuyvesant, is given to fourth year students, is open only to students of exceptional ability and is designed to prepare its graduates for giving effective service immediately after graduation. The physical equipment of all these schools is considered by the Electrical Institute's committee adequate for the purpose and the laboratories are better equipped with apparatus than many engineering colleges.

Lighting of Country Roads.

"Now that the electric lighting of our larger cities is well under way, the leaders of the central-station industry are directing their attention to the electrification of the small communities and rural districts. The most economical way to generate electricity for this purpose is in a large and favorably located central station serving a group of towns and the intervening farms," says the Electrical Review. "This gives a favorable diversity-factor and makes possible 24-hour service, for the scarcity of day load in the villages is made up by power load on the farms. The investment in transmission and distribution lines for such a scheme is quite high, however, and this has been the stumbling block to the carrying out of many projects. The problem is, therefore, one of developing enough load along the lines through sparsely settled districts to make their construction remunerative."













Kinstler, Max—H Kronenberg; 1912.94.40
Landcker, Adolf—Hoerner & Miller; 1912.198.11
LoCurto, Carmelo—Twelfth Ward Bank; 1909.386.88

O'Shinsky, Isidor & O'Shinsky & Co—J Powdermaker; 1910.1,077.53
O'Hare, Patk F—Corn Exchange Bank; 1910.1,784.44
Papa, Felix & Adelaide M—J J Sullivan; 1912.205.66

134TH st, 11&13 E; Max Kobre agt Jacob Recheitz et al; notice of attachment; S A Telshy, atty.
Greene st, 91; also BROAD ST, 106&108; also WATER ST, 16; also LOTS 104-6 map of Undercliff Terrace, Morris Heights, Bronx; also READE ST, 138&42; also WATER ST, 106&108, three actions; Harry Fischel agt Leon Realty Co et al; three actions to set aside conveyances; J A Seidman, atty.

NOV. 29.

Lenox av, 186; Isidore Jackson agt Emily N R McLean et al; foreclosure of transfer of tax lien; A Atern, atty.

Borough of Brooklyn.

NOV. 21.

Pitkin av, ns, 50 w Warwick, 25x100; Kings Co Savgs Inst agt Robt Kloiber et al; H L Thompson, atty.
Gravesend av, ws, 240 n Av C, 240x100; Yorklan Realty Co agt G C (Inc) et al; E A Sidman, atty.
State st, ns, 100.11 e Furman, 19.11x61; Amanda V Hoag et al as exrs & C Spencer C Hoag agt Ponce Realty Co et al; J S Griffith, atty.

New Utrecht av, es, 130 s 53d, 20x68.6; Robt Weidman & ano agt Rostof Co et al; Caldwell & Holmes, attys.
Glenmore av, sec Fountain av, 20x75; Otto E Reimer agt Israel Hamburg et al; Sackett & Lang, attys.
Hooper st, 374; Myron Straus agt Annie Heck et al; partition; M Monfried, atty.
Rogers av, ws, 200 n Clarendon rd, 20x100; Mary C Connors agt Peter Heimroth et al; E J Reilly, atty.
Ocean av, ws, 460 n Voorhies av, 125.1 x127.9x103.9x126; Maria J Livingston agt Clara C Moneuse et al; C L Livingston, atty.

CORPORATIONS.

Penn Liberty Co, Harry Marcus Iron Works, Nathan Topol & Ida Topol—F E Stouvend; 1912.192.65
Penn Liberty Co, Morris & Nathan Topol—Congress Varnish Works; 1912.51.95
S Liebmann's Sons Bwg Co—S Hindin; 1912.200.00
Ward Bread Co; W B Remick; 1912;630.86
National Surety Co—H S Himer; 1912.314.84

JUDGMENTS IN FORECLOSURE SUITS.

Manhattan and Bronx.

NOV. 21.

100TH st, ns, 180 e 2 av, 40x100.11; Helen S Du Bois agt Gustavo Galliani; Cary & Carroll (A); Jno Z Lowe Jr (R); due, \$38,211.

NOV. 22.

148TH st, ss, 175 e Convent av, 100x99.11; Seamen's Bank for Savgs in the City of NY agt Emanuel M Krulwitch; Strong & Cadwalader (A); Wm C Arnold (R); due, \$147,116.67.

NOV. 23.

No Judgments in Foreclosure Suits filed this day.

NOV. 25.

Morningside av W, swc 115th, 104.7x25.9; Chas Helbron agt Andw P Morison et al; Henry W Freeman (A); Chas Putzel (R); due, \$10,797.60.

205TH st, sws, 59.3 nw Perry av, 59.3x78.10; Warren B Sannis agt Wm G Saunderson; Warren E Sannis (A); Max S Levine (R); due, \$2,748.60.

NOV. 26.

131ST st, 632 W; Isidor J Pocher agt Lawrence E Brown; Feiner & Maass (A); Fredk C Leubuscher (R); due, \$2,717.47.

NOV. 27.

19TH st, 37 W; Mary Mc C Jones agt Henly M Ecker; Cary & Carroll (A); Morris J Hirsch (R); due, \$63,632.50.

Lexington av, ws, 80.8 s 90th, 20x81; Emma Ziegel et al agt Wm Revin et al; Eisman, Levy, Corn & Lewine (A); Louis Exstein (R); due, \$3,118.70.

LIS PENDENS.

Manhattan and Bronx.

NOV. 23.

Old Broadway, es, 50.2 s Lawrence, 25.1x100; also WHITE PLAINS RD, nwc Nereid av, 100.3x82.11; Eliza Hart et al agt Emma C Gibson et al; amended partition; Simpson & Cardozo, attys.

Bryant av, 1522; Shollenberger & Co, Inc, agt Cornelius O'Keefe et al; action to foreclose mechanics lien; Shoemaker, Pelham & Doughty, attys.

NOV. 25.

Hoe av, ws, 25 n 172d, 100x100; Noonan & Price agt Ray Holding Co et al; action to foreclose mechanics lien; Thompson & Fuller, attys.

St George's Crescent, ws, opposite 206th, lot 77; Tax Lien Co of N Y agt Marla G Del Gaizo et al; amended foreclosure of tax lien; W Lustgarten, atty.

St George's Crescent, ns, e of Concourse, lot 83; Tax Lien Co of N Y agt Marla G Del Gaizo et al; amended foreclosure of transfer of tax lien; W Lustgarten, atty.

NOV. 26.

43D st, 6-S E; Adeleine K Hoag agt Jno H Booth et al; action to declare trust; Kellogg & Rose, attys.

NOV. 27.

40TH st, 15-17 E; New Jersey Clay Products Co agt H H Oddie Co et al; action to foreclose mechanics lien; W W Young, atty.

Garden st, nec Crotona av, 49.2x70.3; Robt Griffin Co, Bronx Inc agt Sass Cal Realty & Constn Co; action to foreclose mechanics lien; M E Ellison, atty.

CORPORATIONS.

Butterick Pub Co, Ltd—New Home Sewing Machine Co; 1912.13.18
Merchants Distributing Co—E J Vilsack et al; 1911.391.91
481 East 167th St Co—L F J Weiher; 1911.117.81

Borough of Brooklyn.

NOV 21, 22, 23, 25 AND 26.

Baar, Sigmund & Jacob, doing business as L I Soap Works—L Brustein; 1912.320.88
Brown, Wm A A—Sargent & Co; 1912.580.96
Bowman, Chas E—A P W Seaman et al; 1912.160.32
Conselyea, Chas—P Van Dorn; 1910.677.00

Fulton st, ss, 50.8 w Norwood, runs s 102.2xw104.1xn84.3xe105.7 to beg; Annie E Hommel & ano agt Moses Metzger et al; R K Jacobs, atty.

Bergen st, ns, 200 e Schenectady av, 25x107.2; Harriet T Dimon agt Jennie McGrane et al; H J Davenport, atty.

Clinton av, es, 102.2 s Flushing av, runs e 103.8xw25xw3.8xw75xw100xn100 to beg; Edw J Brockett et al as trstes Wm R Renwick agt Owen McArdle et al; H L Thompson, atty.

61ST st, swe 20 av, 80x200 to 62d; Max Fishelman agt High Grade Constn Co et al; Roy, Watson & Naumer, attys.

NOV. 25.

73D st, sws, 160 nw 22 av, 30x100; Laura Skinner agt Fred B Kessler et al; B B Christ, atty.

E 2D st, ws, 390 s Av I, 30x125; Ellwood Harlow agt Economy Homes Co; H N Gaines, atty.

40TH st, ns, 175 e 8 av, 25x100.2; Title Guar & Trust Co agt Sadie M Risch et al; T F Redmond, atty.

2D pl, 35; Jacob Goldstone agt Nellie Weinstein et al; foreclosure mechanic's lien; D Zirinsky, atty.

Av O, nwc E 14th, 40x100; Germania R E & Impt Co agt Harry E Potter; J E Van Nostrand, atty.

Lefferts pl, ns, 92.10 e Classon av, runs n90xw24.7xse30.5xsw0.7xse59.9 to pl xe20 to beg; Geo E Lovett & ano agt Eliz Commisky et al; W H Good, atty.





**E 104TH st.**, es, 120 n Foster av, 40x100; Empire City Lumber Co agt Israel Hantman, Fannie & Ellis Feniman; Oct 29'12. 158.00

**Church av.** nec E 2D, —x—; Harry Kavshansky & ano agt Ludwig Obermeyer; Oct15'12. 100.00

**Church av.** nec E 2d, runs n102.4xe100x s64.7xw106.10; Colwell Lead Co agt Ludwig Obermeyer & S H Morris; Nov4'12. 1,323.88

NOV. 22.

**E 107TH st.**, es, 160 n Flatlands av, 20x100; Sam Reisler agt Alfonso Moscato & Vito Divirgilio & Geo Lawrence; Nov19'12. 260.00

NOV. 23.

**Grafton st.** 57-63; D Nechamkus & Co agt Diamond Impt Co; Nov18'12. 825.00

**S 3D st.**, sec Keap, 100x—; Morris I Davidson & ano agt Geo A Segal; Nov21'12. 592.32

**56TH st.**, ss, 270 E 16 av, —x—; C I Constn Supply Co agt Felix Pasqual, Francisco Moyes & Home Title Ins Co; Oct30'12. 250.00

**Grand st.**, ss, 66.8 w Roebing, 25x100; Schwartz, Herschkowitz & Co agt Geo Matulenich; Oct24'12. 150.00

NOV. 25.

**Vermont st.**, ws, 150 n Blake av, 50x100; Ike Goldberg et al agt Wardell Realty Co; Aug13'12. 125.00

**S4TH st.**, swc 20 av, 100x100; Jno Olsen agt Hudson Homes Co; Sept23'12. 450.00

**Same prop.**; H F Meistrell agt same; Sept 13'12. 375.00

NOV. 26.

**Church av.** 203.11; Bell Fireproofing Co agt Ludwig Obermeyer; Nov7'12. 100.00

**Knickerbocker av.** 423; Max Zwerling agt Henry Simon; Nov13'12. 40.00

**Union st.**, ss, 200 e Nostrand av, 100x127.9; Cohn Cut Stone Co agt Lyn Realty Co; Nov22'12. 1,052.00

**61ST st.**, ss, 350 e 5 av, —x—; Alberne Stone Co agt Bay Ridge Land Impt Co; Nov26'12. 100.00

**STH av.**, ss, 75 s 40th, —x—; Szenko & Gaydea agt Wm & Robt Smith; Oct23'12. 300.00

\*Discharged by bond.

\*Discharged by order of Court.

\*Discharged by deposit.

## ORDERS.

### Borough of Brooklyn.

NOV. 21.

**40TH st.**, ss, 300 e 5 av, —x—; E Strayer on Ocean Breeze Co to pay C R Macaulay Co. 273.67

NOV. 22.

**Bergen st.**, ns, 180 w New York av, 120 x100.5; N Y Bergen Co on Title Ins Co to pay J P Duffy Co. 58.06

**Rockaway av.**, ws, 200 s Pitkin av, 25x100; Saml Bloom & ano on Sarah Brasch to pay Brownsville House Wrecking Co. 49.00

**Washington av.** 646-S; Jas E Lewless on T De Bones to pay Paul Schaad. 110.00

NOV. 25.

**56TH st.**, ss, 270 e 16 av, —x—; Felix Pasqual & ano on Home Title Ins Co to pay C I Constn Supply Co. 250.00

**St Johns pl.**, ns, 100 w Albany av, 105x112.9; Clason Constn Co on Title Ins Co to pay H L Suire & ano. 220.00

NOV. 26.

**West st.**, es, 200 n Av C, 270x100; Dominick Cervadoro on Jas Moore to pay Salvatore Barbagallo. 80.00

## CEMENT IN RETROSPECTION.

### Prophetic Address of Edwin C. Eckel in 1908 Recalled in Light of Recent Advance.

THE recent advance of ten cents, mill, in the price of Portland cement coming into this market from the Lehigh district under the more prominent brand names, is generally considered to be a turning point for better conditions in that industry.

A Portland cement authority gave a reminiscent interview this week of the cement industry in which he recalled to mind the wonderfully prophetic address of Edwin C. Eckel, formerly of the United States Geological Survey, who in an address before the national meeting of the association of American Portland Cement Manufacturers, held in the Knickerbocker on December 8, 1908, foretold almost exactly the experience of the industry through the last three years.

The cement authority referred to, has been discussing the ruinous conditions

under which Portland cement has been sold in recent years and he added that had Mr. Eckel's advice been taken at that time, instead of being laughed at, the industry would be on a more definite highway leading to success to-day.

Mr. Eckel stated at the time that while the actual annual output of Portland cement might be expected to increase as population increased and as new uses were found for the product, it could not be expected that the increase would be as steady as it had been in the past.

The astounding growth of the industry, from 42,000 barrels in 1880 to more than 46,000,000 barrels in 1907, had then ceased, the production for 1908 being estimated at about 47,000,000 barrels, or two-thirds of the capacity of the existing plants. Two of the three business depressions that the industry passed through left it unscathed, but the third one, that of 1908, brought the fact home to the cement manufacturers that henceforth the course of trade would be marked by successive periods of high and low output, corresponding to the condition of general business at the time.

Mr. Eckel also stated that prices would, if left to absolutely unrestricted competition, tend to fall to a point which would yield a fair profit only to the largest mills.

In reviewing the growth of the manufacture of Portland cement in the United States, Mr. Eckel said:

"Up to 1907 the American cement industry had shown practically uninterrupted progress so far as annual output was concerned, and many manufacturers seemed to expect that this pleasant condition would continue indefinitely. The number of plants under construction or in the course of promotion increased rapidly, and heavy increases in productive capacity were indicated.

In January, 1907, Mr. Eckel, as cement expert of the United States Geological Survey, in discussing conditions in the cement industry of 1906, called attention to an impending change in these conditions in the following statement:

"The cement output, as yet, has not suffered markedly from financial depression. Prices have fallen off in poor years, it is true, but the annual output has always increased. The rise in yearly output from 1885 to 1906 has not only been continuous, but has even shown a tendency to increase its rate of increase.

"Of course such a condition of the industry cannot be expected to continue indefinitely. Within a few years we must expect to see the rate of increase lowered and finally, in some period of business depression, some year will show a lower output than the preceding year. This will mark the end of the youth of the cement industry, and the beginning of its period of maturity.

"Though the present condition of the industry is as prosperous as might be desired, it is possible that the change in rate of growth may be quite near at hand. New construction in 1906, and plans for 1907, will provide a great increase in mill capacity. If the succeeding years are generally good, this increase will take up without difficulty; but a general depression would probably result in a temporary check to the cement industry. So far as can be estimated now, the plants which will be in operation before the end of 1907 will turn out cement at the rate of 50,000,000 barrels per annum, and it is doubtful whether such an output could be absorbed if the United States were not generally prosperous."

When this statement was published, several cement-trade journals commented on it in interesting fashion. As one noted: "The absurdity of such gloomy prophecy, at a time like this, is obvious to any one acquainted with the true conditions of the cement business. The rush of cement never was greater than it is now. All mills are working to full capacity and the managers only wish that they were bigger."

Since then the humor of the situation has not been so obvious. Now near the close of 1912 it seems fairly safe to say that the American cement industry has reached a distinct turning point and the matter of output must be handled differently. Hereafter we may expect that the cement production will be related very closely to general business conditions; that in times of prosperity we may temporarily fall behind in capacity, but that the approach of business depression will be marked either by radical decreases in cement output or by its alternative—which is general demoralization in the trade.

The cement industry has no longer room for poorly managed plants or for weakly financed companies, for in times of industrial stress such plants and companies become a menace to the entire industry.

## Stucco for Exterior.

The most durable stucco is obtained when cement is employed, but the trouble lies in the fact that cement sets quickly, much more quickly than lime, and cracks are liable to appear, says "The Builder." If, however, just—with the accent on the word just—sufficient of each ingredient is used, and neither too little nor yet too much water is added, a stucco can be produced that is far superior to any other in weathering powers. If an excess of water is employed the plaster will not cling properly to the wall; yet, on the other hand, if too little be used, the cement plaster will dry so quickly that cracks are certain to result. Again, if too much cement is used cracks are liable to appear. Dryness in any form results in cracks, which in some cases are so fine as not to be discernible except by close inspection. These cracks will in time admit moisture, rain bearing sulphur and ammonia, which will in time break down the protective covering, and the stucco will fall away, either by disintegration or peeling.

One essential, therefore, to good work is that the plaster must not lose its dampness too rapidly, and this can be done by keeping the surface wetted or by way of damp cloths hung in front of the wall. It is also necessary to prevent the water in the cement being absorbed by the brickwork on which it rests, and this can be done by previously well wetting the brickwork.

To make a good weather resistant, the stucco must be dense. This can be obtained by mixing the concrete stiff, and yet contain the necessary water to prevent rapid drying, which will allow the plasterer to work rapidly. A very thorough mixing will accomplish this. Trowelling the surface should not be done too much, for although by this means density is accomplished, the result will only be the trouble of cracks when dry, which is to be avoided. Trowelling brings the water to the surface, and the work is liable to dry too rapidly.

Where furring strips are used for the purpose of affixing metal mesh precautions must be taken to prevent danger from them. This arises from the fact that they are liable to split under the influence of wetting and drying at those places where staples have been driven in to fix the metal mesh, and the mesh becoming loose, the stucco and mesh fall down. By attaching the mesh to the wood strips by galvanized-iron wire tied around both this danger is avoided.

A good lap should be given to the mesh joints, or at these places cracks in the stucco will appear. There is a danger in using metal lath where some patent plasters are used, as some of them contain acid, which attacks the metal. It is desirable, therefore, where such are used to give the mesh a coat of limewash or some similar protective coating.

Where lime is used with cement the limit should be 10 pounds of hydrated lime to one bag of cement, and this should only be used for the second coat. The first and last coats should not contain more than 5 pounds per bag of cement; in fact, it were better to use none at all in the finishing coat. Only hydrated lime should be used, and no plasterer's putty. Hydrated lime is lime scientifically prepared, being properly cleansed and screened, and is free from all impurities. A good substitute for sand is asbestos rock and fibre. The fibre performs the binding function of ox-hair in plastering, the stucco being less liable to crack. The use of asbestos fibre along with cement and sand can be recommended. Other aggregates, such as crushed marble, finely-crushed granite, and similar rocks are used where some special finish is desired.

To obtain a rough-cast finish, mix one part hydrated lime with two of Portland cement, mixed dry, and add water until a thick paste is obtained. Put this into a pail, and, keeping it well mixed, take out by means of a paddle or trowel, which, dashed against a stick held in the other hand, splashes the mixture on to the wall, giving the rough-cast finish.

Pebble dashing is composed of clean-washed pebbles mixed with a thick paste of the composition above. This gives a pebbly surface to the work. To obliterate any streaks showing after the finishing coat has been put on, a lime-cement wash can be used, which at the same time will fill in any cracks. To obtain a float finish, the surface is treated with a hand float in the ordinary way for plastering.

—A fund of \$50,000 for the establishment of a library of architecture at the Art Institute, Chicago, was the sole public bequest contained in the will of the late D. H. Burnham, disposing of an estate estimated at \$1,300,000.

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# RECORDS SECTION

of the

## REAL ESTATE RECORD AND BUILDERS GUIDE.

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

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

Vol. XC

No. 2333

New York, November 30, 1912

(22) PRICE 20 CENTS

### BLOCK AND LOT INDEX OF RECORDED CONVEYANCES

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

The first figure indicates the official Block number.

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

98-56	572-32	1345-38	1748-6	2065-35-36
163-5	592-1	1368-1-2	1756-65	2117-14-16
251-12	611-5	1450-40	1769-51	2132-94-96
276-24	640-34-37 & 77	1472-6	1790-8-11	2152-50
306-29-30	737-9	1492-3	1791-36	10 & pt lts 1 & 10
328-52	738-57	1496-27	1811-6	2159-29
341-34	791-36	1557-26	1817-30	2169-9
344-25	806-74-79	1558-11	1821-53	2180-309
352-42	830-39	1594-40	1824-30 & 49	
353-44	836-62	1597-64	1843-27-28	
373-34-35	839-80	1599-48	1867-59	
380-17	873-13	1610-23	1895-32	
382-54	900-13	1615-64	1915-43 & 49	396-37-38
386-53	910-35	1625-45	1928-4½	419-73
390-13	911-59	1636-7	1942-56½	1008-23
409-42-43	914-6-8	1639-64½ & 66	1946-10	1197-35
414-25	929-13-15	1640-28	1946-10	1214-1
426-6	936-37	1681-39-40	1978-53	1217-36¼
440-52	982-51	1688-13½	1995-1	1263-18
445-7	1150-34½	1727-33	2002-52	1392-58
526-28	1166-59	1728-61	2011-50	1504-44
528-80-81	1260-21 & 54-55½	1730-54	2033-47	1611-65
539-28	1289-51	1736-55	2034-52	1637-47
543-62	1326-16		2041-28	1729-65½
			2059-18	1817-27½

#### WILLS.

#### EXPLANATION OF TERMS USED AND RULES FOLLOWED IN COMPILING RECORDS.

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

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

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

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

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

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

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

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

as in course of construction. Valuations are from the assessment roll of 1912.

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

Flats and apartment houses are classified as tenements.

Residences as dwellings.

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

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

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

#### KEY TO ABBREVIATIONS USED.

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

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





















**Southern blvd** (11:3113), nec Grote, 37.11x115x37.6x120.11; Nov25; Nov26'12; due &c as per bond; Augustus Gareiss to Bertha A F Bingel, 915 Jackson av. 5,000

**Southern blvd, 179TH st & Mohegan av** (11:3118), leasehold; Nov21; Nov26'12; demand; 6%; Wm M Tivoli to A Hupfel's Sons, a corpn, 842 St Anns av. 2,538.42

**Southern blvd** (11:2958), ws, 100 n 175th 50x93.4x50.11x105.2, ss; ext of \$37,000 mtg to Nov23'17 at 5%; Nov23; Nov26'12; Lawyers Title Ins & Trust Co with Dwyer & Carey Constn Co. nom

**Stebbins av** (10:2692), ses, at ns 167th (No 841), 62.6x19x61.2x25; also 170TH ST, 580 E (11:2931), ss, 90.7 e Fulton av (old line), 16.9x65.10x17.4x109.4; also LAND in Yorktown, West Co. NY; Aug27; Nov23 '12; due Feb27'13, 6%; Charlotte J Herbst, 803 E 166, to Frank Herwig, 408 E 82. 1,125

**Tinton av** (10:2670), es, 207.7 s 166th, 16.2x100; Nov21; Nov22'12; 3y5%; Margt A wife of Alex Hill to Mary A McGuire, 96 Park av. 2,000

**Tremont av, nec Honeywell av**, see Honeywell av, nec Tremont av.

**Tremont av** (11:2869), ns, abt 166 e Harrison av, 50x125.9x48.11x104.9; Nov25'12; 3y 5%; Agnes Mahony to Caroline C Wright, 1187 Woodycrest av. 7,500

**Valles av** (13:3421), ws, abt 405 n 254th 51.9x114.5x50x125.1; also NEWTON AV (13:3421), ws, 250 n 254th, 50x100.8; Nov 25; Nov27'12; 3y6%; Christian Gaul, 14 Phillips pl, Yonkers, NY to Mable A Robinson, Paterson, NY. 1,500

**Van Courtlandt av, 596** (12:3322); sal Ls; Nov20; Nov25'12, demand, 6%; Antonio Russo to Henry Elias Brewing Co, 403 E 54. 600

**Virginia av (\*)**, sec Public pl, runs s 75.11x144.11x48.4 to ss Public pl xnw on curve 133.11xw27.11 to beg, except part for Public pl; Nov27'12; 3y6%; Hiram R Fisher to Morland Mortgage Co, 165 Bway. 15,000

**Vyse av** (11:2989), ws, 225 s 173d, 25x 100; pr mtg \$6,500; Nov26; Nov27'12; 5y 5%; Adelaide Stuve to Marie Tritschler, 468 E 144. 1,500

**Washington av, 1154** (9:2372), es, 29 n 167th, 36x127; pr mtg \$—; Sept1; Nov 22'12; 5y5%; Jos L Davison to Henry H Jackson, 63 E 92. 45,000

**Washington av** (9:2382), nwc 160th, being lot 62 blk 2382 tax map transfer of tax lien for yrs 1898 & 1905 to 1908 assessed to D Schiffer; Feb20'11; Nov22 '12; 3y9%; City of New York to Tax Lien Co of NY, 68 Wm. 1,570.54

**Washington av** (9:2372), nec 167th, 65x 127x65x126.11; ext of mtg for \$52,000 to Sept1'17 at 5%; Sept1; Nov22'12; Jos L Davison, of Bklyn, NY, with Henry H Jackson, 63 E 92. nom

**Watson av, nwc Castle Hill av**, see Castle Hill av, nwc Watson av.

**Westchester av (\*)**, ss, at ns land now or late of the Episcopal Church of Westchester, runs se4 chs & 49 links xne 58 links xse 12 chs & 19 links xne 7 chs & 45 links to Westchester creek xnw 4 chs & 6 links xnw 2 chs xnw 4 chs xnw 4 chs & 8 links xsw 33 links xnw— to ss Westchester av xsw— to beg; also PLOT begins at sc Old Friends Meeting House lot, adj a lane from said lot to the highway, runs ne 1 ch 56 links xne 1ch 75 links xne 1 ch 67 links xne 4 chs 29 links xse 12 chs & 16 links xse 2 chs 50 links xsw 1 ch 93 links xse 1 ch & 53 links xse 3 chs xne 3 chs & 50 links to high water line

Westchester creek xe 7 chs & 30 links xsw 2 chs & 45 links, xnw 11 chs & 45 links xnw 4 chs & 90 links xnw 4 chs & 26 links xnw 8 chs & 26 links to beg; also PLOT of Salt Meadow situated on Westchester creek known as Capt Cornell Ferris' Salt Meadow, contains 5 476-100 acres; June3'12; Nov27'12; due Oct 25'12 6%; Helen A wife of Jno T Pultz to Chas E Warren trste, 326 W 89. 34,000

**Westchester av (\*)**; same prop; ext of \$34,000 mtg to Nov25'12 at 6%; Oct25; Nov 27'12; same with same. nom

**White Plains av, nec 220th**, see 220th E, nec White Plains av.

**Willis av** (9:2282), sec 138th, 25x74.4; Nov26'12; due &c as per bond; Jas Tyroler to Title Guar & Trust Co. 35,000

**Willis av, 314** (9:2285), es, 25 s 141st, 25 x100; pr mtg \$15,000; Nov15; Nov25'12; 2y 6%; Kathie Fischer to Hattie M Fiske, 117 Union av, Saratoga, NY. 2,000

**Willis av, 378**, see 115th, 109-11 E, Manhattan.

**3D av, 2606** (9:2315), nec 140th (Nos 291-9), 28x111.7x25x124.3; AT to any strip lying in front of above, except pt conveyed by Hy Behrman to Henry Van Zandt by deed dated Oct25'88; also except pt taken for 140th; PM; Nov22'12; 5y5%; Adam P Dienst to Maria D Behrman, 453 Putnam av, Bklyn. 20,000

**3D av** (9:2363), ses, 175 ne 153d, runs se207.7 to nws Bergen av, xne55.4xnw27.9 to ws Mill Brook xn0.4xnw187.2 to ses 3 av xs55 to beg; pr mtg \$—; Nov22; Nov 23'12, demand, 5%; Pauline & Otto Muller, 2994 3 av, to Ebling Brewing Co, St Anns av & 156th. 2,000

**Consent** (file) to mtg or deed of trust dated Nov22'12; Nov11; Nov25'12; Clinton Holding Co to Wm S Hall, Freeport, NY.

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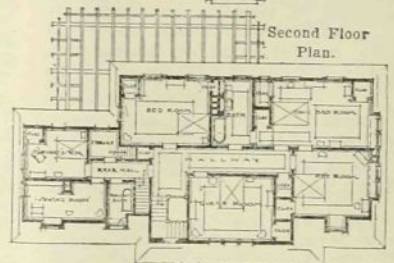
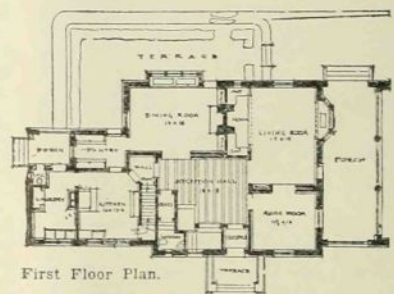
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