BROOKLYN AND QUEENS.

An explanation of great importance in its bearing on real estate development in Brooklyn has been given of the Mayor's abrupt signature of the East River Tunnel bill despite his original opposition to the route, which he finally indorsed. This opposition was founded on the belief, entertained in common with the public, that the route was laid out in the interest of the Long Island Railroad, which would presumably construct and operate the tunnel. Apparently, however, there has never been any substantial ground for the opinion that the Long Island Railroad desired to control the rapid transit tunnel, the opinion being merely an inference drawn from the fact that the route articulates with the Long Island terminal station at the junction of Flatbush and Atlantic avenues. At any rate, it is authentically stated that the Mayor was convinced by representations made to him that the Long Island Railroad would have no motive to secure the tunnel, not being in a position to operate it with profit on the rental required.

It was pointed out that a steam railway, maintaining a freight as well as a passenger service, is obliged to accommodate itself to both classes of traffic and, moreover, can run trains only on long headway, making infrequent stops. Within, say, eight miles of the tunnel terminal in Manhattan, the Long Island would be unable to compete with the Brooklyn trolley lines for passengers, and outside that limit it would be obliged to depend chiey for passenger traffic on comparatively thinly populated settlements clustering within walking distance, or half a mile of the railway stations. The number of stations might be increased, but at the expense of running time, which would be lengthened as the stopping places were multiplied. Express trains might be added, but the advantage thus gained would, beyond a point quickly reached, be disproportionate to the increase in cost of operation. The suburban passenger service of the Long Island is undoubtedly capable of substantial development, but certainly not in the immediate future, to an extent which would justify the lease of the tunnel, particularly as the road will have the advantage, free of cost to itself, of landing passengers at the Brooklyn tunnel terminal, and will probably be able to enter into some transfer arrangements with the tunnel management.

The logic of the situation is that whatever interest undertakes to operate the tunnel it will have to overcome the heavy initial and permanent outlay by securing urban passenger traffic already in existence and in prospect within the eight-mile limit. This traffic is controlled by the electric lines, and an adequate share of it can be secured only by intercepting the roads from South Brooklyn and the southern part of Queens that now run over the Bridge. Obviously, passengers on the Bridge lines would rarely leave their cars for the tunnel line even in the absence of an additional fare, for a continuous ride is quite as important a factor in urban travel as a five-cent fare and several minutes' saving in time. But the local travel from the three Brooklyn stations of the tunnel line, including transfers from the Long Island road, will call for the utilization of but a part of the tunnel's carrying capacity. To utilize the full capacity some arrangements will have to be made which will divert the South Brooklyn electric cars from the Bridge directly through the tunnel, an arrangement obviously dictated by a mutuality of interests between the prospective tunnel management and the Brooklyn Rapid Transit Company.

It is believed in well-informed quarters that the tunnel will be built by the Subway Construction Company and operated as an integral part of the subway in Manhattan by the financial interests identified with that company. The lowering of the Long Island tracks in Atlantic avenue is certain to be completed by the time the tunnel line is opened, and at the office of the East River Bridge Commission it is said that that bridge will probably be finished in three years, although four may possibly be required. What will be the effect of the simultaneous completion of these three great public improvements?

The most revolutionary in its influence will be the East River Tunnel. The tunnel for the first time in the history of Brooklyn will place part of that borough in direct communication with the shopping, theatre, hotel and club centre of Manhattan—the show end pervaded by the subtle atmosphere of those elements that sum up the distinctive richness and variety of metropolitan life. With absolute parity of transportation there is no alchemy in the soil of Manhattan to make it permanently more valuable than that of Brooklyn. The part of Brooklyn within walking distance of the three subway stations, at the Brooklyn City Hall Fulton street and Flatbush avenue, and Flatbush and Atlantic avenues, will, in any event, be on an equality with the West Side in Manhattan, and if the electric trolley lines are admitted to the tunnel the area of direct transportation will be indefinitely widened. The territory tributary to the subway station will attract the same class of residents that have created the high land values on the West Side, and with residential property capable of attracting tenantry for modern elevator apartments, suitable real estate will quickly be improved to secure the more productive income. Direct communication with the uptown shopping and amusement centre will make the tributary territory available for improvement with tall apartments and the substitution of modern apartments for residences will cause a tremendous rise in land values.

The Atlantic avenue improvement will cover a distance of nearly six miles. The Long Island tracks will be depressed from Flatbush avenue station, a distance of 2,200 yards, the surface of the street being restored to its full width for public use. From Bedford avenue the tracks will rise in an open cut and pass to an elevated structure, which at Nostrand avenue will be high enough to permit street traffic below. Thence the tracks will be carried variously by elevated structure, tunnel and surface grade, which is permanently reached at Atkins avenue. The effect of this improvement will be appreciated by those acquainted with the results that followed the depression of the New York and Harlem tracks in Fourth avenue. The whole of the district affected by the Atlantic avenue improvement is readily accessible to Manhattan by present transportation facilities. The nearer parts of the avenue and the abutting streets will undoubtedly be quickly built up with medium-class flats and private houses, while a great building movement is expected to develop in the Twenty-fourth ward, from which the tide of immigration has hitherto been diverted by the danger arising from surface grade railway crossings. Seventy-five per cent. of the ward is vacant land, most of it high ground, and lots in streets with city improvements are selling at $1,500 to $5,000, prices in unimproved streets being $500 to $1,500—quotations which obviously invite speculative building.

The effect of the East River Bridge, it is thought, will be most marked in the suburban territory dependent on the transportation lines centring at Broadway and Grand street ferries, which will be diverted across the bridge. The territory includes particularly East New York and sections of Queens, while much additional new territory will unquestionably be brought within the influence of the bridge by extensions of the means of transportation. Generally speaking, the full benefits of the bridge and the tunnel will be distributed throughout the territory tributary to lines that will land passengers directly in Manhattan over a route of eight miles trolley and twelve by elevated railway. These or at any rate closely approximating distances fall within the urban time limit of travel and encompass the whole of Brooklyn and the larger part of Queens. They also set the physical limit of urban development and determine the possibilities of enhancement in the value of land.

What the East River Bridge and the tunnel are expected to do for outlying land may be inferred from the land movement that resulted from the admission of the Brooklyn transportation lines to the present bridge, a movement which is still rising, particularly under stimulus of improvements in the service of the Brooklyn Rapid Transit Company inaugurated by its new management. Of 2,802 buildings completed in the thirty-two wards of Brooklyn last year 1,680 were erected in the seven suburban wards lying south and east of Prospect Park. In these wards are about thirty tracts under development by land improvement companies, nearly all of which have been opened since the Brooklyn lines were admitted to Manhattan. Because of the general control of the land by strong corporations the character of the building improvements is uniformly higher than would have been the case if the initiative had been left to individual speculative builders, and the terms of purchase to the public easier on lower prices in respect of both lots and houses.

The practice on most of the tracts has been to introduce a complete system of improvements, including paved streets, flagged sidewalks, water and gas, and the chief distinction between the tracts is the presence or absence of sewers, these having been put in wherever the city mains extended far enough out to be reached. The territory covered by the city mains is being built up with extreme rapidity. On some of the tracts the majority of the lots are already occupied by private houses, and the vacant lots interspersed are being sought after by builders as sites for exclusive apartment houses suitable to the neighborhood. This new use open to the land is enhancing lot values, and tending to push the current style of private house construction further outward.

The most active construction work has been carried on at Bay Ridge, Fort Hamilton, Bath Beach, Bensonhurst, Mapleton, Dyker Heights, Van Pelt Manor, Borough Park, Flatbush, Kensington Park and part of Ocean Parkway. Building operations have been extensive also in the Bedford, Eastern Parkway, East New York, and Ridgewood sections, and in Sea Gate, Coney Island, Gravesend, Manhattan Beach, Sheepshead Bay, Canarsie and Bergen Beach. Among the beach settlements the most progressive the past few years, since it came into the hands of the present management, has been Sea Gate, which is, indeed, a model of its kind.

Generally speaking, in the localities nearer to Manhattan there are more houses rented, many of them of the two-family design. In the more distant neighborhoods there is less renting, nearly all the dwellings being occupied by their owners. One of the most interesting sections in Flatbush, just beyond the south entrance of Prospect Park is the John Lefferts estate, comprising 750 lots, of which 300 have been sold. Of 155 houses built 120 have been sold. The houses are of two and three stories and basement, of brick and stone, costing from $8,000 to $12,000.

Just south of Prospect Park is Prospect Park South, Brooklyn's most finished settlement. In the short time the property has been on the market more than $600,000 has been invested in homes costing from $10,000 to $30,000. The plan has been to sell lots to buyers who will build their own homes, but a number of new houses are being completed to suit urgent home-seekers. The same is true of South Midwood, another section of Flatbush, which is being developed by the Germania Real Estate and Improvement Company. Villa plots are quoted at $2,000 apiece and houses from $7,000 to $12,000. Kensington Park is another beautiful neighborhood to the south of Prospect Park, and developed along similar lines. At Homecrest the Harbor and Suburban Building Association has been building eight to fourteen-room houses of attractive design.

In Flatbush the F. B. Ackerson Construction Company is laying out a tract of twelve acres adjoining its settlement of Beverly Square, where houses costing $11,000 and $12,500 have been disposed of. The new tract is to be known as Beverly Square West, and houses there will be offered at $6,000 and upward. Among the important groups of houses undertaken by individual builders which ought to be noted are those of W. A. A. Brown and Walter R. Lusher.

The largest company operating in Brooklyn, however, makes a specialty of the sale of lots. Wood, Harmon & Co., when the trolleys were admitted to the Bridge, bought up twenty-seven farms, comprising 1,000 acres, at rates which would average $100 a lot. The company has since developed parts of this holding, including Rugby, Oak Crest, The Lindens, and Kings Oaks, and sold nearly 4,000 lots at an average of less than $400 a lot. The lots are sold on the installment plan and the purchaser's family is secured against loss in case of his death by a free life insurance policy covering the unpaid purchase money. The company's current lot sales average $40,000 a week and are made chiefly by house to house canvassers, although a large proportion is effected by mail.

In Queens, at Flushing, on a rolling plateau that rises from the bay, is a residential park around a well-equipped business and shopping centre. Flushing is much the same sort of settlement as Flatbush, with like architectural and social characteristics. Here the Realty Trust has a tract under development on attractive lines. Suburban houses in varied architectural design, on roomy plots, having all the conveniences and in sufficient number to create a desirable neighborhood have been built and sold for four or five years.

Elmhurst is similar in plan and selling scheme to the other corporate enterprises described. It is on high, healthy, attractive ground, only twelve minutes by train from Thirty-fourth street ferry, and has trolley connections to all points. Of 270 houses 260 have been sold. The Cord Meyer Company has houses of its own construction for sale, or will sell a plot and build a house from the buyer's plans on easy terms. Both Elmhurst and Flushing are going to be brought into more direct and intimate relations with Manhattan by the East River and Blackwell's Island bridges.

Following are some tracts not already mentioned

BROOKLYN.

Arlington Terrace—Ocean avenue and East Twenty-fifth street and King's Highway, thirty-two acres; opened May, 1900; lots, $250 to $1,000.

Bensonhurst—Bounded by Mapleton, Gravesend, Van Pelt Manor and Gravesend Bay; opened about five years ago; lots, $300 to $1,500; all detached houses, $7,000 to $15,000; tract comprises 5,000 lots.

Borough Park—Bounded by Fortieth street, New Utrecht avenue, Sixty-fourth street and old New Utrecht road; comprises 4,500 lots; prices, $240 to $590; houses, $5,000 to $10,000; tract opened 1898.

Bay Ridge Park—Bounded by Third avenue, Sixty-eighth street, Fourteenth avenue and Eighty-sixth street; comprises eighty acres, opened two years ago; lots, $425 to $1,500; houses, 5,000 to $7,000.

Comfort—Bounded by Ocean Parkway, Avenue T, East Eighth street and Avenue U; about five hundred lots; prices, $350 to $650.

Ditmas Park—Bounded by Ocean avenue, Avenue D, Newkirk avenue and Brighton Beach Railroad; comprises about five hundred lots; sold in plots of not less than fifty feet front at $50 to $125 per running foot.

Eastern Parkway—Extends from Douglass street to Schenectady avenue and from old town of Flatbush to New York avenue, and comprises 1,200 lots; sold in plots of not less than 50x125; prices, $5,000 to $10,000; opened October, 1899.

Effingham Park—Bounded by Eighty-sixth street, Lake lane, West Twelfth street and Avenue U; opened October, 1898; comprises 325 lots; prices, $200 to $600.

Homecrest—Bounded by Boulevard, Avenue F, Ocean avenue, Avenue T and Neck road; comprises more than 7,000 lots; sold at $200 to $700; opened two years ago; houses, $3,500 to $9,000.

Homewood—Bounded by Ovington avenue, Sixteenth avenue, Seventy-fourth street and Eighteenth avenue; comprises 530 lots; opened 1897; houses, $2,500 to $5,000.

Kensington Park—Extends from Coney Island avenue to Forty-seventh street, and from Eighteenth avenue to Avenues E and F; comprises 920 lots; prices $500 to $1,000; opened October, 1899; houses, $3,500 to $8,000.

Kings Oaks—Bounded by Ocean avenue, King's Highway and Brighton Beach Railroad; opened 1899; prices, $350 to $1,000; sold in plots of not less than forty feet front.

Lindens—Avenue N and Coney Island avenue; opened 1898; lots, $250 to $500.

Martense—Bounded by Tenth avenue, Thirty-sixth street, Fifeenth avenue and Forty-first street; comprises 160 acres; opened 1899; lots $300 to $1,800; houses, principally two-family, $3,800 to $5,100.

New Utrecht Terrace—Ovington avenue to Eighty-sixth street and Thirteenth to Fourteenth avenue; comprises 520 lots; $600 to $750; opened March, 1898; houses, one-family, detached, $4,500 to $5,500.

Oak Crest—Coney Island avenue to Brighton Beach Railroad and Avenues H to J; opened 1898; lots, $430 to $750.

Rugby—Bounded by East Broadway, Hunter Fly road, Canarsie lane and Albany avenue; 2,000 lots; opened a year ago; prices, $300 to $600.

Slocum Park—Ocean Parkway to East Fourteenth street and from King's Highway to Avenue O; comprises about 1,200 lots; $275 to $350.

Sheepshead Bay Park—Ocean Parkway to East Seventeenth street and East Seventeenth street to Avenue U; comprises about 500 lots; $250 upward.

Terrace-by-the-Sea—Bounded by Ocean Parkway, East Third street and Neck road; comprises about 400 lots; $250 up.

Vanderveer Park—Bounded by Avenue C, Alten place, Flatlands Neck road and Amersfoort place and Flatbush avenue; comprises more than 5,000 lots, of which only a few remain unsold; prices, $250 to $1,000; opened about six years ago.

Van Pelt Manor—Bounded by Benson avenue, Twentieth avenue, Seventieth street and Eighteenth avenue; lots $450 to $1,000; houses $3,500 to $10,000; houses rent in this section at from $35 to $60.

Yale Park—Opened a year ago; extends from Coney Island avenue to East Fourteenth street and from Kings Highway to Avenue S.

QUEENS.

Brooklyn Manor—Bounded by Fulton and Jamaica avenues and Forest Park and Woodlawn, and comprises 680 lots; opened 1892; lots, $400 to $1,200; houses, detached, $4,500 to $6,500.

Brooklyn Hills—Opened 1889; comprises 598 lots, nearly all sold, $300 to $350; about five hundred houses have been built and sold; $3,800 to $5,000.

The Forest Park section, comprising 850 lots, of which about three hundred have been sold at prices ranging from $325 to $350, adjoins Brooklyn Hills on the north.

Bowne Park, Murray Hill—Opened fall of 1898; comprises 360 lots of fifty-foot fronts each; sold at $400 to $2,000; houses, $4,000 to $9,000.

Chester Park, Woodhaven Junction—Atlantic avenue to Broadway and Clinton avenue to Grant avenue; comprises 475 lots, most of which have been sold.

Elmhurst—Comprises about seventeen hundred lots; opened in 1896; houses, $3,500 to $6,000.

Glendale Heights—Opened September, 1900; comprises 313 lots, $150 to $600.

Ingleside, Flushing—Comprises 1,428 lots, sold at $260 to $1,000; houses, $3,500 to $8,000; opened in spring of 1898.

Luona Park, Corona—Comprises 1,100 lots, sold at $350 to $600; houses, at $3,500 to $5,000; opened in spring of 1898.

Richmond Hill—About one hundred houses sold since January, 1900, at $4,000 to $4,500.

Shoreview Park, Jamaica—Rockaway turnpike to Idlewild avenue, at Adam Epic's; comprises 500 lots; 300 sold at $40 to $175; opened in 1898.

Real Estate News.

The House and Home Company has bought the Richard H. Cowperthwaite estate, containing 453 lots, bounded by South street, Rockaway road, Lincoln avenue and the Ely estate, at Jamaica, L. I. The property will be put upon the market next month for resale in building lots.

Vetter, Grames & Soper, in conjunction with John J. Lyons, have sold to a syndicate a plot of about 180 lots on White Plains road, adjoining Bronx Park, for $57,000.

Max Marx has bought from Joseph Berndt and has resold to John O. Baker the plot, 50x112.6, on the north side of 183d street, 175 feet east of Amsterdam avenue, and has bought from Joseph Berndt the lot at the southwest corner of Audubon avenue and 168th street, and has resold it to Nathan Wise.

The report that Henry Morgenthau has sold No. 33 West Seventy-fourth street, a four-story house on lot 20x100, to a Mr. Sterne is denied on authority.

Joseph P. Day has leased for a term of years for Charles E. Appleby to the Merchants' Trust Company the three-story building on plot 50x100.5, at the southwest corner of Fifty-ninth street and the Grand Circle. The lessee will occupy the ground floor and basement as a branch bank.

Real Estate Transfers.

DOWNTOWN.

(South of Fourteenth st.)

Madison st, 321, n e cor Gouverneur st, 37.1 x 75.9x37.1x74; Madison av, 325, n s, 25 x73.8x25.7x73.9; Ernst M Schehlich to Samuel J Goldsmith, r s $10, all liens. $1
Liberty st, 91, n e s, 25x100.8; Louisa Cleveland and ano, indiv, and exrs, to the Singer Manufacturing Co, r s $145 145,000
Water st, 82; Agnes J Smith to Andrew C Sullivan, mtge $6,000 1

EAST SIDE.

(East of Fifth av, between Fourteenth and 110th sts.)

76th st, n s, 125 w 1st av, 25x102.2; Samuel Heilbroner to Lottie H Lion, r s $1, mtge $4,500 1
99th st, s s, 100 e Madison av, 20x100.11; 98th st, n s, 100 e madison av, 100x100.11; Solomon Marx to Jeremiah C Lyons, r s $95 100
106th st, 302 to 308 E, 100x100.11; Teresa Schappert to Giovanni B Pagano, r s $16.50, mtge $36,000 1
Madison av, e s, 82.2 s 74th st, 20x80; Lottie E Field to Henry W Berg, r s $49.50 40,400
91st st, 332 E, 25x100.8; Annie L Behn to Tillie Wolf, r s $3.50, mtge $21,000 100

WEST SIDE.

(West of Fifth av, between Fourteenth and 110th sts.)

22d st, 262 W, 25x98.9; Joseph L Buttenwieser to Theresa Sandberg, r s $18, mtge $29,000 1
6th av, n w cor 15th st, 81.7x100; William C Adams to Sarah T Adams, ¼ part, r s 125 1
35th st, s s, 100 e 6th av, 18x98.9; John C Tomlinson, referee, to Charles Kneeland. 19,925

HARLEM.

(Manhattan Island, north of 110th st.)

Convent av, e s, extends from 138t Nicholas Terrace to 141st st, 199.10x95; Charles F Richards to Joseph Guinet, mtge $35,000 ..... $1
146th st, n s, 125 w St Anns av, 25x100; Ellen Meehan to Patrick Walsh 1
Lenox av, w s, 49.11 s 124th st, 17x75x irreg; H B Mercer and ano to Louis Bender and wife, 1-3 part, r s $4 100
117th st, 136 W, 25x100.11, mtge $20,000; 118th st, 35 and 35 W, 50x100.11; John T Murray to Julie Murphy, ½ part, mtge $42,000 1
2d av, e s, 36.8 n 123d st, runs n e 49x s e to 123d st x e 12.6x n 100x w 100 to 2d av x s 63.4; Caroline P Brown to Margaret E Bacigue 1
Manhattan av, n e cor 113th st, 20.10 to 140th st x 95; John H Todd to George E Wallace, r s $120, mtge $320,000 1
7th av, 1845, n e cor 112th st, 100.11x100, sub to mtge $175,000; 7th av, 1851, s e cor 113th st, 100.11x100, sub to mtge $175,000; 7th av, 1855, n e cor 113th st, 100.11x100, sub to mtge $180,000; Seaboard Realty Co to George E Wallace, r s $100 100
3d av, e s, 20 to 21 113th st, 25x100; Rudolph Offner to Simon A Hirshbaum, r s $6, mtge $24,500 ..... $0,500
113th st, 305 E, 20x100.11; Vincenza Cicala to Elisabetta Bianceri, r s $3.50, mtge $7,700 11,000
Lenox av, w s, 49.11 s 124th st, 17x75x irreg, and property out of town; James J Buchanan et al, exrs, trustees, to Helen B Mercer, 1-5 part 1
Same property; James J Buchanan et al, exrs, to James I Buchanan et al, trust deed 1
128th st, n s, 111.9 w Lenox av, 20x99.11; Peter R Dixson to Agnes Dixson r s $2 1
Lenox av, w s, 49.11 s 124th st, 17x75x irreg; James I Buchanan et al, trustees, to Louis Bender and ano, 4-5 part, r s $13 100

BRONX.

(Borough of The Bronx.)

178d st, 677, 679 and 681 E; Annie S Hooks to George Flanner r s $1, mtge $15,000 1
173d st, 677 to 681, n w cor Brook st, 50x90.4x55.3x88.1; Jennie B Davis to Anne S Hooks, r s $1, mtge $15,000 ..... exch

Recorded Leases.

Little 12th st, s s, 90.3 e Washington st, 17.4x92.11x18.4x86.10; William W Astor to Patrick Gallagher, 20 yrs $300
Little 12th st, s s, 116.7 e Washington st, 17.4x99x18.4x92; William W Astor to Patrick Gallagher, 20 yrs 300
Willis av, 44; Samuel K Johnson to Horace W Arms, 3 yrs 1,000
Mulberry st, 112; Serafino Manfredonica to Giuseppe Furcinitti, 3 yrs 600

Recorded Mortgages.

DOWNTOWN.

(South of Fourteenth st.)

[Where no interest is stated read 5 per cent.]

4th st, 272 E; John Katzman to the State Bank, secure note 6 months, 6 per cent $10,000
Madison st, 321 and 325; Ernst M Schehlich and wife to Adolf Prince, demand, 6 per cent 10,000
Madison st, 325; same to same, due June 15, 1904, 6 per cent 7,000
Madison st, 321; same to same, due June 15, 1904, 6 per cent 10,000
Monroe st, 246 and 248; Stanton st, s e cor Goerck st; Julius Miller and wife to Independent Order Brith Abraham, secures indemnity bond 1
East Broadway, 209; Wolf Rosenberg to Herman Rosenberg, due June 14, 1905, 6 per cent 4,500

EAST SIDE.

(East of Fifth av., between Fourteenth and 110th sts.)

9th st, 125 E; Mary L Speirs to Samuel L Gross, due June 15, 1902 ..... $4,000
97th st, n e s, 125 e West End av; Cecelia McCarthy to Lorence Cavinato, due July 8, 1901 19,398
99th st, s s, 100 e Madison av; 98th st, n s, 100 e Madison av; Jeremiah C Lyons to Salomon Marx, due June 11, 1903 37,000
Madison av, e s, 52.2 s 74th st; Henry W Berg to Lottie E Field, due July 1, 1904, 4½ per cent 25,000

WEST SIDE.

(West of Fifth av., between Fourteenth and 110th sts.)

71st st, s s, 452 w West End av; Kate C Brown to C R Williams Co, a corporation, prior mortgages $25,000, 1 yr, 6 per cent $050
71st st, s s, 503.6 w West End av; same to same, prior mortgages $24,990, 1 yr, 6 per cent 950
22d st, 262 W; Theresa Sandberg to Joseph L Buttenweiser, installs, 6 per cent 8,000

HARLEM.

(Manhattan Island, north of 110th st.)

Manhattan av, n e cor 117th st; Thomas F McCaul and ano to Benjamin Eichberg, building loan, demand, 6 per cent $5,000
Lenox av, w s, 49.11 s 124th st; Louis Bender and wife to Joseph F Siler, due March 1, 1906, 4 per cent 10,000
113th st, 305 E; Elisabetta Raucci to Domenico Porco, demand, 6 per cent 3,000
152d st, n s, 167.9 w Amsterdam av; Bertha Ahrens to Charles Ler, due June 14, 1902, 6 per cent, gold 500

BRONX.

(Borough of The Bronx.)

Westchester av, 794; William Schaaf to Jacob Ruppert, leasehold, demand, 6 per cent $2,500
Willis av, 441; Horace W Arms to Jacob Ruppert, leasehold, demand, 6 per cent 1,200

Assignments of Mortgages.

Benedict, Sarah S, and ano, trustees, to Frederic P Olcott and ano, exrs $17,000
Burgraf, John B and ano, exrs, to Eliza A Burgraf 10,000
Same to Eliza Honeywell and ano 38,000
Same to Josephine Guild 7,500
Dayton, George W, to Marie E Jacobson ..... nom
Emerson, Catharine N, to Gottlob Epple and ano 3,000
Finck, Anna S, to John N Luning 3,500
Same to same 3,500
Hessberg, Max, to John N Luning 3,500
Huth, Samuel J, to the Jefferson Bank ..... nom
Same to same ..... nom
Same to same ..... nom
Rosenberg, Morris, to the State Bank ..... nom

Mechanic' Liens.

18th st, 26 W; Louis F Bergman vs Nicholas H Engelke et al $86.55
42d st, 314-316-318 W; Fenwick B Small, trustee, &c, vs Peabody Wetmore et al 307.00
153d st, s s, about 70.3 e Morris av, 50x100; Standard Plumbing Supply Co vs Oscar Mueller 68.00
71st st, 350-352 W; United Engineering and Contracting Co vs Kate C Brown 400.00
71st st, 346-348 W; same to same 211.00
71st st, 242-344 W; same vs same 524.19
140th st, s e cor Bergen av, 82x46; Martin Kilett vs John Doe $50.55
156th st, 550-554 W; James H Stoothoff vs George P Brower—Ancher 26.85

Satisfied Mechanics' Liens.

5th av, n w cor 26th st, 34.4x100; E W Hirsh et al vs Adella D Ireland, June 20, 1900 ..... $182.14
Same property, and 5th av, 218; the Hirsch Electrical Construction Co vs same, June 20, 1900 ..... 152.14
Same property; W S Brigham vs same, June 27, 1900 ..... 161.62
Same property; Charles W Becker et al vs same, June 27, 1900 ..... 206.00
Central Park West, w s, 50 s 86th st, 50x—; Edwin Shuttleworth vs Etta Blinn, Oct 20, 1900 ..... 1,025.00
3d av, e s, 229.11 s 153d st, 25.2x130.4; Pasquale Trolta vs Abraham Schneider and ano, Oct 16, 1900 ..... 653.00
85th st, 945 E; McMann & Taylor vs A Bachrach et al, May 16, 1901 ..... 95.36
Wendover av, s w cor Brook av; John Buchburder vs John Doe and ano, May 24, 1901. 25.00

Foreclosure Suits.

138th st, s s, 160 e Southern Boulevard, 15x100; William R Birrell as admr, vs Nathaniel B Cannon et al; atty, Smith Williamson.

Plans Filed for New Buildings.

DOWNTOWN.

(South of Fourteenth st.)

Division st, 189; improvement to tenement and store; Abraham Newmark, 249 East Broadway, owner; Henry Rockmore, 292 Delancey st, architect; cost $150
6th st, 520 E; improvement to tenement and store; Peter Kaumpf, premises, owner; O Reissmann, 32 1st st, architect; cost 3,000
Monroe st, 161-163; improvement to tenement; Rebecca Merryash, 96 Monroe st, owner; Horenburger & Straub, 122 Bowery, architect; cost 800
5th st, 729 E; improvement to baths; Moriz Goldberg, premises, owner; Henry Rockmore, architect; cost 200

EAST SIDE.

(East of Fifth av, between Fourteenth and 110th sts.)

54th st, 18 E; improvement to dwelling; Henry Ziegler, premises, owner; Palmer & Hombostel, 63 William st, architects; cost $15,000
85th st, 107 E; improvement to dwelling; W E Dodge, premises, owner; C H Richter, Jr, 68 Broadway, architect; cost 1,000
Park av, w s, 40th to 41st st; improvement to hotel; Hugh Smith estate, 146 Broadway, owner; Snelling & Potter, 111 5th av, architects; cost 100
77th st, 56 E; improvement to dwelling; John J Knox, owner; Palmer & Hombostel, architects; cost 1,000
22d st and Lexington av, s e cor; improvement to dwelling; Abram S Hewitt, premises, owner; R T Lyons, 41 Union Square, architect; cost 3,500
63d st, 154 E; improvement to dwelling; Frank Loomis, owner; Fred Bernsthauer, 1270 2d av, architect; cost 165

WEST SIDE.

(West of Fifth av, between Fourteenth and 110th sts.)

55th st, 56 W; five-story dwelling; S E Seybel, 247 5th av, owner; Hiss & Weekes, 111 5th av, architects; cost $12,500
57th st, 44 W; improvement to dwelling; Charles J Emery, Clayton, N Y, owner; H T Bodgel, 369 5th av, architect; cost 1,500
49th st, s w improvement to dwelling; Thomas M Dillingham, premises, owner; York & Sawyer, 156 5th av, architects; cost 1,500
10th av, w s, 53d to 54th st; improvement to car barn; Metropolitan Street Railway Co, 621 Broadway, owner; A V Porter, architect; cost 2,000

BRONX.

(Borough of The Bronx.)

Suburban st, w s, 75 Valentine av; two-story dwelling; William C Bergen, 2067 Valentine av, owner; C S Clark, 709 Tremont av, architect; cost $4,800
136th st, n s, 75 e Lewis av; five-story tenement; David Pollock, 155 Madison st, owner; G F Pelham, 303 5th av, architect; cost $0,000
169th st, n s, 177 w Fulton av; improvement to synagogue; Congregation Adath Israel, owner; Bernhard Norwith, 346 10th st, Brooklyn, architect; cost 1,500

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4% 4½% 5%

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WANTS AND OFFERS.

WANTS.

FOLSOM BROS., 835 Broadway.—Wants a furnished house on Long Island Sound, rent not to exceed $200 per month. Also, a small apartment house, 40th to 90th st., East or West Side, not over $45,000. Also, for quick purchaser, business property showing good income, leased to one tenant.

CHAS. GRIFFITH MOSES & BRO., 1960 Amsterdam av.—Wants a small corner suitable for liquor business, in exchange for house and plot of four lots, free and clear. Also, lots on Washington Heights, in exchange for choice flat and store property on Third av., equity, $6,000. Also, a private house in the 70's on the West Side, in exchange for new flat on Amsterdam av.

WM. HENRY FOLSOM, 14 West 20th St.—Wants a large private house in exchange for equity of $18,000 in a 16-foot house in the 90's, near Madison av.; will add cash. Also, has cash buyer for 20 to 22-foot private house in the 60's or 70's west of Park av. Also, wants free and clear country place in the vicinity of Elizabeth, in exchange for four-story 22-foot house on 74th st., near Columbus av. Also, a private house on the north side of the street, 10th to 59th st., near 5th av., not less than 20-foot front. Also, waterfront property, 80,000 to 100,000 square feet, with railroad facilities, within 25 miles of New York.

J. ROMAINE BROWN & CO., 53 West 33d St.—Want a 20-foot house below 59th st. and north of 42d, near Broadway or 7th av., for about $24,000. Also a site, suitable for a large clubhouse, about 80-feet front in the 5th av. section, under $225,000.

DE SELDING BROS., 149 Broadway.—Want lots suitable for improvement, in exchange for apartment houses on plot 150x110, just north of Central Park, equity, 465,000; can add $40,000 equity in other properties if wanted. Also, about 100 feet of Manhattan waterfront for lighterage, with 200 to 300 feet depth on side street, purchase or lease.

OFFERS.

CHAS. GRIFFITH MOSES & BRO., 1960 Amsterdam Av.—Offer three corners on Broadway, 180th, 184th and 187th sts., single lots, at a bargain to quick buyer. Also, several line plots on Washington Heights at attractive prices. Also, three 3-family flats with stores in the best part of Harlem, all rented; will sell at a bargain.

FOLSOM BROS., 835 Broadway.—Offer a genuine bargain, two triple flats on 135th st., near Brook av.; price $16,500 each; rents $1,920 each; size, 29.3x80x100. Also, will sacrifice for cash a bachelor apartment above 23d st., near 5th av.; pays 11 per cent.

DE SELDING BROS., 149 Broadway.—Offer a 6-story tenement with stores near 7th av., below 23d st.; cost $57,500; will sell for less; want offer; savings bank mortgage, $30,000, at 4½ per cent.; rent $5,000.

WM. HENRY FOLSOM, 14 West 20th St.—Offers a 21-foot private house in the 60s, near Madison av.; price, $42,000. Also, a corner house, Madison av., south of 59th st., over 21 feet; price $80,000. Also, on 79th st., near Lexington av., 16-foot private house, $16,000. Also, 25-foot private house in perfect order, south of 14th st., near 5th av.; price, $32,500.

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Borough of Manhattan—Sale or Rent.

Above 14th st., 5th av. to East River.

ATTRACTIVE four-story English basement house, 34th st., near Madison; asking $45,000.
FOLSOM BROTHERS, 835 Broadway.

BARGAIN—Four-story English basement house, 38th st., near 5th; asking $33,000.
FOLSOM BROTHERS, 835 Broadway.

SACRIFICE—Modern double tenement, East 73d st., near 3d av.; $18,000; rents, $2,115.
FOLSOM BROTHERS, 835 Broadway.

SACRIFICE—Five-story double tenement, East 26th st.; asking $24,500; rents, $2,945.
FOLSOM BROTHERS, 835 Broadway.

Above 14th st., 5th av. to North River.

ELEGANT FOUR-STORY

AMERICAN BASEMENT HOUSE

272 West 89th St.,

private block; will be sold cheap.

STABLER & SMITH,

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104 West 86th St.,

20x100, in perfect order; to close an estate.

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Apply through your own broker.

Miscellaneous.

HAVE SEVERAL PRIVATE HOUSES, near 5th av., above 34th st., tempting prices.
FOLSOM BROTHERS, 835 Broadway.

Borough of Bronx—Sale or Rent.

OPPORTUNITY.

New House, modern, artistic, honestly built; half granite, half frame; completely detached; beautiful lawn and terraces. Hardwood trimmings, combination fixtures, wainscoted; richly papered throughout. View of Speedway and Harlem River; close to New York University and Washington Bridge. Two minutes' walk from station; 10 minutes from Grand Central Station (42d St.). Take train for Morris Heights. Can also be reached by 6th or 9th Av. elevated, connecting with New York and Harlem R. R. (six minutes from 155th St.). Terms agreeable. Open all day for inspection. Apply premises, Undercliff & Sedgwick Avs., Morris Heights, or to UTARD, owner, 3 Union Square.

ACRE PLOT containing 1,200 lots, will be sold at a sacrifice of $100 up; terms, $10 cash, balance $5 monthly; on line of trolley, near Yonkers; 25 minutes from 42d st., near three railroad stations, land suited for subdivision; part of property sold for $500 per lot; will divide; easy terms; owner will join others in organizing syndicate to develop, some or would exchange. 20% commission to brokers or will give one lot free to any one selling five lots. LAWRENCE, 53 West 33d st.; telephone 561 38th.

CHOICE APARTMENT.

Five elegant, large, light rooms; all modern improvements; rent, $15 to $35; worth $20 to $50; elegant location. Apply premises, 176 Walton av., two blocks east of Jerome.

A CHANCE FOR SOMEONE

Three-Family Corner Apartment, with store, steam heat, good neighborhood; sure future; can be bought for less than what it cost to produce.
E. OSBORNE SMITH, Jerome av. and 162d st.

BARGAIN—House on 10th st., Williamsbridge; seven rooms and bath; lot 25x114; $3,000; $500 down. Address M. A. STUART, 1390 Washington av