

THE REAL ESTATE MARKET

FEW BROKERAGE AND FEWER AUCTION SALES REPORTED.

A Couple of Vacant Lots, Some Flats and a Dwelling Changed Hands at Private Contract. White Street East Side. Tenements Went Under the Hammer.

The brokerage and auction branches of the market were extremely quiet yesterday. The half dozen private contracts were concerned with inexpensive properties in the uptown residence sections—flats, vacant lots and dwellings. Several East Side tenements were disposed of in the auction room as a result of foreclosure actions. The building industry made a somewhat better showing than the selling branches. In Manhattan plans were filed for a \$250,000 bank building, and in the Bronx permits were issued for the erection of a number of flats, although involving a comparatively small amount of capital will give employment to not a few mechanics.

Private Sales. 107th STREET—Maximilian Fraude has sold 107th street, a five story flat, on lot 25x100.11, for \$25,000.

WRIGHT VENTURE—The Edgewood Land Companies have sold to Michael J. Murphy a lot on Wright avenue 100 feet north of 150th street, 100x100, for \$10,000.

137th STREET—Robert Levers has sold for Joseph Harnesheast to a builder, the plot, 137th street, 100x100, with a building on it, 137th street, 100 feet west of Amsterdam avenue.

BROADWAY—George B. Dudley has sold for Robert J. Hogan a lot on lot 1624, Broadway, a three story dwelling, on lot 1624, Broadway, 100x100 and 100x100.

EIGHTY-NINTH STREET—Charles Schmitt has sold No. 89, Eighty-ninth street, a five story flat, on lot 25x100.5.

Miscellaneous. Louis Becker & Co. have leased for Eugene L. Lewis to Joseph A. Higgins the dwelling at No. 116 West 166th street.

Building News. The plans for the new bank building to be erected at the northwest corner of Sixth avenue and Fortieth street for the Union Trust Company, 100x100, have been filed with Building Department by Messrs. H. H. Taylor, the architect. It is to be a two story edifice of classic design, finished in granite and limestone, with a high ceiling, a large interior, and will front 94.8 feet on the avenue and 101.11 on the street. It is to cost \$2,500,000.

Plans have been filed for making over the three story building at No. 100 South street into a three story office building, an unusual change of occupancy to be made for Standard Knitwear Co. owner. Herman H. H. Taylor is the architect.

Plans have been filed for remodeling the fire damaged lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

Plans have been filed for remodeling the lot at 100 South street, 100x100, for Nathan Brodel as owner at a cost of \$30,000. Alfred H. Kelson is the architect.

CITY REAL ESTATE.

Geo. R. Read & Co. REAL ESTATE

preared to make good loans on Bond and Mortgage, on desirable improved property, at favorable rates of interest, but must request that applications be presented without delay in order to receive early attention.

Lawyers Title Insurance and Trust Company

CAPITAL & SURPLUS \$9,500,000

37 Liberty Street, 20th Floor, Manhattan, 186 Montague Street, Brooklyn.

SUING ON A THOMAS GUARANTEE.

Effort to Hold Consolidated National Bank to an Automobile Contract.

The Allen-Kingston Motor Car Company has begun an action in the Supreme Court to recover \$45,000 from the Consolidated National Bank and William O. Allison, Elverton R. Chapman and Thomas J. Lewis. Justice Erlanger denied yesterday an application by the defendants to have stricken from the complaint several of the allegations as irrelevant, scandalous and immaterial.

The allegations which the defendants sought to have stricken out relate to a guarantee said to have been given by E. R. Thomas and Orlando F. Thomas, former directors of the Consolidated National Bank, that the Kingston Motor Car Company, a Thomas concern, would fill a contract to supply Walter C. Allen with 100 automobiles, mostly of the taximeter variety. It is also alleged in the complaint that Allison, Lewis and Chapman by falsely representing to the plaintiff that the New Car and Truck Company was a bona fide concern induced the plaintiff to transfer the contract to this company, which presently went into bankruptcy.

On July 1, 1907, by Walter C. Allen with the Kingston Motor Car Company for the delivery to Allen of 100 automobiles before April 15, 1908. Allen paid \$15,000 as a deposit and then assigned his contract to the Allen-Kingston Motor Car Company. But the autos did not come along according to contract and only six were delivered altogether by the Kingston company.

It was proposed, the complaint recites, that the contract be turned over to the New York Car and Truck Company, and relying on the representations of the Consolidated Bank, through its officers, Allison being president, Lewis vice-president and Chapman a director, the plaintiff company and Allen consented to this arrangement on the distinct understanding, it is alleged, that the bank was vouching for the financial responsibility of the New York Car and Truck Company.

Relying on these representations, the complaint sets forth, \$17,000 was paid for the delivery of the cars and \$11,500 more was paid as deposit, making \$28,500 in all given as security by the Allen-Kingston company. Various expenses, such as advertising, cost of a deposit and the plaintiff company and Allen consented to this arrangement on the distinct understanding, it is alleged, that the bank was vouching for the financial responsibility of the New York Car and Truck Company.

The transfer of the contract, it is contended, wiped out the Thomas guarantee and made the New York Car and Truck Company the contractor, and therefore defaulted on the contract the Allen-Kingston company. The plaintiff bank then refused to pay the \$28,500 and also the \$11,500 spent on advertising and salesmen and \$10,000 business damages besides. There is an allowance of \$1,500 for the six autos delivered.

The complaint alleges that so far from being solvent or able to carry out such contract the New York Car and Truck Company was very heavily in debt, largely to the Consolidated Bank itself, and to the Hudson Trust Company, of which the defendant Erlanger and Chapman were presidents. It is alleged also that the Consolidated Bank owned quite a block of New York Car and Truck Company stock and was in a position to control the company.

Justice Erlanger says that he can find nothing in the complaint which would justify the plaintiff's complaint and that on the contrary he considers most of the allegations as very necessary to establish a cause of action.

CENTRAL PACIFIC FOURS.

\$15,000,000 to Be Placed at a Price About 97-94.

The Central Pacific Railway, which is owned by the Southern Pacific, has arranged for the flotation through Kuhn, Loeb & Co. of \$15,000,000 first mortgage and refunding 4 per cent. bonds. These bonds represent the unpaid part of an auction stock issue of \$10,000,000, which the public holds \$8,882,000 as security for the United States bonds, and \$14,704,000 are in the hands of the Southern Pacific.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

CITY REAL ESTATE.

Geo. R. Read & Co. REAL ESTATE

preared to make good loans on Bond and Mortgage, on desirable improved property, at favorable rates of interest, but must request that applications be presented without delay in order to receive early attention.

Lawyers Title Insurance and Trust Company

CAPITAL & SURPLUS \$9,500,000

37 Liberty Street, 20th Floor, Manhattan, 186 Montague Street, Brooklyn.

SUING ON A THOMAS GUARANTEE.

Effort to Hold Consolidated National Bank to an Automobile Contract.

The Allen-Kingston Motor Car Company has begun an action in the Supreme Court to recover \$45,000 from the Consolidated National Bank and William O. Allison, Elverton R. Chapman and Thomas J. Lewis. Justice Erlanger denied yesterday an application by the defendants to have stricken from the complaint several of the allegations as irrelevant, scandalous and immaterial.

The allegations which the defendants sought to have stricken out relate to a guarantee said to have been given by E. R. Thomas and Orlando F. Thomas, former directors of the Consolidated National Bank, that the Kingston Motor Car Company, a Thomas concern, would fill a contract to supply Walter C. Allen with 100 automobiles, mostly of the taximeter variety. It is also alleged in the complaint that Allison, Lewis and Chapman by falsely representing to the plaintiff that the New Car and Truck Company was a bona fide concern induced the plaintiff to transfer the contract to this company, which presently went into bankruptcy.

On July 1, 1907, by Walter C. Allen with the Kingston Motor Car Company for the delivery to Allen of 100 automobiles before April 15, 1908. Allen paid \$15,000 as a deposit and then assigned his contract to the Allen-Kingston Motor Car Company. But the autos did not come along according to contract and only six were delivered altogether by the Kingston company.

It was proposed, the complaint recites, that the contract be turned over to the New York Car and Truck Company, and relying on the representations of the Consolidated Bank, through its officers, Allison being president, Lewis vice-president and Chapman a director, the plaintiff company and Allen consented to this arrangement on the distinct understanding, it is alleged, that the bank was vouching for the financial responsibility of the New York Car and Truck Company.

Relying on these representations, the complaint sets forth, \$17,000 was paid for the delivery of the cars and \$11,500 more was paid as deposit, making \$28,500 in all given as security by the Allen-Kingston company. Various expenses, such as advertising, cost of a deposit and the plaintiff company and Allen consented to this arrangement on the distinct understanding, it is alleged, that the bank was vouching for the financial responsibility of the New York Car and Truck Company.

The transfer of the contract, it is contended, wiped out the Thomas guarantee and made the New York Car and Truck Company the contractor, and therefore defaulted on the contract the Allen-Kingston company. The plaintiff bank then refused to pay the \$28,500 and also the \$11,500 spent on advertising and salesmen and \$10,000 business damages besides. There is an allowance of \$1,500 for the six autos delivered.

The complaint alleges that so far from being solvent or able to carry out such contract the New York Car and Truck Company was very heavily in debt, largely to the Consolidated Bank itself, and to the Hudson Trust Company, of which the defendant Erlanger and Chapman were presidents. It is alleged also that the Consolidated Bank owned quite a block of New York Car and Truck Company stock and was in a position to control the company.

Justice Erlanger says that he can find nothing in the complaint which would justify the plaintiff's complaint and that on the contrary he considers most of the allegations as very necessary to establish a cause of action.

CENTRAL PACIFIC FOURS.

\$15,000,000 to Be Placed at a Price About 97-94.

The Central Pacific Railway, which is owned by the Southern Pacific, has arranged for the flotation through Kuhn, Loeb & Co. of \$15,000,000 first mortgage and refunding 4 per cent. bonds. These bonds represent the unpaid part of an auction stock issue of \$10,000,000, which the public holds \$8,882,000 as security for the United States bonds, and \$14,704,000 are in the hands of the Southern Pacific.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

The bonds are secured by all the road's equipment and terminals and by about 1,300 miles of track and by higher rates guaranteed by the Southern Pacific company. As a large proportion of the road's floating debt is owing to the Union Pacific, the proceeds of the bonds goes to that road.

The money is to be used for the liquidation of the Central Pacific's floating debt, which amounts to about \$10,000,000, and to turn it into a working capital.

SUMMER RESORTS.

NEW YORK. Long Island.

ORIENTAL HOTEL MANHATTAN BEACH. American and European Plans. New Restaurant. NEW AUTOMOBILE ROAD DIRECT TO HOTEL.

Saratoga

The Grand Union WOLLEY & GERMAN, Proprietors.

ALSO OF THE HOTEL MARIE ANTOINETTE, Broadway, 68th to 87th St. New York City.

TO BOSTON BY STEAMER

FALL RIVER LINE via Newport and Fall River. NEW BEDFORD LINE via New Bedford, Woods Hole, Martha's Vineyard, Nantucket, Mattapoisett, Abbeville and Cape Cod points.

BRIDGEPORT LINE

NEW HAVEN LINE via New Haven, Meriden, Middletown, Bristol, Springfield and New Britain.

NEW ENGLAND NAVIGATION CO.

HUDSON RIVER BY DAYLIGHT. Palatial Steamers "HENRICK HUDSON," "NEW YORK," "NEWARK" and "MARY POWELL."

THE COLUMBIAN

3,000 Island Park, St. Lawrence River, N. Y. The best located and most attractive hotel on the Thousand Islands.

MORLEY'S

Hotel and cottages in the heart of the Adirondacks overlooking two of the most beautiful lakes in the region.

THE CHESTNUTS ON HUDSON

300 feet above Hudson, 15 minutes from the Thousand Islands. Excellent cuisine, orchestra and all amusements.

TERRA-MARINE INN

Select New Seaside Hotel. ONE HOUR FROM MANHATTAN. Elegant single and double rooms, parlor suites, private bath, electric lights, magnificent circular dining hall.

THE INN AT HIGH POINT.

A high altitude mountain resort. Grand scenery, excellent cuisine, tennis, croquet, boating, fishing, etc.

Marlborough-Blenheim

ATLANTIC CITY. The leading resort house of America. Exclusive attractive during season.

CHALFONTE

THE LEADS COMPANY. Come to ATLANTIC CITY, N. J. for rates and location of hotels, etc.

HUDSON NAVIGATION

PEOPLES LINE. New York-Albany. \$1.00. Citizens Line. New York-Irny. Round Trip \$2.50.

NEW HUDSON LINE

\$1.00 Between New York and Albany. Steamer leave daily and Sunday.

THE NEW MONMOUTH

SPRING LAKE BEACH, N. J. Automobile, riding, driving, tennis, golf, canoeing, bathing, fishing, etc.

WILBURTON BY THE SEA

Remodeled and refurbished. Directly on the beach. Lake Hopatcong.

THE LAKE VIEW HOUSE

LAKE HOPATCONG, N. J. Accommodates 300. Altitude, 1,200 feet. Large rooms, superb table and service.

WATER GAP HOUSE

Delaware Water Gap, Pa. Largest, most modern and the leading hotel in the Catskills.

The Kittanning

Delaware Water Gap, Pa. Largest, most modern and the leading hotel in the Catskills.

Pocono

Mountain House, Catskills. Capacity 250. Golf, Springs, Bathing, etc.

CATSKILL LINE

For the Catskill, Hudson, Coxsack, etc. Lines. Steamer leave daily and Sunday.

HARTFORD LINE

From New York to Hartford, Conn. Steamer leave daily and Sunday.

LEHIGH VALLEY

From New York to Allentown, Pa. Steamer leave daily and Sunday.

Vacation in Vermont

is delightful amid the Green Mountains, their lakes and valleys, or among the islands of Lake Champlain.

The Rutland Railroad

is the direct line to this beautiful region.

Send in stamps for the illustrated booklet. Access to the Islands and Adirondack.

TO BOSTON BY STEAMER

FALL RIVER LINE via Newport and Fall River. NEW BEDFORD LINE via New Bedford, Woods Hole, Martha's Vineyard, Nantucket, Mattapoisett, Abbeville and Cape Cod points.

BRIDGEPORT LINE via Bridgeport, Ansonia, Waterbury, Torrington and Danbury.

NEW HAVEN LINE via New Haven, Meriden, Middletown, Bristol, Springfield and New Britain.

NEW ENGLAND NAVIGATION CO. HUDSON RIVER BY DAYLIGHT.

THE COLUMBIAN. 3,000 Island Park, St. Lawrence River, N. Y.

MORLEY'S. Hotel and cottages in the heart of the Adirondacks.

THE CHESTNUTS ON HUDSON. 300 feet above Hudson, 15 minutes from the Thousand Islands.

TERRA-MARINE INN. Select New Seaside Hotel. ONE HOUR FROM MANHATTAN.

THE INN AT HIGH POINT. A high altitude mountain resort.

Marlborough-Blenheim. ATLANTIC CITY. The leading resort house of America.

CHALFONTE. THE LEADS COMPANY. Come to ATLANTIC CITY, N. J. for rates and location of hotels, etc.

HUDSON NAVIGATION. PEOPLES LINE. New York-Albany. \$1.00.

CITIZENS LINE. New York-Irny. Round Trip \$2.50.

NEW HUDSON LINE. \$1.00 Between New York and Albany.

THE NEW MONMOUTH. SPRING LAKE BEACH, N. J. Automobile, riding, driving, tennis, golf, canoeing, bathing, fishing, etc.

WILBURTON BY THE SEA. Remodeled and refurbished. Directly on the beach.

THE LAKE VIEW HOUSE. LAKE HOPATCONG, N. J. Accommodates 300. Altitude, 1,200 feet.

WATER GAP HOUSE. Delaware Water Gap, Pa. Largest, most modern and the leading hotel in the Catskills.

The Kittanning. Delaware Water Gap, Pa. Largest, most modern and the leading hotel in the Catskills.

Pocono. Mountain House, Catskills. Capacity 250. Golf, Springs, Bathing, etc.

CATSKILL LINE. For the Catskill, Hudson, Coxsack, etc. Lines.

HARTFORD LINE. From New York to Hartford, Conn. Steamer leave daily and Sunday.

LEHIGH VALLEY. From New York to Allentown, Pa. Steamer leave daily and Sunday.

SEMI-WEEKLY

From Piers 51-52-54 North River, N. Y.

CUNARD LINE

Queenstown, Liverpool, London, Paris. Including the World-Famous Steamships LUSITANIA & MAURETANIA.

Largest, Finest and Fastest Steamships Afloat in the World—All for accommodations and all particulars apply to THE CUNARD STEAMSHIP CO., Ltd.

CUNARD LINES

From Piers 51-52-54 North River, QUEENSTOWN, LONDON, PARIS.

Mauretania, July 21, 10 A.M. Campania, Aug. 11, 10 A.M. Lusitania, July 21, 10 A.M. Etruria, Aug. 8, 10 A.M. Caronia, July 21, 10 A.M. Etruria, Aug. 8, 10 A.M.

HUNGARIAN-AMERICAN SERVICE TO FIVE DAYS. GIBRALTAR, NAPLES, TRIESTE, SALONICA, etc.

ANCHOR LINE. GLASGOW via LONDON. Calcutta, July 21, 10 A.M. Columbia, Aug. 11, 10 A.M. Salsburgh, Aug. 11, 10 A.M.

NEW JERSEY CENTRAL. TWO-HOUR TRAIN TO PHILADELPHIA EVERY HOUR ON THE HOUR.

FOR PHILADELPHIA. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR ATLANTIC CITY. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR BALTIMORE. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR WASHINGTON. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7:30 P.M.

FOR NEW YORK. Lv. N. Y. 20th St. 7:30 A.M. 10:30 A.M. 1:30 P.M. 4:30 P.M. 7