PICTORIAL NEWS OF BUILDING AND REALTY FIELDS

FOREST HILLS WEST ON RAILROAD MAP

Will Get Station in Time to Accommodate Patrons of Coming Lot Sale.

Forest Hills West has been formally recognized by the Long Island Railroad as a community requiring transportation facilities. Yesterday a hundred or more workmen began the erection of a station to serve the new section which is located four miles from Manhattan just west of the famous residential area of Forest Hills. The station will be built at the point where the tracks of the Rockaway division leave the main line about one mile east of Grand street.

It will take about a month to complete the work with gangs of men often employed at night. The railroad officials have planned to have the new station up and all the accessories ready for traffic within a month. This will be set down as a record accomplishment by E. L. Goldsmith, superintendent of construction. Having the work all completed within so short a time is necessary in order to accommodate the large number of people who will attend the sale of 1,500 lots within the community which the station is to serve in the future. This sale will be conducted by Joseph P. Day for the Matowok Land Company.

The construction of the station carries problems out of the ordinary. Two bridges must be built, one 112 feet across the main line of the railroad and the other 310 feet across the tracks of the Rockaway division. The first will be of two spans, the girders used weighing seven tons per fifty feet. The bridge over the Rockaway tracks will be of seven spans. In all eighteen great girders will be required, the work of setting them across the tracks being done at night. There will be a platform 400 feet long on both east and west tracks and stairways leading from these platforms to the bridge overhead.

The bridges will be eight feet wide. The floors will be of heavy wood resting on timber bents with concrete foundations. When completed the two bridges will link together three sections of the property that is to be sold, so that the station will serve a community united for station conveniences. Another station near where the Rockaway tracks pass Fleet street is planned. The bridges will permit ready transit from and through Thornton street across to Burns street, and through that thoroughfare to Queens Boulevard.

The sale of 1,500 lots at Forest Hills West will not be accompanied by assertions of residential exclusiveness that have characterized conditions attending purchases at Forest Hills, which it adjoins. Not that the section being opened up will not provide every advantage that the city buyer wishes for in the way of home and healthful outdoor life. But the aim will be to make it clear to the buyer that here is an area where it is expected that the man wishing to live in a one family house or in a two family house or to build an apartment house or open a store will have every facility afforded him and will not be handicapped with restrictions that often are practically prohibitive to men of moderate income.

AUCTIONEER OFFERS FLATS IN BROOKLYN

B. L. Kennelly to Sell Holdings of J. H. Curren; Big Yonkers Sale Coming.

A number of Brooklyn flats and apartments with stores are to be sold at a special auction on Wednesday, June 7, in 14 Vesey street by Bryan L. Kennelly. The properties, which are owned by Joseph H. Curren, are as follows: a three story brick flat with stores at 826-828 Rogers avenue, corner of Church avenue; a vacant plot adjoining the corner; two three story brick flats with stores at 830-834 Rogers avenue; corner Erasmus street and Veronica place, a two story frame store with apartments. Other properties include a seven room frame house at Arverne, L. I., and five room bungalow and garage in the Pineaire section of Brightwaters, L. I.

The Kennelly organization announces that it will sell on June 10, 275 lots in the Dunwoodie Heights section of Yonkers. There will also be sold a twenty-three and a half acre plot with a house and garage and another plot of seven acres. A surface car line from Yonkers to Mount Vernon operates near the property. The properties are owned by the estate of Quinton W. Sweet.

On June 17, the Kennelly organization will offer 112 residential sites in Teaneck, N. J. for the estate of W. P. De Graw. The properties are tapped by the Hudson River trolley line on one side and by the Fort Lee road on the other. The sale will be held at 2 P. M. on the premises.

The estate of H. L. Mace through the Kennelly organization will sell on June 21 120 lots on 230th, 231st and 233d streets between Bronxwood and Paulding avenues and near the 233d street subway station. As has been previously announced, Mr. Kennelly will sell 2,000 bungalow lots at Idlewild Park, Jamaica Bay on Saturday, June 17, on the premises.

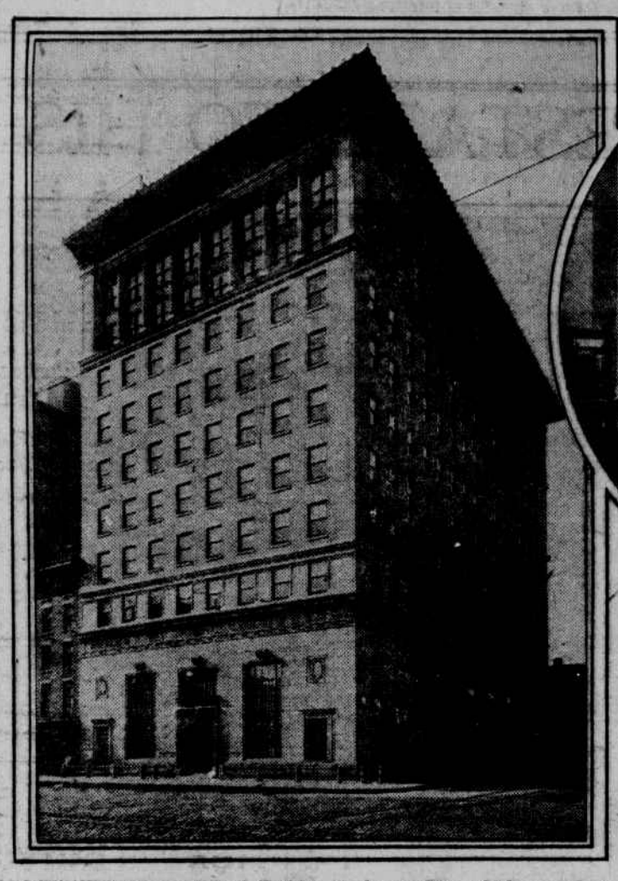
EX-PRESIDENT WILSON RENTS LAW OFFICE HERE

Among Tenants in New Bar Building.

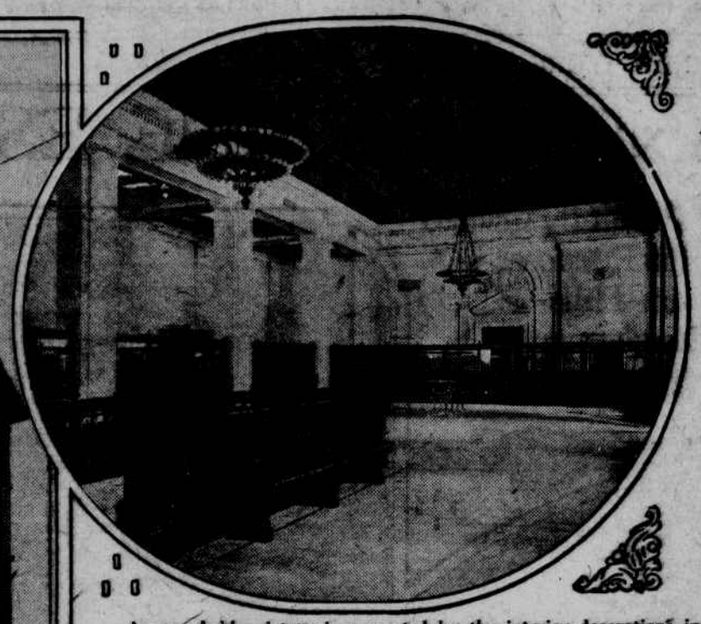
The closing of a number of leases with prominent firms of attorneys by the Bar Building, Inc., for its new building of that name at 27 West Forty-third street, through to 36 West Forty-fourth street, has been reported. This is the first building to be erected in New York city specially for members of the bar, and will be completed and ready for occupancy on October 1. It is physically connected with the building now occupied by the Association of the Bar of New York and by a recent amendment to the by-laws of the association. Tenants of the new building may make use of books of the Bar Association's library in their own offices under certain restrictions.

Some of the important leases recently closed are with Woodrow Wilson, former President of the United States, and Bainbridge Colby, former Secretary of State; Cadwalader, Wickersham & Taft; Sullivan & Cromwell; Judge Benjamin N. Cardozo; Rounds, Hatch, Billingham & DeBevoise; Clarence De-[illegible] Rogers; Dawson, Merrill & Dawson; Charles P. Latting; John B. Doyle; Richard Eyre; Walter A. Hall; Richard Townsend; William C. Crane; Sidney S. Bobbe and Frank J. Brown; Joseph M. Gazzam; John T. Dooling; Ernest L. Cennant, and Henry A. Uterhart.

A number of applications have been made by commercial tenants whose business is allied to that of the legal profession and whose patronage comes largely from lawyers and their clients.



New First National Bank Building in Jersey City, which opened up for business yesterday. It is on Exchange place near the Hudson tubes and in actual traveling time is nearer to Wall street, Manhattan, than is Gotham's own City Hall. It marks a new era in the structural history of the Skeeter State, for in completeness of equipment and architectural detail it is the equal of anything on the other bank of the Hudson. It was designed by Alfred C. Bossom of 680 Fifth avenue Manhattan.



A remarkable picture is presented by the interior decorations in the Jersey bank. The entire banking screen and the main elevator lobby are in black and gold marble and the two columns at the entrance are the largest ever constructed of this marble. In the Board room the walls are of stone and the ceilings are decorated with pewter and brass. An ingenious system of gongs and alarms makes the bank practically holdup proof. Dining rooms, rest rooms and recreation rooms are provided for employees of both sexes.

Northwest corner of Fifty-seventh street and Park avenue, sold by Harry Collins, head of the House of Collins, dressmakers, to an investor in a deal which also included the leasehold to the land and involved a sum in the neighborhood of $1,000,000 The purchaser, it is said, will exercise the option in the lease and buy the site as well as the building. Winfred Watson of Harris, Vought & Co. was the broker in the deal.

Architectural Beauty Not Branded With Dollar Sign

By FRANK CROWELL, of Baker, Crowell, Inc.

There has recently been a marked awakening to the utilitarian value of beauty and good taste displayed in the development of our suburbs and an appreciation of the value to their promoters of a comprehensive plan with regard to the design of the landscape and the houses which shall interpret the spirit and needs of the people in terms of recognized principles of art.

Water front estates and subdivisions on the North Shore of Long Island are among the best examples that this country can show of the beautiful and paying suburbs. The restrictions in this section have been carefully worked out and the people who live here are enthusiastic supporters of these restrictions, realizing as they do that adherence to these provisions guarantees the beauty of the environment, and consequently enhances the charm and value of each individual property.

In domestic architecture the ultimate cost is not generally of such paramount importance, for example, as is commercial work, where the revenue from the investment is the principal cause of the building. Questions of sentiment and the indulgence of personal fancy often run up the cost of a private dwelling after the work has begun, a ruinous course were the project a business venture pure and simple.

In the development of a tract of land for domestic purposes the fact that the cost of the undertaking is of the first importance must not be lost sight of. In other words, the proposition is a commercial one, even though the product is for domestic use. To combine artistic excellence with honest and efficient workmanship and place both upon a paying basis is, therefore, the problem that confronts the professional adviser of the men whose money he proposes to spend in planning for the future homes of the city's population, a grave responsibility and one which will require of the real estate broker even a broader education and a more general knowledge of affairs than are commonly expected of him.

There are many large land development companies now operating in the environs of our city and their recognition of an architect's services in both executive and consulting capacities is becoming more general in all classes of suburban property. This comparatively new field for the architect's labors has possibilities of the greatest interest and importance both to himself, to real estate companies and to the general public. The trend to the suburbs and country is unmistakable.

The impression held by many that beauty in form and color translated into architecture is measured by dollars and cents is false. The virtues, attainments and charm of personality portrayed in a human being are not measured by the contents of his pocketbook—nor is the taste and beauty displayed in the architecture of his country or suburban home dependent upon its cost. The first restriction to which the attention of a purchaser of suburban or country property is called is usually the cost of the neighboring houses.

"We do not allow houses to be built here that cost less than $20,000," is the cry of the suburban real estate broker who caters to the man of moderate means.

"This property is highly restricted. You will find no houses in this neighborhood that cost less than $40,000," explains the promoter of exclusive residential colonies. The fallacy of such arguments lies in the assumption that cost governs beauty, whereas it may easily be shown that a $20,000 cottage tastefully designed adds greatly to the charm of its environment and a $75,000 house of commonplace or freakish design becomes an indelible blot upon the landscape. Many families of cultivation and refinement lack a well filled purse and cannot afford to invest more than $20,000 or $25,000 in a suburban home. Why should persons of this highly desirable class be barred from settling in a convenient and attractive locality?

This fallacy is paralleled by the belief that there are no classes in America, except the rich and the poor. In this country, as in any other, you can no more unite in social intercourse the refined with the vulgar or the educated with the ignorant than oil with water. Riches and poverty, on the other hand, are readily amalgamated. A suburb in which reside both rich and poor alike, when both are refined and cultivated, is bound to be a community of beautiful homes.

The habits and customs of people are more clearly portrayed in the architecture of its homes than through its literature, its music, its government or any other medium. Even the proximity to the railroad station and the stores need give no offense to those who for convenience would build their homes close by. A village center may be made the the most beautiful feature of the community if it is designed with that object in view and it may be done at no greater cost than if each individual were allowed to erect his own store regardless of its relation to its neighbors and the site.

Restrict the architecture everywhere, but never restrict the cost. The obvious architectural solution of the problem will determine its proper cost.

The fine home of Nicholas Brady, at the southeast corner of Fifth avenue and Eightieth street, which was given by Mr. Brady last week in exchange for the Partola Building, once the O'Neill-Adams drygoods house, on Sixth avenue. In exchange the United States Realty & Improvement Company becomes the owner of the Fifth avenue mansion shown above. The Charles F. Noyes Company was the broker in the deal.

East Side Laments Lack of New Subway Facilities

The East Side, and especially the heel of Manhattan which finds its terminal around Corlears Hook Park, where the great Williamsburg Bridge raises its span on its way to Brooklyn, feels that it has been left out in the cold whenever new subways are planned in New York. The lament of the East Side is fairly well reflected in the following article written by Samuel S. Isaacs on "The Transit Commission Program and the Lower East Side" and published in *Real Estate News*, the organ of the Greater New York Taxpayers Association.

"Recently the Transit Commission announced its program for new subway building calling for an outlay of approximately $218,000,000, but which entirely ignores any improvements for the East Side. A new West Side trunk line is contemplated for the Borough of Manhattan, running the length of the island, and is to be built under Eighth and Amsterdam avenues.

"The Brooklyn Rapid Transit Broadway-Seventh avenue subway is to be extended under Central Park West and Seventh avenue to 155th street. The shuttle between Times Square and Grand Central, a nuisance and a 'time waster' as it is now constituted, is to be replaced by a moving platform. Staten Island will come out from its lethargy and the hoary dream of the native will be realized by a tunnel to connect with the Fourth avenue subway in Brooklyn. The Corona line in North Queens is to be extended to Flushing. A crosstown route to run from Long Island City to the Franklin avenue station of the Brighton Beach line will add to the joys of Williamsburg.

"Truly, Father Knickerbocker is becoming very lavish in the distribution of these manifold blessings. Brass bands and fireworks will soon acclaim the happiness of the recipients.

"All well and good, but poor, lower East Side, however, was not invited to the feast. It has been left out in the cold, and through its own inertia in the past is fast becoming acclimated. Time and time again it has been neglected and forgotten in the general scope of civic improvement. With the humble resignation inherited from a long line of ancestors it shrugs its shoulders and wends its weary way afoot through life alone, unaided by rapid transit. Lower Manhattan is to-day the home of the ten cents fare, anything to the contrary notwithstanding.

"Through its lack of transit facilities it is impossible to reach any part of the city without paying tribute in the form of a double fare. Due to necessity the average East Sider has developed into a long distance walker. The morning and evening parade of East Siders through Avenue A to Fourteenth street, through Union Square, dispersing in all directions at Twenty-third street, is a sight familiar to New Yorkers. The Fourteenth street crosstown cars, relics of the past, groan and creak with their loads of struggling humanity, especially in inclement weather.

"These conditions should not be permitted to exist. The lower East Side deserves some consideration at the hands of our officials. I venture to say that the hardships endured by this section of the city because of poor transit facilities is a deterrent to good citizenship.

"This apparent discrimination on the part of those responsible for this state of affairs will bring its own reward in the form of discontent, and discontent will breed socialism. Subway crosstown routes through the lower East Side streets, connecting with the trunk lines, would prove to be a boon and a blessing to this important section of our city. The cost would not greatly add to the program now determined by the Transit Commission. Murray Hulbert, in an interview a few years ago, explained that the development of the docks and docking facilities on the lower East Side has been greatly retarded because of the lack of proper transit facilities.

"It was his intention to utilize these docks for Sound and coast steamships carrying passengers and freight. This was impossible under the conditions which existed then and which have not improved since. There is no necessity for discussing the benefits that will be derived through the proper development of the docks on the East Side. Land values in a large area that is absolutely worthless will be greatly enhanced. Rickety tenements, stables and shacks will be replaced by modern warehouses and offices.

"New sources of employment will be opened. The city of New York will reap the greatest benefit not only through increased realty assessments, but through the contentment of a large body of citizens. Transit facilities must be improved on the East Side. The need is imperative."

Latest Reports for Broker and Investor

The Lexington Opera House, built by the late Oscar Hammerstein at a cost of about $1,000,000, has been purchased by Frederick Brown, the operator. The property has a frontage of 50 feet on the east side of Lexington avenue, between Fiftieth and Fifty-first streets, with a frontage of 220 feet on Fifty-first street and an easterly line of about 100 feet. The southerly line measures 320 feet. It is one of the largest theaters in New York, having a seating capacity of 3,000, and is handsomely furnished.

In August, 1918, a syndicate made up of Mrs. Edith Rockefeller McCormick and others interested in the Chicago Grand Opera Company bought the property for the purpose of producing opera in this city. George Williams was the broker. F. T. Keisey represented the sellers and Julius H. Zieser represented the buyer.

Apartment House Deals.

After an ownership of a few days, the A. Z. Realty Company, Inc., George Zauderer, president, and Samuel Wacht, Jr., sold to a syndicate headed by M. L. Lowenstein for investment the Somerset, a six story elevator apartment at 385 Edgecombe avenue, near 155th street. It was recently purchased from Bing & Bing. The building accommodates forty tenants, has a rent roll of $43,000 and was held at $240,000.

George Steinman, Inc., have sold to Richmond & Horowitz, 1838 Seventh avenue near 111th street, a six-story apartment house with stores, 33.6x100. The property rents for $11,000, and was held at $65,000.

The tenement at 208 Grand street, adjoining the corner of Mott street, was sold by Guarini & Candela, to Joseph Lentino. The house accommodates twenty-two families and was held at $45,000. The broker was Frank Santoro. The purchaser was represented by Charles H. McCarty.

John J. and Theodore A. Kavanagh sold for Johanna C. Wenzel and others to the Barney Improvement Corporation two five story double apartment houses, 56 x 100.8½, at 108-110 East Eighty-seventh street, 102 feet east of Park avenue.

The three five story flats, each 48x99.11, at 523-527 West 134th street, have been purchased by the Sybesilian Realty Corpogation from the Joseph Rosenthal Realty Company.

A former holding of the heirs of Peter Stuyvesant, the four story front and five story rear buildings, 24x100 at 180 Suffolk street, have been resold by the Willstone Realty Company to Max Baganski.

Frank Greene sold to Pauline A. Meyers a five story [illegible] tenement, 25x100, at 783 Ninth s[illegible] north of Fifty-second street.

John aPters sold for [illegible] Mary Reilly to Charles Burshen 1683 Third avenue, a four story double flat with stores, 25x100.

Brisk Market for Dwellings.

Pease & Elliman sold for Marie Sonn a three and a half story dwelling, 25x102, at 312 West Seventy sixth street. The buyer, a physician, will convert the basement into an office.

Peter W. Foy, a client of McLaughlon & Stern, attorneys, sold to George C. Engel, Arthur T. Hardy and Charles G. Stamm the four story dwelling, 22.6x80x irregular, at 257 West Seventy-fifth street.

Louis Schrag and Samuel A. Kelsey sold for Henry Kreuter, 34 Edgecombe avenue, a three story dwelling, 17.6x90, to Thomas H. Duckett.

Frank Sullivan sold for the American Female Guardian Society, 343 East 103d street, a three story building, 25x100.

Chas. A. Du Bois sold for Judge George W. Simpson to Miss Sarah P. Godfrey, the three and one-half story dwelling, at 468 West 144th street, 17.6x99.11.

The 21 West Fifty-first Street Corporation, with C. E. Smith, E. H. Rushmore and A. Purrman as directors, has been formed to take over the four story dwelling, 25x100.5, at that address.

Anna M. Carpenter sold to Susan H. Thurston a three story dwelling, 18x100.11, at 417 West 117th street.

Ada B. Lynes sold to John R. Strong a three and one-half story dwelling, 17x99.11, at 462 West 144th street.

Bronx Market News.

Samuel Brener sold to a client of Philip Shapiro the two 5 story apartments, each 50x105, at 2301-2307 Morris avenue, which, together with the adjoining northwest corner of 183d street, were recently acquired by him. S. Jaffe was the broker.

The newly formed Heram Realty Corporation, represented by Breitbart & Breitbart, attorneys, and having for directors Rachel and Gertrude Uram, Celia Schwebel and Benjamin Dach, purchased from the John Allen Realty Company the six story apartment house with stores, 50x166, at 3781 Third avenue, south of 171st street. The property was held at $85,000 and rents for $14,000 annually.

Leader Bloom & Silverman, represented by Morris Berkowitz, attorney, sold the six story apartment house, 50x150, at 1480 Washington avenue, renting for more than $10,000 yearly and valued at $68,000. The buyer of the house, which contains four stores and six apartments on a floor, is Minnie Berkowitz.

The newly formed Association Realty Corporation, P. Cantanzara, J. F. Zingale and J. Digiovanna, directors, purchased 3475 Third avenue, a two story building, 25x25x irregular. L. Lindauer, attorney, represents the new company.

Peter Costa and Fred Oppenheimer sold for Jennie Burstein to Albert Mathais the five story apartment, 40x71, at 2662 Valentine avenue, near 194th street. Albert Erdman, attorney, represented the purchaser.

Harry Cahn, operator and builder, has purchased from Anna Mildred Sloane, Eugene C. Ludin and Annie M. Hume as executrix and trustees for Walter R. Hume, vacant plot, 153x144, on the northeast corner of Boscobel avenue and Plimpton avenue, south of Washington Bridge. Plans are being prepared for the erection of an elevator apartment house.

Business Parcel Sales.

Samuel Brown sold to Libby Schultz a two story store building, 33.2x103.10x irregular at 807½-809 Ninth avenue, north of Fifty-third street.

Rose Garone and Catherine Rusciano purchased the six story building, 25x140, at 359 Front street to 382 South street.

West Side Warehouses Leased.

Duross Company leased for Edgar Bloxham the six story warehouse at 137 West Nineteenth street to Kritzer's Furniture Warehouses, Inc.; also to the same firm 162 West Eighteenth street, a four story warehouse, 23x137.

Sheppard Knapp Co. in Deal.

Duross Company sold for Herman F. Epple a three story loft building at 209-211 West Eighteenth street to the Sheppard Knapp Furniture Company.

Brown Buys Estate in Rye.

Horner, Fish & Hunt, Inc., sold to Frederick Brown the estate of Sa[illegible] E. McComb in the Sunny Ridge [illegible] section of Rye, known as Fairlawn, and comprising eight acres with a frame colonial house of eighteen rooms and five baths, garage and stable. It was valued at $75,000 and is in the vicinity of the Westchester-Biltmore, Apawamis and Green Meadow country clubs.

Rentals at Southampton, L. I.

Alfred E. Schermerhorn has closed the following rentals at Southampton, L. I., for the summer: For Mrs. Jetur R. Rogers "Pierson South Cottage" to Colonel Henry May and "Pierson Homestead" to Channing P. Wiley; for Mrs. P. F. Chambers, "Ben Acre" on the west side of First Neck lane to Mrs. Russell L. Hopkins; for Mrs. Alfred Nelson, "Ingleside" on the Fair Lea Grounds to Charles Morgan; for George S. Patterson, Duer House on Gin lane to Reginald Fincke; for Mrs. George A. Dixon, Jr., Mrs. Susie R. Blackburn's cottage on Shinnecock road to W. Butler Duncan; for J. Hervey Tipping, cottage at Wyandanch lane and Old Town Pond to Mrs. Skiddy Von Stade, and for The Residence Construction Company, Bungalow on Halsey's Neck lane to Richard Lounsbery.

Suburban Transactions.

George Howe sold for W. T. Bray his residence on Hillcrest avenue, Park Hill, Yonkers, to Professor Thomas E. Coulton of Columbia University. The property consists of an eight room residence, on plot 88x150. Mr. Howe also sold for Valentine Terrace, Inc., a plot 91x100, corner of Radford street and Radford place, Yonkers, to Edward J. Fenelon of Yonkers.

F. M. Crawley & Bros. sold for Mrs. Samuel H. Crawford the colonial residence at the southeast corner of Plymouth street and Wilde place, Montclair, to Ralph M. Stauffen of this city. It contains eleven rooms and three baths and is on plot 90x160. It was held at $35,000.

Murray B. Parks sold for Louis Johnson a new house on Pelhamdale avenue, Pelham Manor. The property faces the Golf Course of the Pelham Country Club and is surrounded by many beautiful trees. Mrs. Charles B. Sperb is the purchaser.

Oliver Chichester has sold in the Nassau boulevard section of Garden City a dwelling at 55 Eustis road to Katherine M. Griswold; plot, 60x100, on the East side of Roxbury road, north of Stratford avenue; plot, 60x100, on the west side of Wellington road, south of Stratford avenue, to John F. Miller, for improvement; plot, 60x100, on the west side of Wellington road, south of Salisbury avenue to William F. Cook, Jr. The same broker leased the R. V. Hiland residence at 143 Wellington road for three years.

Albert B. Ashforth, Inc., leased for the estate of Henry O. Havemeyer, cottage No. 1 at Bayberry Point, Islip, L. I., to Dr. C. Houston Goudiss in conjunction with Jeremiah Robbins.

Adolph Schulz resold for Nettie Schulz fourteen lots in Country Club District, Jamaica, which she purchased at the auction sale of the M. Morgenthau, Jr. Company., on May 30. The lots are on Central avenue and 173d and 174th streets, south of Central avenue. The buyers will improve with dwellings.

Bennett E. Siegelstein as attorney for the Thirty-sixth Street Garage Company, Inc., has leased a plot 50x100 at 75-77 South Broadway, Yonkers, N. Y., upon which a garage is being erected. The property was subleased to Harrow Brothers for twenty years at a gross rental, including taxes and assessments, of about $375,000.

Howe & Thompson have sold a lot on Clinton street, White Plains, N. Y., for John Cameron to Harold Shaw, who will erect a residence.

Chauncey B. Griffen sold for Alfred Romer, corner plot on Virginia place and Great Oak lane, Pleasantville, N. Y., to Olaf Bergmark.

Burke Stone, Inc., sold for Clinton M. Hill his residence in Sagamore Park, Bronxville, to J. Grimm, Jr., of Longvale. The same brokers rented, furnished, for John Kraft, Jr., his cottage on Kraft avenue to J. C. Patterson of this city, and for Webster C. Moore his apartment in the Parkway Drive to M. S. Miles of this city.

Hamilton, Iselin & Co. have leased for Edward H. Delafield his property on Bell avenue, Noroton, Conn., for a term of years to Edward C. Wilson.

Prince & Ripley leased the estate of Harmon August, the property on the west side of Pleasantridge road, in the town of Harrison, furnished, for the summer season to J. Fred Zimmermann, Jr., of this city.

Staten Island Lot Auction.

Cornelius G. Kolff sold at public auction, May 30, property to close the estate of Charles Rosenberg, on St. Mary's avenue and Ormond place, Rosebank, Staten Island. The purchasers were: Caroline Pasca, two lots; Dominick Laroy, two lots; Raffelo and Catherine Vassa, frame dwelling and five lots; Frank Parello, one lot.

Lot Sales in Floral Park.

James A. Graham sold Floral Park Manor, L. I., two lots to each of the following purchasers: Jacob C. Ulrich, C. L. Kennedy, Sarah C. Martin, Lawrence Buehrer, Phillip Hayes and James Martarzynk.

ANOTHER WAREHOUSE PLANNED FOR L. I. CITY

A six story concrete warehouse is to be erected by the Wheeling Corrugating Company on the south side of Nelson avenue between School and Van Dam streets. The concern has just purchased as a site for the structure a plot 180x300 at that point from the Degnon Realty & Improvement Company and the Mespat Land & Equipment Corporation, a holding company for the Manhattan & Queens Traction Company. The plot is served by a siding of the Degnon Terminal Railroad. Plans for the building are being drawn by William Higginson. The building will measure 120x140.

The site is in the vicinity of such large industrial plants as the Packard Motor Company, White Automobile Company, American Chicle and Loose-Wiles Biscuit Company, and is opposite the immense plot just purchased by James Butler, Inc., for a central warehouse and bakery. Judson A. Harrington was the broker for the sellers and Holt & Merrall represented the buyers.

SCIENCE CHURCH WILL NOT BUILD ON PARK AVE.

Contracts have been signed for the purchase of the old Judge Russell property, plot 98.9x105, at the southeast corner of Thirty-seventh street and Park avenue, by Cuidado Investing Company, Inc., Robert B. Bowler, treasurer, and Forty-seven Park Avenue, Inc. Cyrille Carreau was the broker. An offer was recently made by the Twelfth Christian Science Church for the property, but the church failed to complete the purchase. A syndicate represented by Cyrille Carreau had repurchased from the Cuidado Investing Company, Inc.

PLANS TO IMPROVE ROCKAWAY BEACH

Borough President Connolly to Recommend Building of Ocean Promenade.

Work on the great Cross Bay Boulevard that is to give Manhattan a straight motor highway to the ocean on the Rockaway coast, has started, and Borough President Connolly, believing that this costly air line route to this great playground will result in a great upbuilding of the Rockaways, has already undertaken a scheme whereby the miles of beach front will be improved with an ocean promenade that will hold its own with any of the pleasure resorts along the Atlantic coast.

President Connolly says the popularity and consequent prosperity of an ocean resort is largely dependent upon its beach front, the manner in which it is improved and maintained. He has asked the Topographical Bureau to make an intensive study of the possibilities of the Rockaway beach, and thus far three studies have been prepared. These are to be submitted to the civic societies of the Rockaways and to the public through the newspapers. It is not intended that discussion shall be confined to the three plans submitted. President Connolly hopes that there will be other suggestions made so that the finest and most efficient beach treatment possible may be secured for this section of the city's coast line.

The first plan provides for an ocean promenade with buildings fronting directly upon it. The intersecting street is widened at its terminus, so as to allow vehicles to turn about. The highways of the Rockaways leading to the beach are generally rather narrow with roadways about twenty feet wide. The distance to the next avenue parallel to the ocean ranges from 800 to 1,100 feet. This is a greater length than is generally allowed even between wide avenues. It is not practicable to terminate these streets at the promenade without making provision so that vehicles can turn about, unless there is a highway along the beach into which they can turn.

This treatment will necessitate the acquisition by the city of gores at the street ends. It will diminish the privately owned frontage along the promenade, but will provide a park treatment at the terminus and will improve property throughout the adjacent street, giving a better view of the ocean and permitting of a natural and easy access for pedestrians and vehicles. Stairways will be provided at intervals leading from the promenade to the beach.

The second plan provides for a parkway or boulevard, as well as a promenade along the ocean front. An underground ramp will lead from the adjacent street underneath the parkway and the promenade directly to the beach. The study provides for a fence between the boluevard and the promenade, which may or may not be desirable. The parked spaces indicated might be treated as a parking area for automobiles, and other modifications of this and the other studies may be found to be desirable.

The third plan indicates a treatment providing for both pedestrians and vehicles along the beach front, but allowing sufficient width for local use by vehicles only. The beach front vehicular roadway being intended mainly as an outlet, so that vehicles from the adjacent streets can travel along a single block and turn away from the beach on the next street. It may or may not become necessary to regulate traffic on a highway of this width so that vehicles could travel in one direction only, or so that they would be required to traverse the beach front for but a single block.

TAXES AT BOTTOM OF ASTOR AUCTION

Compel English Owners to Sel 1,669 Lots in The Bronx This Month.

It has been a long time since the announcement of an auction sale of Bronx lots has stirred up as much interest as has the coming sale of 1,669 lots on 172d, 174th, 175th and 177th streets, East Tremont and Westchester avenues and adjacent Bronx streets, which is to be conducted for the William Waldorf Astor estate in the Hotel Astor on June 14 to 17 inclusive by Joseph P. Day and J. Clarence Davies. When asked why the Astor estate was selling this immense tract now after having held it for so many years Mr. Davies said:

"The reason for the sale is the combination of high taxes in England and the difference in the rate of exchange. The extraordinarily heavy war taxes in England have forced many British land owners to dispose of their estates to meet the national levy.

"Naturally Englishmen who own land in America and who must pay heavy British taxes want as business men to sell their holdings in the United States. By realizing in American currency, which is worth a great deal more in England, they can meet their pressing obligations to the best advantage. Therefore, the difference in the rate of exchange, plus the heavy war taxes, much greater than those in this country, have forced the Astors into the market.

"With nine arteries of transit touching the property it is looked upon as the very cream of the big vacant Bronx tracts. The conditions under which the tract is to be sold are sure to bring about attractive prices for the buyers.

"The properties are not protected in any way. We are to sell without reserve and get what we can for the lots. The Farmers Loan and Trust Company, trustees of the William Waldorf Astor estate, has ordered us to sell the 1,669 lots absolutely and we shall carry out these instructions to the letter in the Hotel Astor beginning Wednesday, June 14."

Three important building site auctions will be conducted this month by Mr. Day. The properties are in the Borough of Queens, in Westchester county and in Nassau county. The Queens sale involves lots on Woodhaven Boulevard and will be held on Tuesday, June 20, in 189 Montague street. On Saturday, June 24, Mr. Day will sell 350 lots in Scarsdale, and on the same day his organization will sell 130 residential sites in Lynbrook, L. I.

At a special sale to be held next Thursday, Mr. Day will offer a large number of tenements, dwellings and vacant parcels in Manhattan and The Bronx. Several dwellings in Elmhurst, L. I., will be sold, and a number of lots in Yonkers and at Hastings on the Hudson.

160 LOTS IN ELMHURST TO GO UNDER HAMMER

A tract of 160 lots in the vicinity of the Junction and Alburtis avenue stations of the Corona extension of the subway, Elmhurst, are to be sold at auction on the premises Saturday, June 10, by the Jere Johnson Jr. Company. The sale will be held on the premises, regardless of weather conditions.

The lots are near the corner of Junction and Corona avenues, and they are also a few blocks from the Corona station of the Long Island Railroad. They are also close to a trolley line on Kingsland avenue, which operates to Long Island City and Fifty-ninth street, Manhattan.

The same auctioneers next Thursday night will sell eleven lots and plots in the Bay front section of Bay Ridge, Brooklyn. The sale will be conducted in 189 Montague street at 8 o'clock in the evening. Two of the plots are at the corner of Narrows avenue and Eighty-eighth street and two others on Eighty-ninth street, west of Third avenue. Five of the lots are of extra depth and are situated at the corner of Fort Hamilton Parkway and Ninety-ninth street, near the city park and the Shore road. Two lots are on Bay Ridge avenue, near Sixth avenue, where considerable building activity is in progress.

Buy Suites in the Mont Cenis.

Spotts & Starr, Inc., announce the sale of apartments in the Mont Cenis, 54 Morningside Drive, to C. M. Hill, Agnes I. Franklin, Mrs. Zachary Taylor Jones of Larchmont Manor and Calvin B. Humphrey of the Worthington Pump Company. The Mont Cenis is the third building in the vicinity of Columbia University to be sold on the 100 per cent. cooperative ownership plan, by the same brokers.