

PLANS FILED FOR 35 NEW APARTMENTS

(Continued From Page One)  
In addition to new construction, alteration work contemplated will involve another \$65,171 to bring the total of building operations to \$11,285,126. Included in this program are still more apartments for Forest Hills, which has been the scene of big operations in the last year, and a \$1,000,000 building for the World Fair.

The property transactions announced yesterday are also along the subway route in Jamaica. Both involve the Fred F. French Interests and are in accordance with that organization's recently announced policy of turning attention to Queens.

**Near Subway Station**  
The Fred F. French Investing Company purchased the four-story apartment at 87-77 189th street, near Hillside avenue. Located at the terminus of the new subway, the building occupies a plot 66 by 125 feet and accommodates 30 families, producing about \$15,000 annually in rentals. The buyer contemplates building stores into the ground floor of the house. Leonard S. Gans Company, Inc., and P. J. Berry were associate brokers. Street and Adickes of Jamaica represented the sellers and George W. Files was attorney for the buyer.

The two-story taxpayer at 148-64 Hillside avenue, southwest corner of 150th street, was sold by Long Beach Equities, Inc., to a subsidiary of Fred F. French Operators, Inc. It is 90 by 25 feet and was sold through Arthur L. Dryfoos. Like the other, this is adjacent to a subway station, the Parsons boulevard express stop.

A tract of nearly 45 acres, formerly part of the old Lott estate, near Kissena Park, Flushing, has been sold to Irving L. Wharton by associates of Wheeler Bros., Inc. It is reported that the plot will be developed with a number of one-family houses. Schaefer and Seldin, Inc. of Jamaica, were the brokers in the deal.

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Uncle Don Ready To Start His Auditions

Uncle Don is master of ceremonies at the opening of his children's opportunity radio contest scheduled for this afternoon at 4 o'clock at the Long Island Food and Home Show in the Jamaica Armory.

Fifteen children will be given an audition at the daily show scheduled between 4 and 5 o'clock every afternoon.

Children may enter the contest by registering with Uncle Don or his manager, William T. Radwell at the Armory. Prizes will be awarded the children who win in the daily contest, and children who are considered most talented in the competition will be given an opportunity to visit Uncle Don at his WOR studio and appear on one of his regular radio broadcasts.

With Milton Torres, reports the following recent sales: The four-story 20-family apartment at 45-25 42nd street, Sunnyside, to P. H. Goldhagen for Thomas Daly for cash above mortgages aggregating \$47,000; to A. Levine for the same owner the 20-family, four-story apartment at 43-35 42nd street, Sunnyside, for cash above a first mortgage of \$43,500; the two-family dwelling at 66th street and 48th avenue, Winfield, to Mrs. M. Tausz for Gottfried Bros.; the two-story brick dwelling at 32-43 42nd street, Astoria, to William Schepp for \$9,300, all cash; the four-room bungalow at 28-19 31st avenue, Astoria, to T. Swenson for \$3,500; the two-family residence at 44-15 66th street, Woodside, to Ben Levin, for \$3,500; the vacant corner, 40 by 100 feet, at Hayes avenue and 62nd street, Woodside, to Mrs. E. Jacob, for cash.

Harold Conklin, proprietor of the Boulevard Tavern in the Elmhurst section of Queens, has bought the adjoining plot at the northwest corner of Queens boulevard and 62nd drive from the Hajada Realty Company. Brown, Wheelock, Harris, Stevens, Inc., and L. V. Kerr were the brokers. This is another section in which the subway has brought activity.

**Home Sold in Arverne**  
The house at 125 Beach 61st street, Arverne, was sold by the Ellen Development Company, represented by Karselen and Karselen, attorneys, to Bessie Lefkowitz. Herman Kaplan was the broker.

Agnes E. K. Bartow sold to an investing client of the Herbert Callman Company the 15-family apartment house at 30-19 14th street, north of Jamaica avenue, in the Astoria section of Long Island City.

A vacant plot 148 by 107 feet at the southwest corner of 168th street and Northern boulevard, Flushing, was bought by the Sanford Operating Corporation, A. B. Schneider, president, through the M. Gladstone Company, as broker. A taxpayer containing 15 stores will be erected on the property.

J. Halperin and Co. report that they have arranged a building loan of \$225,000 for Justin O'Brien and Barnet Shewowitz on the apartment house under construction on the northwest corner of Ebertson street and Elmhurst avenue, Elmhurst. The mortgage was arranged with the Investors Syndicates.

St. Clare's Auxiliary Will Hold Luncheon

A luncheon, card party and bunco will be held under the auspices of St. Clare's Auxiliary of Mary Immaculate Hospital, at Lee's Garden, Inc., 162-17 Jamaica avenue, Jamaica, Thursday afternoon, April 22nd. Luncheon will be served from 2 to 2.30.

Mrs. Mary Ann Dillon is president of the auxiliary. The committee in charge is comprised of: Mrs. Augusta Drumm, chairlady, Mrs. Ellen Gutchen, Mrs. Marie Beaudine, Mrs. Mae Martin, Mrs. Evelyn Donohue, Mrs. Mary Brown, Mrs. Elizabeth Pukel, Mrs. Emily Fox, Mrs. Mae Kelly and Mrs. Anna Pickering.

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(Over Elmo Shoe Store)

ZONE B ASKS MORE BUSES IN RUSH HOURS

(Continued From Page One)  
ators in the zone and recommended that the North Shore be given the franchise for the Flushing zone.

The Z & M agreed to turn over its two routes in the Flushing zone for the two routes the North Shore had in Jamaica. The New York and Queens trolley line agreed to motorize its route from Jamaica to Flushing and College Point. The trolley line at first demanded that the North Shore turn over to it route Q-17 which runs from Jamaica to Flushing. However, an agreement was reached whereby the North Shore would turn over to the trolley company route Q-25, from Jamaica to the Queens General Hospital to the trolley company. The North Shore, however, will start a new route from Main street, Flushing, to the Jamaica station of the Long Island Railroad, as soon as the extension of Main street is completed. This road is expected to be finished by July.

**Finds Civic Opposition**  
Although the North Shore was the largest operator in the zone and appeared to be the most logical company to be awarded to the zone franchise, the Board of Estimate discovered last September that there was strong opposition to the company.

A score of civic workers pleaded for the Z & M Company. They protested that the company which had given satisfactory service since its organization eight years ago, was getting an unfair deal. The Z & M operated one line from Flushing to Rosewood and the other from Flushing to Queens Village.

The keynote of the protests was registered by Mrs. Frank J. Briggs of Rosewood, who said: "It seems an outrage to give a franchise to a company which has been widely criticized by the people in our community, while another company, which started eight years ago, and gave us good service when nobody else would bother, should be put out of business."

John J. Walsh, the civic worker, who started a number of taxpayer's suits against the city to force an end to the bus mess, objected to the terms of the franchise. He pointed out that the North Shore was paying 10 per cent of its gross annual receipts to the city, while under the 10-year zone franchise the average yield to the city would be only six and one-half per cent.

But on Sept. 24, 1936, the Flushing zone franchise was awarded to the North Shore.

11 Routes Awarded

Eleven routes were awarded to the North Shore. With Flushing as its center, the buses traverse through all neighboring communities including Little Neck, Bayside, Whitestone, Breechurst, College Point, Rosewood, Bayside West, Bayside Hills, and connects with Central Queens through Jamaica and Queens Village.

The routes and mileage awarded to the North Shore are: Q-12, Flushing-Little Neck, 5.8 miles; Q-13, Flushing-Bayside, 6 miles; Q-14, Flushing-Whitestone, 3.4 miles; Q-15, Flushing-Breechurst, 4 miles; Q-16, Flushing-Bayside avenue, 4.6 miles; Q-17, Flushing-Jamaica, 6.3 miles; Q-20, Queensboro Hill-College Point, 3.6 miles; Q-26, Rosewood-Queens Village, 4.4 miles; Q-27, Flushing-Rosewood, 4.1 miles; Q-28, Flushing-Bayside-West, 3.3 miles; Q-31, Bayside West-Jamaica Connection, 4.7 miles.

Routes Q-26 and Q-27 were formerly operated by the Z & M, and Q-31 was reorganized after the S and C Buses stopped operating on the route.

In addition, the North Shore still runs Q-25 which it will turn over to the Queens-Nassau and Q-23, which it will turn over to the Tri-Boro Coach Company in the Woodside zone.

Three Months Have Passed

Three months have passed since the North Shore was awarded a certificate of convenience and necessity for the franchised routes, and time as yet has failed to heal the wound-

ed feelings of the former riders of the Z & M Company.

Rauchwerger says he likes the four-zone plan although some of his profitable lines were taken away. But how is the plan working out in the Flushing zone?

Let us ride along route Q-27, Flushing-Rosewood, formerly operated by the Z & M. Rauchwerger said he has new buses on the routes and has increased bus service during the rush hours.

"Although the people didn't want us to take it over, they must be satisfied because we have received no complaints," Rauchwerger stated. "The service was better under the Z & M," Henry Hunt of 46-31 189th street, Flushing, declared.

"The service was better under the Z & M," Henry Hunt of 46-31 189th street, Flushing, declared. "The North Shore is running buses, and they are better heated, but under the Z & M, the buses were run express part of the way."

Dan Healy of 45-45 194th street, Flushing, likes the North Shore better. He also commented on the heat in the buses.

C. W. Morgan of 51-27 Bell avenue, Bayside, praised the equipment but said that in the early hours of the morning when he returns from work, the North Shore fails to give good service.

"Under the Z & M, there was a bus leaving Flushing at 1:22 and 2 o'clock in the morning. The North Shore runs a bus at 1:20 and the next at 2:35."

A city employee who didn't want his name used, but said he has been riding buses on the route when it was first organized by the Z & M, was emphatic in his dislike of the "deal" given the Z & M. His dislike carried over to the North Shore Company.

Buses on this route operate on a 15-minute headway during the day and on a five-minute headway during rush hours.

Equipment Lauded

On the Flushing-Queens Village route, also formerly operated by the Z & M, the North Shore was criticized for its service although most agreed that the equipment was better.

"The Z & M ran more buses during the morning rush hour," was the complaint of Hugh L. Starr of 94-24 Hollis Court boulevard, Queens Village. The same complaint was registered by Joseph Watson of 57-60 73rd place, Maspeth, who uses the line in traveling to work near Queens Village.

Hugh Norwalk of 219-01 109th avenue, Queens Village, said the North Shore does not appear to be running on a "dependable" schedule as the Z & M. Although the buses were newer, they were not as good and the run to Queens Village took five minutes longer, he said.

Buses on this line take 30 minutes to make the run and operate on a 15-minute headway during the day which is shortened during rush hours.

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side route started by Rauchwerger in 1923, you will find that the passengers like the service being given by the North Shore.

"The service seems to have improved since the zone franchise was awarded, George O'Connell of 43-35 161st street, Flushing, stated.

This reporter rode a bus on this line at 4:30 P. M. and for a short distance there were people standing on the bus. Minor complaints about the service after rush hours were recorded on many of the routes.

Service On Q-31 Criticized  
But when it comes to the service on Q-31 which operates from Bayside West and connects with the Jamaica bus, there isn't any service. Buses on this line operate on a half-hour schedule and riders must wait on the street in all kinds of weather for the bus.

This reporter was fortunate. He only had to wait 20 minutes on a bitter cold corner for the bus. A trip to a nearby candy store stand proved profitable both in keeping

warm and getting information. "I hear plenty of squawks," Joe, the candy store man said. "The buses are supposed to operate on a half-hour schedule, but plenty of times people have waited longer."

When Bus No. 663 finally arrived, the heat other passengers commented so favorably about on other buses was sadly missing on this one.

Although it was during the height of the rush hour only six passengers were on the bus. All of them were too grouchy even to talk about it.

When the bus arrives at the Jamaica connection, passengers are dumped out into a bleak neighborhood to wait for the Jamaica bus. This line, however, runs on regular schedules, has large, roomy heated buses, and passengers seemed satisfied with the service.

The North Shore Bus is an expensive company to operate. The last report of the Transit Commission lists equipment obligations to

the tune of \$990,949, which carries out Rauchwerger's boast that his buses are the newest and best in Queens.

But the North Shore should not experience any difficulty in meeting its obligations.

During January, \$38,956.95 in nickels and dimes poured into the company. Of this, \$21,592.70 came from the two lines formerly operated by the Z & M. And during January there was an eight per cent decrease in the number of bus riders.

For the first 24 days of February, the North Shore collected \$74,836.55, with the two former Z & M routes contributing \$18,018.

The North Shore issues transfers for all intersecting routes and half price tickets for school children. It also runs special school buses.

The Queens Village route is the only one on which a 10-cent fare is charged.

The North Shore also runs four routes from Flushing into Nassau

County which do not come under the four-zone plan.

Tomorrow the Green Bus Line which operates in the Ozone Park zone, will be discussed.

A. J. Barrys to Hold Anniversary Supper

Mr. and Mrs. A. J. Barry will celebrate their 35th wedding anniversary at a supper party in their home, 179-20 Leslie road, St. Albans, Saturday. Both Mr. and Mrs. Barry have been residents of Long Island for a number of years. They have a large circle of friends.

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