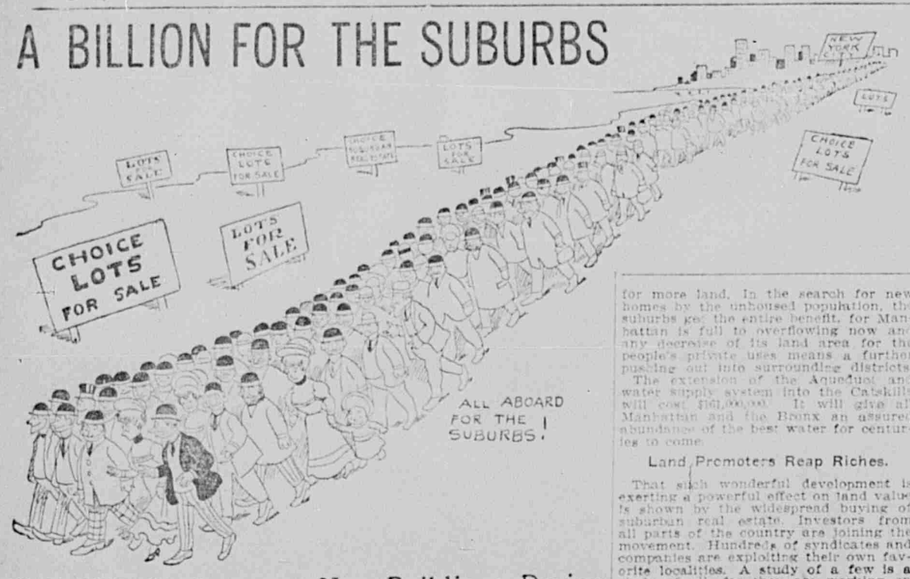
A BILLION FOR THE SUBURBS



Half Will Be Spent on New Buildings During the Next Five Years, Half on Rapid-Transit Subways and Great Public Works.

New York's expansion into its suburbs is becoming the wonder of the world.

No less than $1,200,000,000 will be invested in the movement during the coming five years.

Of this vast sum at least $620,000,000 will be spent for the construction of buildings in the Brooklyn, Bronx, Queens and New Jersey suburbs. The balance will go into great public improvements which have been planned to make the suburbs fit residential sections for the millions of people who carry on business in Manhattan.

These huge total expenditures can be forecast from estimates which are a matter of record. As building outlays and other similar costs of development have increased steadily, from year to year, it is probable that the estimated total of $1,200,000,000 will be exceeded before all the projects shall have been realized.

$700,000,000 in New Buildings.

That the outlay for new buildings will exceed $620,000,000 is plain, because this total represents five years of construction no larger in volume than that of the past year. Current real estate booms in all the suburbs indicate that the next five years of construction will run far ahead of the 1905 total.

Builders in Brooklyn spent $64,200,000 in new structures during 1905. The total in the Bronx was $37,500,000; in Queens, $12,350,000; in the New Jersey suburbs, $10,000,000. This makes $124,000,000 for the past year. For the next five years it is believed that $700,000,000 would be a conservative estimate.

Two Roads to Spend $100,000,000.

As to the great public works, the chief feature is rapid transit. Beginning with the northern suburbs, the electrification of the New York Central Railroad, especially for its suburban service, will cost $50,000,000. The work includes four-tracking both the New York Central and Harlem divisions throughout the suburban zone. It will shorten the time to Manhattan by 10 to 50 per cent.

The New Haven Railroad has begun work on its six-track suburban system. It will cover the eastern Bronx and southern Westchester, bringing the Long Island Sound towns into close touch with Manhattan. The work is expected to be completed in two years.

The entire completion of the system, however, will await the progress of the Pennsylvania-Long Island Railroad subway projects, because the New Haven road intends to break away from its New York Central affiliations. It will build a great terminal for itself in the southern Bronx, and its trains will cross to Long Island by way of the proposed New York connecting railroad. Thence the New Haven trains will reach the Pennsylvania-Long Island Railroad tracks and will proceed into Manhattan by way of the Pennsylvania subways. The New Haven Railroad will thus use the Pennsylvania Railroad's mammoth new station on the central west side of Manhattan, as well as its other Manhattan stations. The new affiliation likewise gives the New Haven Railroad a direct outlet into New Jersey.

The New Haven road's six-track suburban plans alone call for an outlay of $50,000,000.

Boom Along Westchester Road.

The New York, Westchester & Boston Railroad is another great transit project to open the Bronx and Westchester. It is condemning its right of way now. Work has started on a large part of the Bronx line. Plans and locations of stations have been completed.

The route will begin near the end of the present Subway at One Hundred and Seventy-seventh street. It will open a part of the Bronx which has been farm land and waste land because transit facilities have been confined to local street-car lines.

Huge syndicate speculations in acreage have been in progress along the Bronx route of the New York, Westchester & Boston Railroad. Prices have risen from $2,000 to $6,000 an acre. A large part of the available acreage is held now by a syndicate in which the younger Vanderbilts and other Fifth avenue capitalists are prominent. They intend to lay out streets, construct sewers and water mains and place the country in the proper condition for city development.

The cost of the New York, Westchester & Boston Railroad is estimated at $15,000,000.

As feeders for these big rapid transit trunk lines, many new trolley roads are being built. More are projected. It is plain that all parts of the Bronx and Westchester will be threaded by new trolleys, which will connect with the main trunk lines, as soon as the country shall have been settled sufficiently to support the new roads.

Memorial Bridge a New Centre.

Highly important to the extreme upper end of Manhattan Island and the nearby sections of the Bronx and Westchester is the projected Hendrik Hudson Memorial Bridge, which will be built over the Harlem ship canal at Spuyten Duyvil. It will cost $3,000,000. It will connect the Van Cortlandt Park and Yonkers district with the Dyckman tract, the Speedway and the Boulevard Lafayette extension.

This extension of the Boulevard Lafayette along the Hudson River front forms a continuation of Riverside Drive. Much of the work at the south end of Washington Heights has been finished. The entire thoroughfare is now called Riverside Drive, in conformity with an ordinance passed recently by the Aldermen. Builders are buying sites and building handsome flats on the new Riverside Drive frontages at many points between One Hundred and Thirty-fifth street and the Spuyten Duyvil site of the memorial bridge. Two block fronts were bought during the past week, at One Hundred and Seventy-second to One Hundred and Seventy-fourth street, for such improvement. The new Hendrik Hudson Memorial Bridge will make Riverside Drive a magnificent parkway along the high bank of the Hudson River from Seventy-second street to Yonkers.

$10,000,000 in Bridges and Parks.

Then the North Manhattan, Bronx and Westchester sections are to get direct benefit from the new bridge across the Harlem River at One Hundred and Forty-fifth street in Manhattan to One Hundred and Forty-ninth street in the Bronx. There will be built also a new double-deck bridge over the Harlem River to carry tracks of the surface railroads and subway extensions; the new Concourse in the Bronx, 180 feet wide, with roadways for motor cars, drives for horse vehicles, walks for pedestrians; the new Pelham Bay Parkway, to connect Bronx Park with Pelham Bay Park; the new Mosholu Parkway, to connect Bronx Park with Cortlandt Park, and a Spuyten Duyvil parkway to connect Van Cortlandt Park with the Harlem and Hudson Rivers and the Hendrik Hudson memorial bridge.

These last parkways across the Bronx will form a direct magnificent parkway between Long Island Sound and the Hudson River. The work will cost $5,000,000. The bridges and other public improvements will make the total cost $10,000,000.

$110,000,000 to Extend Subways.

Plans for three more subways, to run from the Battery to Yonkers, have been approved by the Rapid Transit Commission. They will be four-track roads, thus offering both express and local service from end to end. They should be built within five years.

One of the new subways will run north from the Battery, under William street and Third avenue to the Harlem River, which it will cross and continue through the western Bronx to Yonkers. A second subway will pass north under Church street, to Vesey street, to Broadway, to Thirty-fifth and Thirty-sixth streets, where it will cross to Lexington avenue, thence continuing north and crossing the Harlem to connect with the new terminal station of the New York Central Railroad. The third subway will make its way north from the Battery under the line of West Broadway, to Seventh avenue, crossing under Forty-ninth street to Eighth avenue, then continuing under Central Park West and Eighth avenue to the Harlem River, which it will cross and proceed in almost a direct line to Yonkers.

These three subways are to cost $75,000,000. The Brooklyn and Queens extensions of the subway system will bring the total cost of new work to $110,000,000. They comprise the subway of the Interborough Company, which will be opened as far as Borough Hall, in Brooklyn, next September; the Belmont tunnel across the East River, at Forty-second street, on the old Steinway tunnel route, which will connect the Manhattan subway system with the Belmont trolley combination in Queens, opening all the country as far as Flushing and Jamaica; the Broadway subway in Brooklyn, and the Pitkin avenue subway, which will meet at Atlantic avenue, to continue along to Jamaica, opening the Woodhaven, Richmond Hill and Ozone Park country.

$125,000,000 in East-West Lines.

These important rapid-transit works are still secondary to the great Pennsylvania-Long Island subways, which will connect the entire Long Island Railroad and New Haven Railroad systems with Manhattan, and also with all the Pennsylvania Railroad's vast system through New Jersey and the West. The Pennsylvania Railroad's subway projects around Manhattan call for an outlay around $75,000,000. Closely associated with the same great works are the McAdoo subways, to connect Manhattan with the New Jersey suburbs. The outlay for the McAdoo tunnels and terminals is figured at $50,000,000.

McAdoo Tunnels Cover Wide Area.

Although comparatively little has been done in the suburban real estate way to discount the McAdoo subways and tunnels, the effect of that system promises to be as great as any of the others.

The McAdoo enterprises are incorporated and financed as the Hudson and Manhattan Railroad system. Two tunnels under the Hudson River, on the line of the old Morton street project, have been completed. They lead under Christopher street to Sixth avenue, thence north to Greeley square, where there is to be a great terminal on the Manhattan Theatre block. The other two tunnels cross the North River on the line of Cortlandt street. These will have twin twenty-story office-building terminals on the two Church street blocks from Cortlandt to Fulton streets. They will connect with the present rapid transit subway at John street.

On the New Jersey side the Hudson and Manhattan Railroad subways will pass through the passenger terminals of the Pennsylvania, Erie and Delaware, Lackawanna and Western railroads. The trains will proceed over the Pennsylvania's right of way to Newark, bringing all the intervening country into the immediate zone of rapid transit connection with Manhattan.

Millions for City Public Works.

Among more distinctly Manhattan improvements which will reset in a multitude of beneficial ways on the suburbs are included a $20,000,000 for proposed municipal lighting plants and conduits, $3,000,000 for eight new public school buildings, $2,500,000 for new uptown post-office structures, $10,000,000 for public library and Carnegie library branches, $6,000,000 for Chelsea Park improvements, $2,000,000 to wipe out old Chinatown and make its site a public park, $3,000,000 to build the new Bellevue Hospital, $10,000,000 for the new Manhattan Bridge at Pike street to Brooklyn, $5,000,000 for the new Queens Bridge over Blackwell's Island.

While many of these great works seem to affect Manhattan locally, all tend to drive out old Manhattan population because their construction calls for more land. In the search for new homes by the unhoused population, the suburbs get the entire benefit. For Manhattan is full to overflowing now and any decrease of its land area for the people's private uses means a further pushing out into surrounding districts.

The extension of the Aqueduct and water supply system into the Catskills will cost $161,000,000. It will give all Manhattan and the Bronx an assured abundance of the best water for centuries to come.

Land Promoters Reap Riches.

That such wonderful development is exerting a powerful effect on land values is shown by the widespread buying of suburban real estate. Investors from all parts of the country are joining the movement. Hundreds of syndicates and companies are exploiting their own favorite localities. A study of a few is a study of all, for they are working on the common ground of the current metropolitan expansion.

As an instance, the opening of Ormonde Park at Rosedale, L. I., to-morrow, will mark another step in the development of Queens County homesites resulting from the electrification of the Long Island Railroad system, where the third rail has already reached Rosedale, the first stop beyond Jamaica. It has placed within sixteen minutes of the centre of Manhattan a living, breathing country for the toilers in the city, away from the overcrowded area, where there is plenty of room with health-giving ozone for the children and general comfort that could not be obtained closer to the city because of prohibitive prices.

Ormonde Park an Ideal Study.

Ormonde Park is five minutes from Rosedale station—for people compute distances now by the time consumed in going to and from a given point. It is just across from the city line, fronting the famous old Merrick road, electric-lighted and tree-bordered. It partakes of city advantages at the same time escaping a heavy tax-rate. The property is high, level and dry—an ideal location for home-seekers or investors.

The opening of the third-rail system on the Long Island Railroad, set for May 1, will bring the section within the quick transit limits of the city. When the tunnel under the East River is completed Ormonde Park will be nearer the business centre of Manhattan than is the Bronx, and nearer than is Harlem to the lower end of Manhattan.

With the constantly increasing pressure of population and the marvellous increase in values through Harlem and the Bronx during the past few years, due to improved transit, and the great natural advantages of such places as Ormonde Park promise a rise in values in the not distant future. Long Island has remained in an insular condition because of its obsolete means of transportation. It has long been the admitted logical home-land for toilers of the greater city.

The Ormonde Park property was purchased by the great owners before the trend of development had set in, thus enabling them to offer homes on the most reasonable terms. Title to every lot is guaranteed and it is provided that the titles shall not lapse by default of payment in cases of sickness or physical disability. For the company's opening sale to-morrow they will run a special excursion train, leaving the Long Island Railroad depots at 10.30 o'clock in the morning.

Harlem Park Shows the New Trend.

To the Harlem Park section the first of the season's series of free excursions will go to-morrow. More than 400 investors will enjoy it. After next Sunday the New York Suburban Land Co. will run its own excursion cars to the park and back.

Harlem Park is on the main line of the Long Island Railroad, with station right on the property. The railroad runs the entire length of the property. It has its own water supplies, from mineral springs. It is a spot favored by nature and enjoys a magnificent climate. The third rail electric suburban service of the Long Island Railroad is being extended from Jamaica to the park. The time to Manhattan will be thirty-two minutes by way of the new Pennsylvania Railroad tunnel.

The opening sale price is $45 a lot—$10 down and $1 a month. They allow ten per cent. for full payment. A unique feature is that five per cent. is allowed to those who begin building within six months. The company states that the $45 price will hold only for a short while, and will then be advanced. Several hundred lots were sold during the past week.

The same company has sold the entire first section at Brentwood, L. I. The applications were three times in excess of the lots for sale. The officers of the company state that this is one of the greatest selling records ever established in suburban real estate. The second allotment of Brentwood lots will not be placed until improvements now planned are well under way. Then the lots will be put out at a much higher figure.

Building a City at Massapequa.

Massapequa continues to be the storm centre for investors in suburban lots on Long Island. The Queens Land & Title Company's sale of lots there has been marvellous for this time of the year.

The first section placed on sale in December is all sold out. Lots have been reselling at $100 advance over opening prices. Many purchasers are preparing plans for houses, and the coming year will see an active building boom as well as large sales of lots.

Indications point to a large suburban city soon to take the place of what is now vacant property. The place has all the attractive features, such as beautiful lakes, high wooded land, surf water, that are essential to a popular suburban city.

SCHOOLBOY DISAPPEARS.

Harry Shapiro Is Eight Years Old and Police Seek Him.

Harry Shapiro, eight years old, is missing from his home, No. 68 East Ninety-eighth street, and his mother asked the police to find him to-day.

The boy started to school yesterday and nothing has been seen of him since.

Midnight Liquor Bill Defeated.

BOSTON, April 7.—A general bill to permit hotels to sell liquor up to midnight, instead of 11 o'clock, was defeated in the Massachusetts House yesterday by a close margin.

SUED FOR CUTTING VINE OF NEIGHBOR

Now Courts Must Settle Constitutional Right of Plant to Spread.

Does or does not a vine have any constitutional, legal and inherent rights to grow from A's premises to B's? And conceding that it does not can it properly be put to death for being guilty of trespass? These subtle questions are to engage the mind of the Second District Court at Jersey City next week.

Two months ago Frank B. Erwin, who has been selling tickets at the Pennsylvania station for twenty-five years, moved into No. 45 Astor place, a quiet and rather exclusive residential quarter of Jersey City. Mr. Erwin took exception to the fact that a climbing vine which covered the front of No. 43 had heavily encroached upon his own premises and cloaked doors and windows in a mass of herbiage. So one day he climbed a garden ladder and with a saw and hatchet began to lop off the poaching tendrils.

Out from No. 43 came Mrs. Virginia M. Craig, a wealthy widow, and Mrs. Frank E. Martin, wife of a New York stock broker. They had planted the vine and carefully, almost prayerfully, watered it and tended it when it was a feeble young shoot. Now in its lusty maturity it was their abounding pride. They begged Woodsman Erwin to touch not a single bough. He paused, but only long enough to run a bacon rind over the teeth of his saw.

Now the two women have sued him for $300 damages, claiming that as a result of his rough-and-ready amputations the tap root was so badly injured that the whole vine has withered and died.

THE HELMET OF NAVARRE.

If you enjoy a stirring romance of love, war, adventure and mystery do not fail to read "The Helmet of Navarre," by Bertha Runkle. This great novel will begin in next Monday's Evening World.

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ARE SHOWING THE FASSO CORSET

IN NEW MODELS, INTRODUCING VARIOUS CHANGES IN DESIGN, TO CONFORM WITH THE PREVAILING STYLES OF DRESS.

HOTEL GUESTS IN FIRE STAMPEDE

Flames Interrupt Dinner and Cause Wild Flight of Autoists.

The Mosholu Parkway Hotel, Broadway and Mosholu Parkway, the Bronx, took fire last night at 7 o'clock and burned so rapidly that the thirty-six guests in the dining-room had just time to escape. They were unable to save any of their personal effects. The hotel has been a stopping place for driving parties and automobilists. It had no means for extinguishing fire, and the nearest fire apparatus was three miles away at Kingsbridge.

The wheels of one of the engines slipped between the Union Railway tracks and the soft earth and could not be extricated until a wrecking car came to its assistance, and by the time it got to the blazing building there wasn't much fire left to extinguish. John Haskin, of Engine No. 52, was cut about the head by flying glass.

The building was owned by Fred Zeibling, of No. 170 East One Hundred and Second street, and the hotel was conducted by George Hensell. The fire was discovered on the second floor by a chambermaid. The loss is about $5,000.

CAB HORSE RAN AWAY.

Threw Driver Off at Prospect Park and Loped Two Miles.

An old bay cab horse became frightened in the plaza of Prospect Park, Brooklyn, early to-day, and decided to run away. His driver, Sydney Austin, of No. 926 Myrtle avenue, was thrown from the box and the old horse ran two miles. He was stopped when he got tired, at Flatbush avenue and Nineteenth street, and the cab wasn't hurt one bit.

Austin had a lot of cuts and bruises, and after a doctor from Seney Hospital had sewed him up he went home.

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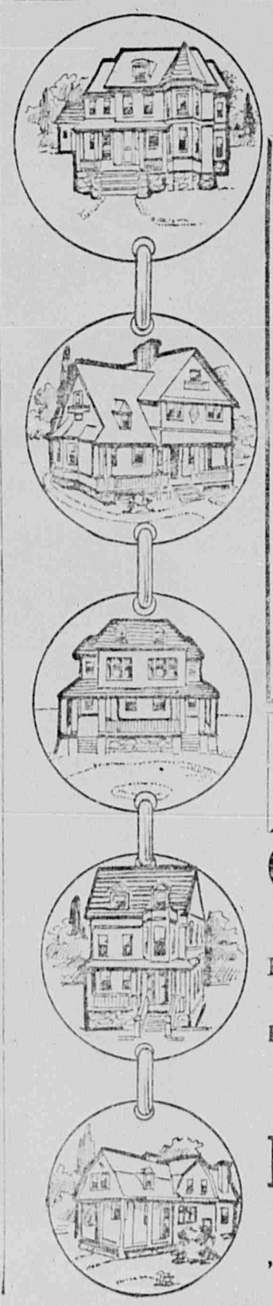


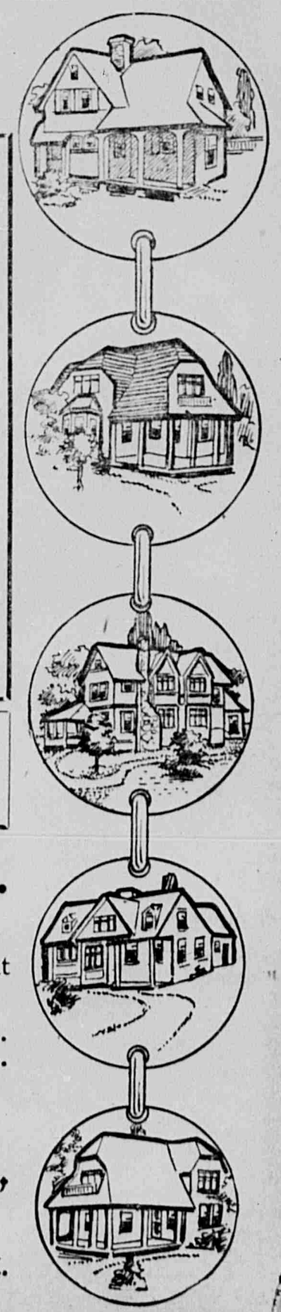
This New York City Suburban town possesses all the advantages of our large Cities. There are public schools, churches, stores, markets, water, gas, electric lights, macadamized avenues and boulevards, and the exceptional features of fishing, sailing and bathing. It is not an inland waste of scrub oak land, nor is it located miles from any railroad station or trolley line, but is a flourishing, residential and business town, cooled and refreshed by the tonic-laden breezes of the Great South Bay and the Ocean.

There are other good home sites and speculative investment properties on the market, and though you be not from Missouri, see them all, make them "show you," then before you decide on any selection pay a visit, at our expense, to "LYNBROOK HEIGHTS," crowded and surrounded by hundreds of artistic homes, and we promise you that you will become impressed with this ideal, healthful, accessible and beautiful estate more than your fancy ever painted.

"LYNBROOK HEIGHTS" is not a barren tract of land honored with a fancy title and overweighted with exaggerated promises. It exists to-day, a creation of capital, energy, pluck and pride; in short, it is a fit place to live in with wife and children.

A single acre of land, comprising part of our subdivision, costs us more, and is of greater value, than entire tracts of some other properties now heavily advertised and on the market as building lots; and in spite of this fact, we offer high and dry, improved and reasonably restricted residential sites at prices fully 50% less than scrub oak properties from 10 to 25 miles further out in Long Island or elsewhere.

IF so-called lots from 30 to 40 miles out in Long Island are worth from $185 to $500, what are lots worth at "LYNBROOK HEIGHTS," almost adjoining the city line, a beautiful, healthful town, chock full of city improvements, near the Depot and the Trolley? Certainly no less; if anything more. Yet our prices are fully 50% lower. It pays to get posted.



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