

AN AVENUE IN ELIZABETH.



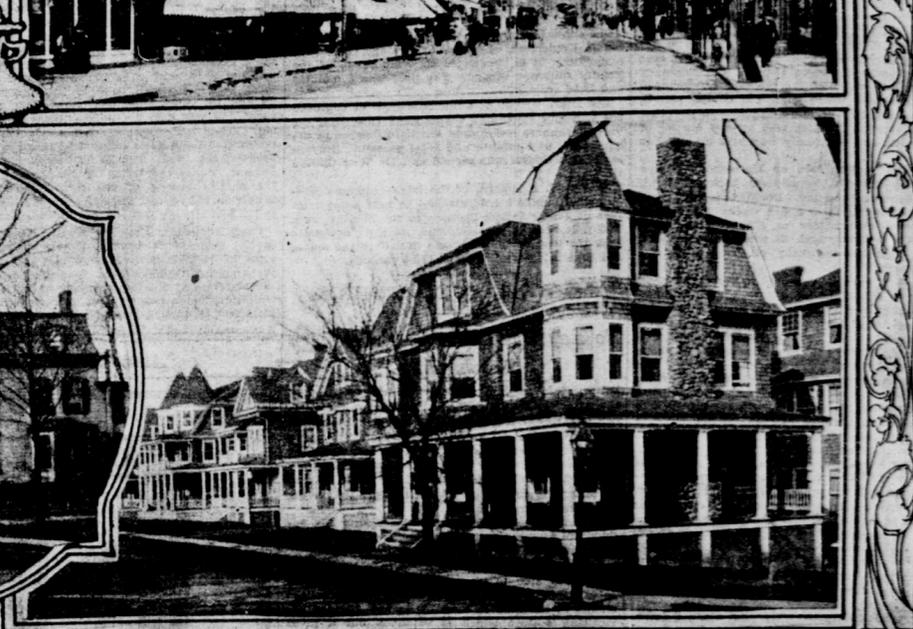
A BROAD AVENUE IN MORRISTOWN.



ONE OF THE ATTRACTIVE RESIDENTIAL STREETS IN BLOOMFIELD.



A ROW OF MONTCLAIR HOMES.



RICHMOND HILL ATTRACTIVE

ITS REALTY CHARMS NOW CLEARLY SEEN BY MANY MANHATTAN INVESTORS.

Greater Interest Shown in the Development of Union Course, Woodhaven and Morris Park—Building Activity in the Sections.

There are probably few sections in Brooklyn which offer as many opportunities to prospective home-seekers with a small capital as that formed by Union Course, Woodhaven, Morris Park and Richmond Hill. Those who have kept in touch with building and purchasing movements in Brooklyn in the last five years know that there have been great changes for the better in the building strength of that part of the borough, and that values have risen considerably in recent years. Owing to the recent extensive development of the district, the realty student, however, naturally expects to find values in the district much greater than they are, but the increase in the price of houses in the last five years, when compared to increased values in less attractive districts in that period, is indeed a fact that the section is one of the most entrancing to the investor who is far-sighted enough to measure correctly the realty value of the various rapid transit projects and of the bridges being built across the East River. Fine lots are to be purchased in the district at this late day for from \$50 up, and on easy terms, and having many other city improvements.

While this district has been for some years particularly alluring to large numbers of small builders and investors, the almost countless opportunities there for realty investments have not been clearly seen until recently by many big speculators and investors prominent in the trading in Manhattan and the Bronx. It is likely that they did not squarely look at conditions in the district until lately, because many things having an important bearing on realty progress have occurred in the last five years, and it has taken them thoroughly a long time to understand thoroughly their probable effect on Manhattan and The Bronx market.

Maybe if the tunnels between Manhattan Island and New Jersey had not been built this prosperous part of Long Island, with its long stretch of level land, dotted with rows of modern houses, occupying large plots of ground and facing well kept roads and traversed by many fine surface lines, would have long before this been the scene of one of the greatest purchasing and building movements in the history of Long Island. The plans of the Hudson & Manhattan and the Pennsylvania railroads to link Manhattan Island to New Jersey, together with the projects of the New Haven and the Pennsylvania railroads to weld Long Island to the Upper Bronx by the New York Connecting Railway system, added to the realty strength of hundreds of New Jersey towns and places in North New York, and at the same time it increased the realty strength of this part of Long Island. In consequence, large numbers of Manhattan builders and speculators hastened to become more active in old speculative zones with a new garb in Manhattan and The Bronx. There they remained unusually busy until last fall, when their attention was once again directed to Long Island fields by the completion of the subway to Borough Hill, Brooklyn. Since then many have been carefully studying realty opportunities on Long Island, and as a result a large number of them consider that

Queens Borough figuratively into two parts—the southerly one, including the thriving towns of Union Course, Unionville and Woodhaven, and the northerly one, the towns along the division of the Long Island Railroad between Long Island City and Jamaica. Nearly all the bridges being built or planned will lead almost directly into the southerly division of the borough, or rather into this populous district.

The Bronx owes its wonderful development in the last ten years almost entirely to the fact that it has been firmly connected to Manhattan Island in those years by a series of modern bridges, and so close has been the connection that thousands of persons have seldom suffered or been annoyed by what is called in realty circles "water barriers." But water barriers have

THE DEVELOPMENT OF CYPRESS HILLS. DREW AVENUE.



LOOKING EAST ON RAILROAD AVENUE.

been a serious obstacle in the upbuilding of Astoria, Long Island City and the great stretch of land extending easterly. In that time The Bronx has had a series of important operating and building movements. The water barriers between Manhattan Island and Long Island have at last been removed, and that is one of the principal reasons why this section of Long Island is destined to be the scene of extensive building operations for many

years to come. It is a pity that the early development work in this part of the island was in the hands of a few men with little idea about building and with no care as to whether or not the structures they put up would stimulate the growth of the section. In view of such building, there are many large districts of Long Island City and Astoria which are lacking in architectural beauty and which are largely covered by badly constructed buildings, most of which are used for factory purposes, and the lesser number by people of small earning power. Within a short distance from 125th street and Third Avenue are many Bronx lots which sell readily at about \$15,000 each, but in this part of Long Island the prices are far from the \$15,000 mark. One of the strongest realty features of the Richmond Hill, Unionville and Woodhaven sections of the greater city is that the district is within the five-cent fare zone of Brooklyn, and that it is possible at present to travel from any part of this region lying east of East New York and west of Jamaica to Manhattan Island for five cents.

When the new bridges are thrown open to the public every part of Manhattan Island will be

permanently connected with this charming section of Long Island, and thus the realty strength of this section from the point of view of the investor, speculator and builder will be many times increased.

To determine whether or not a section has many perfect realty measurements it is necessary to study its present transit facilities, to ascertain its proposed transit lines, to know what are its money channels and to thoroughly understand the rules regulating its building life. Then the price of land must be taken into careful consideration, for oftentimes speculators get control of vast areas of land

and discount its future growth. It is now possible to travel between City Hall, Manhattan, and Richmond Hill in about forty minutes in the daytime and in about fifty minutes at night. When the Long Island tunnel system is in operation and the Brooklyn subway as far as the Flatbush Avenue station of the railroad is open, a new schedule of trains is to be adopted, in order to facilitate traveling to and from the business sections of Manhattan and Richmond Hill and adjacent districts. This new schedule of trains is to be planned to afford a better means of making the journey to and from Richmond Hill and Manhattan Island at all hours of the night and day. The chief aim of the new schedule will be to do away with long, tedious waits in stations. When all these facts are carefully weighed and analyzed by the realty student, it is no wonder that the latter is at a loss to understand how it is that this thriving section of Brooklyn is not more thickly populated and is not the scene of greater activity in which speculators and builders are usually prominent, for in what part of greater New York can land be purchased at a less figure? In what part of the greater city are there more and better built frame houses, to be had on such attractive terms? And in what section of the greater city has there been less aid given to energetic builders than in this delightful suburban zone? The majority of builders active there have had to depend almost entirely upon their own financial strength to carry to a successful end the splendid building plans which they perfected. Nevertheless, in spite of the many drawbacks that had to be overcome by those interested in the district, building tables show that more modern frame dwelling houses have been erected in this part of Long Island than in any other, except in the Elmhurst and several adjacent districts, in the last few years.

A well known land developer in revealing the guide posts which he had followed in attaining the goal of success in his chosen profession said recently that he had always operated in five cent fare zones, for in such zones were to be found, he added, the safest and therefore the most stable realty fields. He also said that a lot for sale at \$500 in a district known as a ten cent fare zone, unless there were unusual conditions, would prove to be more expensive to the prospective home-seeker than a lot in a section where the five cent fare rate prevailed. The small home-seeker should bear well in mind the stepping stones which led to the success attained by this well known land developer, and if they would follow the lines leading to a good realty centre they cannot overlook the charms of this beautiful part of Long Island. Little has

been said in the last few years about the park system of Queens Borough, and for that reason in studying the realty strength of the territory between East New York and Jamaica few realty experts take into consideration that this part of the greater city has not only one of the best park systems but also one of the most extensive drive-way systems leading from parkland almost to within the limits of the thickly populated tenement house districts. Extending along Jamaica Avenue, which is the principal thoroughfare between Jamaica and East New York, are two large parks; one is called Highland and the other is known as Brooklyn Forest Park. The first park comprises fifty-five acres and, as its name implies, has many high points of land. It is a great pleasure ground for the residents of East New York. It is separated from Forest Park by cemetery property. Forest Park is one of the largest parks in greater New York. It comprises 326 acres, and is bounded by Jamaica and Myrtle avenues, Uthra Turnpike, Cypress Hills Cemetery and Metropolitan Avenue.

In reality the man who could buy a lot in a section of The Bronx with such excellent transit facilities as that possessed by the Richmond Hill region and adjoining districts, and for a sum which would purchase in the Long Island district, would be considered fortunate. So, too, must the person be called who has the foresight to become identified with the growth of the Richmond Hill or adjacent districts.

WANT SMALL HOMES IN BLOOMFIELD. Demand for Them Far Greater Than the Supply—Advantages for Factories.

Few towns within so short a distance of New York City have grown more rapidly in the last five years than Bloomfield. In all sections of homes and large manufacturing plants has been in progress, and more factories are contemplated, particularly in the Watessing district.

As to the ordinary building operations, small houses are in great demand, and those that have been built by property owners have been taken. As a result, many houses are for rent for \$25 a month and are to be built to meet the demand.

The growth of the town has been steady in the last five years, as the following real estate valuations show: 1903, \$4,296,075; 1904, \$5,416,185; 1905, \$5,502,712; 1906, \$6,317,700; and 1907, \$6,823,450. This year's valuation, which has not been made by the board of assessors, is expected to be \$7,000,000.

Building Inspector George M. Cadmus grants on an average each month permits for buildings to cost anywhere from \$5,000 to \$25,000. With the contemplated double tracking of the Lackawanna to Montclair, the building of a new station in Bloomfield, doing away with the grade crossings, conditions will be much improved there. Ever since the taxpayers won their fight against annexation to the city of Newark, Bloomfield has made rapid strides.

WHERE THE GROWTH IS STEADY.

Real estate development in Westfield has been rapid within the last few years. It has not been in the nature of a boom, but a steady, consistent growth. The lay of the land, the town's proximity to New York, combined with fine railroad and trolley service, make it an attractive suburban centre, and in consequence houses cannot be built fast enough to supply the demand.

The population of Westfield in 1905 showed a total of 5,200; to-day it is 6,300. There are now forty houses building, all of which will be tenanted as soon as completed.

Local agents declare that the demand for houses has increased. Property values remain stable. In the last two years the drift of population has been toward the easterly section of the town. This property is under development by the Westfield Real Estate Company. The company bought the original tract of five acres, and has been steadily improving the property ever since. It has laid several miles of sewers, macadam roads and sidewalks; has planted shade trees all along its property. Fifty homes have been built of varied design, and several new homes are now building. Plots of 70 to 100 feet can be bought on reasonable terms.

In the southerly end of the town is a section known as Stoneleigh Park. Here ten handsome residences have been built within recent years. Property in this section is restricted, and no home can be built at a cost less than \$10,000. Fine macadam roads run through the park; a complete sewerage system has been built and shade trees have been planted along the roadways.

Among the men who are interested in the realty growth of Westfield is James E. Grape, vice-president of the Inter-Borough Railway Company, and president of the Westfield Real Estate Company. In his opinion there is every indication that the present growth of the town is normal. He predicts a continuation of this condition and bases his judgment on the connection of New York with New Jersey by the North River tunnel. Land in the business section of the town is valued at \$100 a front foot. Values in the most desirable residential sections range from \$25 to \$50 a front foot.

MORRISTOWN'S GROWTH BIG DEMAND FOR HOUSES.

Tunnels Are Expected to Create a Realty Boom There.

After several years of quiet growth, Morristown is looking forward to a real estate boom. The sewer system is nearing completion, the trolley is an assured fact, a number of other public improvements are under way or promised, while the Hudson tunnels and the more rapid train service over the Lackawanna to Hoboken are expected to make for activity in realty.

Several large tracts have been opened and lots sold, while many handsome homes have been built on the outskirts of the town, and others, including those of E. H. Towar, at Convent; Lloyd Saltus, on Miller Road; Edward W. Van Vleck, in Normandy Heights; Alexander C. Humphreys, J. A. H. Hopkins, Putnam A. Bates and W. B. King are building. A number of large sales have been made, including the Hubert Hartigan Place, to Alexander C. Humphreys, and the Baldwin Place, on Madison Avenue.

Houses renting for from \$20 to \$40 monthly are in demand. There are a number of the larger houses for rent from \$50 monthly upward, while many desirable furnished houses can be rented at moderate prices. There is a fine field in Morristown for some investment company to build houses to rent at \$25 monthly.

The building of the trolley line on Speedwell Avenue has opened up several sections, among which is the Eberly Gruppell property of forty-six plots. A number of lots have been sold and houses erected. The lots are selling from \$50 up, according to location.

the town. Mrs. D. Willis James has contributed several thousand dollars for the improvement of the Morristown "Green." A competitive electric light company entered the field last year against the Public Service Corporation, and got the contract for lighting the streets.

Business property is not changing hands rapidly. A few sales have been made, but none of consequence. Practically all the stores are rented. A new theatre may be built soon. Nearly all the large New York and Newark stores have delivery wagons in Morristown, making shopping easy for those wishing to trade in the city.

FOREST LAKES' FEATURES

Suffolk County Home Sites in Ideal Environments To Be Had.

Those seeking to buy a home site in a most desirable section of Long Island should inspect Forest Lakes, in Suffolk County. The section is beautifully wooded, and near by are four picturesque fresh water lakes. An elaborate system of broad walks and drives, curving through the woodland and along the lakes, has been completed, and many New Yorkers have had their bungalows and cottages erected there.

The tract consists of one hundred acres and is within a short drive of the village of Patchogue. A trolley line is being built from the village to Forest Lakes, and the gas, water, electric light and telephone lines are soon to be laid. At present the tract is within ninety minutes of New York, but with the completion of the tunnel system it will be an hour's ride from Herald Square. In laying out Forest Lakes small plots were omitted. The smallest divisions are 60x100 feet and



BENEDICT AVENUE, WOODHAVEN.

ton. A little further up the street is the Cutler property, embracing thirty lots. On Morris Plains the coming of the trolley has boosted prices a little, lots now selling for \$400 and \$500.

The East Morristown section has not been slow in development. The Stuart Lindsey tract has been cut up, while the Baker Place, the Andrews property and Mrs. Emmett's place are in the market. Acreage is held at from \$1,000 to \$5,000. Estates of ten or more acres, with buildings upon them, may be bought within a radius of two miles of Morristown for from \$10,000 to \$50,000.

Considerable is being done at present to beautify

the preference is given to acre and half-acre sections. Five and ten acre tracts, covered with shade trees of more than fifty years' growth, may be bought.

When the new automobile parkway on Long Island is completed one private and two public parkways will connect Forest Lakes with the boulevard. The tract is close to the waters of the Great South Bay, the famous sailing, fishing and ice catching body of water. The duck shooting is too well known to sportsmen to require comment.

Warren H. Manning, the well known Boston landscape designer, designed with rare skill the



LEFFERTS AVENUE, RICHMOND HILL.

thriving residential district extending along Jamaica Avenue, from Highland Park to Jamaica, one of the most entrancing investment fields in the greater city.

It does not seem likely that the section can much longer escape the notice of a larger number of realty leaders, and that it will not be long before values throughout the entire section are much higher, and that there will be fewer lots for sale at about \$50 and up, and on easy terms. The realty outlook for the section is undoubtedly bright, and all signs indicate that the section will develop rapidly into a greater high class frame cottage district about the time of the opening of the Pennsylvania tunnel tubes between Manhattan Island and Long Island.

The physical characteristic of the land in this part of Long Island divides the westerly section into two large districts. This division is almost entirely due to that high land which has been called by realty men "the backbone of Long Island." From East New York to Jamaica extends the westerly ridge of this high land, and it separates

years to come. It is a pity that the early development work in this part of the island was in the hands of a few men with little idea about building and with no care as to whether or not the structures they put up would stimulate the growth of the section. In view of such building, there are many large districts of Long Island City and Astoria which are lacking in architectural beauty and which are largely covered by badly constructed buildings, most of which are used for factory purposes, and the lesser number by people of small earning power. Within a short distance from 125th street and Third Avenue are many Bronx lots which sell readily at about \$15,000 each, but in this part of Long Island the prices are far from the \$15,000 mark. One of the strongest realty features of the Richmond Hill, Unionville and Woodhaven sections of the greater city is that the district is within the five-cent fare zone of Brooklyn, and that it is possible at present to travel from any part of this region lying east of East New York and west of Jamaica to Manhattan Island for five cents.

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BEACH STREET AND CHICHESTER AVENUE, MORRIS PARK.