

LONG ISLAND NEARER GREATER CITY

East River Tunnel Opening a Valuable Time Saver, Besides a Great Convenience to Commuters.

BIG TOWNS ALONG THE ELECTRIC LINE

With the opening of the East River tunnel of the Pennsylvania and Long Island railroads last Thursday Long Island has not only been brought many minutes nearer to New York, but has also been more firmly joined by under river chains to old Manhattan Island. No longer will water barriers retard the development of Long Island into one of the greatest residential, manufacturing and farming centres of the United States; nor will poor transit facilities affect the transformation of this fertile paradise for the home-seeker.

The tunnel projects have cost the Pennsylvania and Long Island railroads about \$10,000,000. Every dollar spent will add many hundreds of dollars to the value of taxable properties throughout the suburban fields east of the great terminal station at 33d street and Seventh avenue within the next twenty years.

This is undoubtedly the greatest railroad link ever planned and carried out for the benefit of a suburban area possessing ideal sites for factories, for homes in the inland districts, for people of all classes and for hotels and cottages along its bays, inlets and frontages on the seashore.

Some Old Barriers.

For years the growth of Long Island was checked by meagre transit facilities. Its sparsely settled sections resembled districts far remote from New York City instead of those within or near the boundaries of the great metropolis. The railroad fares were extremely high, too. Few of the villages noted as home settlements or industrial centres had modern sanitary improvements. In these days the westerly section of the island was more inviting to truck farmers than to persons looking for a chance to escape from the crowded tenement districts of the old city. It is true that here and there were to be found the homes of many persons prominent in the social and business life of the city.

Within the last ten years the grandeur and the rural attractiveness of the island, together with its vast priceless features appealing to the lovers of outdoor life and aquatic sports, have become widely known. The tunnel plans now crystallized have been the great factor in making known the natural and other charms of the island and a place for home centres and manufacturing zones. Moreover, the river tubes have already led many thousands of persons, residents of old Manhattan Island, to build or invest in Long Island real estate. This is the period which has been marked by the most rapid rise in values throughout the entire suburban zone of the island and in nearly every farming community and in every summer pleasure resort in the history of this famous garden spot and recreation ground. In many instances stupendous increases in land values have taken place, and in many sections long noted for their decadent realty conditions thriving villages are now to be found, or manufacturing centres, employing many hundreds of persons.

The growth of Long Island ever since 1890, and especially since the launching of the tunnel projects, has not only been

in order to meet for many years the demands that will be made upon the railroads by the suburban and outlying districts of the island. Its franchises call for the erection of two more East River tube links. Only electric trains are run through the tubes.

The New York tunnel extension of the Pennsylvania Railroad, running east and west from the New York station, will begin at Harrison, N. J., a short distance east of Newark, where there is located a transfer yard for the huge electric locomotives to be used in the tunnels. At this point through passenger trains from Southern and Western points will change from steam to electric power, and passengers whose destination is in the downtown districts of New York may alight here and walk across the transfer platform to an electric train which will run into the Church and Cortlandt street station of the Hudson & Manhattan Railroad. This downtown rapid transit electric train starts from the new station in Millary Park, Newark, thence by a new bridge over the Passaic River at Centre street to Harrison, where passengers may transfer to trains from the Pennsylvania station uptown or continue to Jersey City and lower New York.

Station Covers Eight Acres.

The Pennsylvania and Long Island tunnel terminal, at 23d street and Seventh avenue, which covers some eight acres of ground, was completed on July 31, 1909. To enclose this vast area has necessitated the building of exterior walls aggregating 2,488 feet—nearly half a mile—in length, and has required the use of 499,000 cubic feet of pink granite. In addition, there has been utilized inside the concourse 60,000 cubic feet of stone.

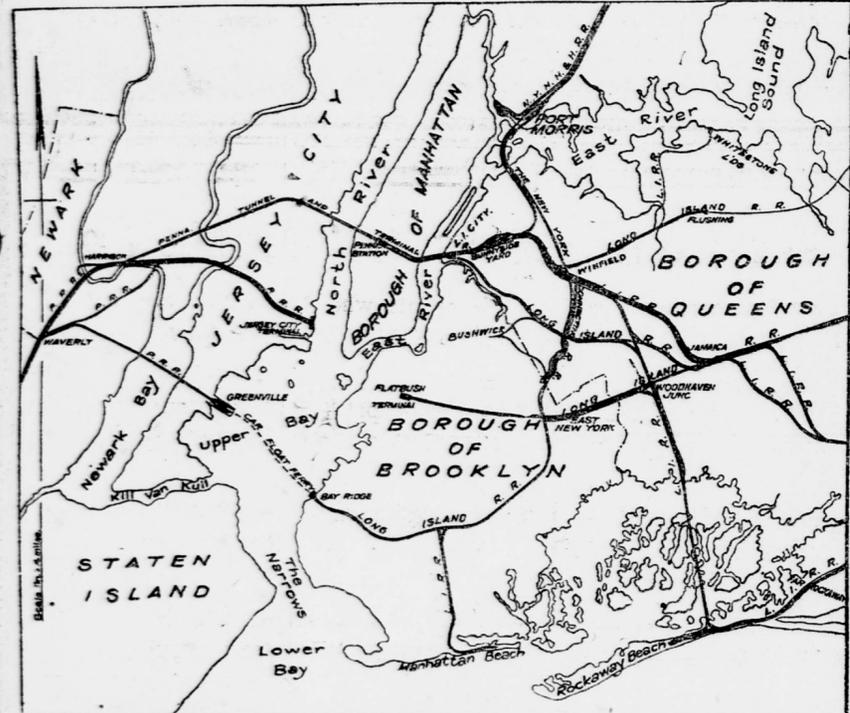
In addition to the granite, 27,000 tons of steel and 15,000,000 bricks (the latter weighing 48,000 tons) were used in the construction of the building, in which the first stone of the masonry work was laid on June 15, 1908, the entire masonry work being thus completed in approximately thirteen months after the work had been begun.

Long Island Electric Plans.

The Long Island Railroad now has one hundred and fifty miles of its lines electrified, which includes the entire Brooklyn, Rockaway and Mineola divisions. Plans have been approved for the electrification of the north shore branch to Whitestone and Port Washington. This road should have progressed far toward completion before another year shall have elapsed.

When all the lines on Long Island shall have been electrified, it is expected that one hundred trains daily will be accommodated in the Pennsylvania terminal station. For the present, only trains on the electrified branches will pass through the tubes. Incoming passengers who still use the steam operated branches will change at Woodside, just outside Long Island City, and board the tunnel trains at that point.

With the four tracks from the Long Island City station there will be a six-track line from the Sunnyside yard to Woodside, and when the new cut-off is completed from Woodside to Winfield there



greater than most real estate experts had looked for, but it has been so significant as to be referred to as phenomenal. But this time was only the initial stage in the present upbuilding of this great area of land linked to the threshold of old Manhattan.

Greater realty opportunities will be developed as a result of the eastward march of population and commerce from the hub of the greater city.

The real estate prices of to-day, though much higher than five years ago, will look small when compared to the values throughout the entire territory five years hence. The tunnels have already stimulated the creation on the island of manufacturing centres of remarkable vigor and are destined to be a part of the keystone in the foundation on which this new era in the home and manufacturing development of Long Island is being built.

Prosperity To Be Permanent.

Naturally, the mere linking of Long Island to Manhattan Island by the vast Pennsylvania and Long Island Railroad network of river tubes would be the gateway through which myriads of home-seekers would journey from the heart of the greater city to home zones on the island. The continued vigor of these home centres, however, must largely depend on the industrial development of this part of the greater city, for with increasing population there must be larger avenues for employment. A home community of idlers, or with many persons unemployed, soon crumbles away. There never has been, nor can there be, real progress unless work is found for the new residents willing to work. Realty records clearly show that the greatest boom to the rapid and sustained upbuilding of Long Island has already been created, as it were, by these tunnels, by bringing to the island the necessary industrial centers to perfect its realty measurements. In other words, the tunnels are already and will continue to be one of the prime causes in increasing the area occupied by the all-year home centres of the island by enlarging its manufacturing centres.

The present plans of the Pennsylvania and Long Island railroads were drawn up

will be an eight-track railroad between these points. The railroad is to be six-tracked from Winfield to the junction of the Glendale cut-off, and a four-track line from Glendale Junction to Jamaica.

Length of Local Lines.

The distances of these lines are as follows: From the mouth of the tunnels to Woodside, six tracks, two and one-half miles; from Woodside to Winfield, eight tracks, one mile; from Winfield to Glendale cut-off junction, six tracks, two miles; from Glendale cut-off junction to Jamaica, four tracks, four and one-half miles.

With the improvement between Woodside and Winfield the company contemplates the elimination of the curve, as well as the twelve grade crossings in that section. With this work completed the Long Island Railroad will have a high speed line from New York and Long Island City to Jamaica, with no crossings at grade. On its main line improvement the company has already eliminated six grade crossings, widened bridges at six old crossings and put in four new bridges and crossings for new streets.

The Glendale cut-off, a double track railroad connecting the Rockaway Beach branch with the main line, was built in order that trains from the Rockaways may be run direct to the tunnels. The cut-off is one and a half miles long, with no grade crossings. When completed it will have cost, approximately, \$660,000.

The Maple Grove improvement consists of the straightening of the line, cutting off several hundred feet and eliminating grade crossings.

The Jamaica improvement begins at Van Wyck avenue, where the main line improvement ends. The crossing at that point will be eliminated, as will those at Rockaway Road, Bayway, Catherine, South and Division streets. Arrangements will also be made for a new street under the railroad at Gullford street.

New Train Schedule.

The time which is expected to be made

between the New York station and the various Long Island points is as follows:

Between New York and—	Miles.	Between New York and—	Miles.
Jamaica	18	Long Beach	40
Garden City	24	Par Rockaway	33
Hempstead	28	Rockaway Beach	33
Mineola	28	Flushing	16
Roslyn	28	Great Neck	28
Oyster Bay	29	Port Washington	22
Hicksville	43	Whitestone Landing	22
Huntington	50		
Farmingdale	52		

It is estimated that there will be a saving of some forty or fifty minutes a day to persons living at any of these points compared with the old way of crossing the ferry and taking the trolley cars at 34th street.

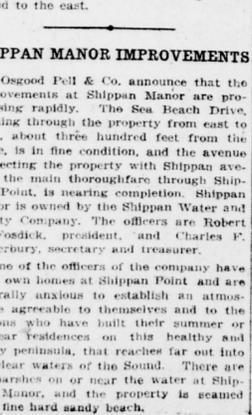
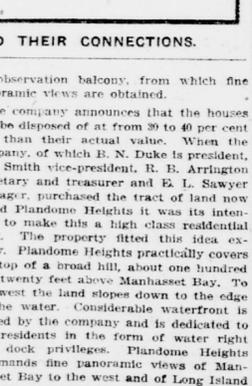
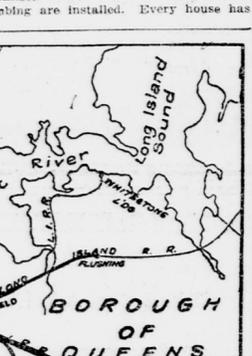
The river tunnels leading to the station are, all told, 6.8 miles long, and the land tunnels have the same length. From the Bergen Hill portal in New Jersey to the Long Island entrance of the tunnels it is 5.3 miles. It is 8.6 miles from Harrison, N. Y., to the station in New York, while from the latter point to Jamaica the distance is 11.8 miles.

The maximum capacity in trains an hour of all of the Pennsylvania tunnels is 14, and the proposed initial daily service will consist of about 600 Long Island Railroad trains and 400 Pennsylvania trains.

LAND OVERLOOKING BAY

Fine Panoramic View from Homes at Plandome Heights.

The Plandome Heights Company announces a special sale on September 17 of country homes, built by the construction department of the company. The houses are all of different design, and are constructed of hollow tile, with red Spanish tile roofs. The interiors are artistic and the floor plans are laid out in such a manner that every available inch of space is utilized. Hot water heat and modern plumbing are installed. Every house has



HOME BUILDING AT ROSLYN

Structures Being Erected for Families of Moderate Means.

There are several new houses in Roslyn Estates ready for occupancy. They are of sites which have been selected for the use of the modern American family of moderate means. The interiors have been arranged to secure convenience, comfort and artistic effect. Lighting arrangements and decorations are suitable for all tenants.

In the original development of Roslyn Estates it was not intended to erect houses except on special orders. The demand for finished cottages became so great, however, that the Dean Alvord Company, de-

velopers of the property, decided to build in advance of orders. One of the houses is a copy of an old Virginia homestead of the Colonial type. Another dwelling has a view across the island to Garden City. Another, on a corner plot, commands a fine "cross-country" view. There are also an English country house, an Italian villa and other homes of lesser cost.

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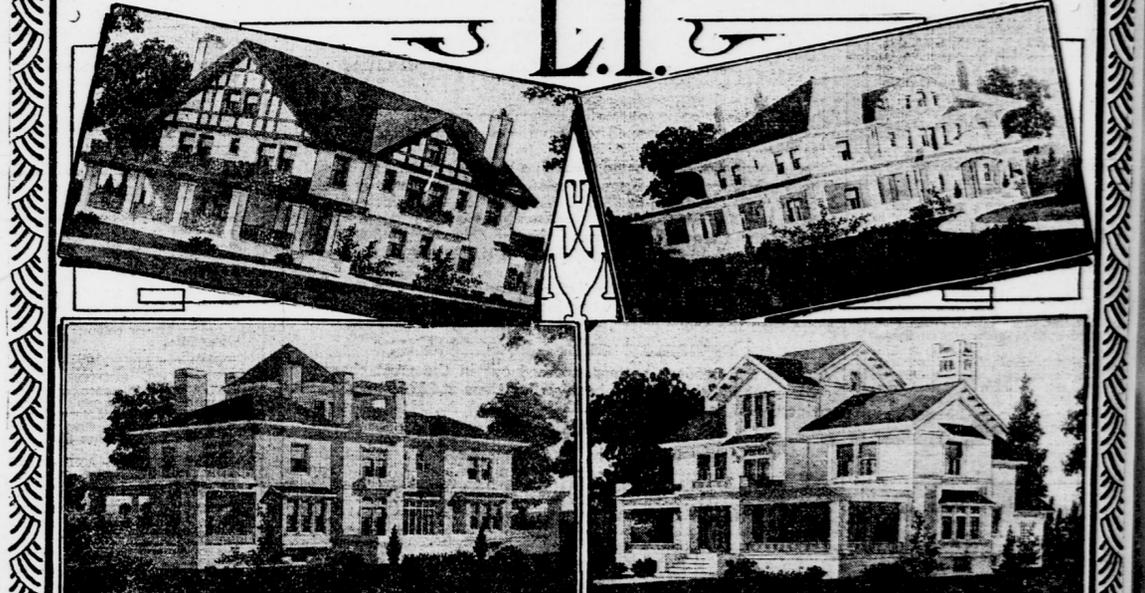
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TEN BEAUTIFUL COUNTRY HOMES AT PLANDOME HEIGHTS



SUPPOSING, a responsible, reliable person offered you a deal that would net you from 30 to 40% on the investment;
 SUPPOSING, you were satisfied, beyond a shadow of doubt, that the transaction was absolutely safe and honest;
 WOULD YOU NOT borrow the money, if necessary, to close the transaction and increase your assets?
 "Well" We offer you such an opportunity, and back our statement with our reputation.
 LET US EXPLAIN: It is an acknowledged fact that "Plandome Heights," 28 minutes to Herald Square, is a beautiful spot, with gorgeous views of Manhasset Bay, Long Island Sound and the Connecticut Hills, only five minutes' walk through shaded road to Manhasset Station.
 We started this spring in laying out "PLANDOME HEIGHTS" with a view of supplying the demand of discriminating people for a home, in excellent neighborhood, with all comforts essential to country life, within easy commuting distance to New York.
 ONE-HALF OF "PLANDOME HEIGHTS" WAS SOLD before we started the improvements. To-day only a few 1/4 acre plots are left. No better proof of quality is necessary.
 In order to establish at once the right atmosphere at "PLANDOME HEIGHTS," we also commenced this spring with the erection of

TEN BEAUTIFUL HOMES

designed by the cleverest architects, built by our own construction department. The material used is hollow tile, with red Spanish tile roofs. Exquisite interiors, hot water heated, tiled bathrooms, finest plumbing. THESE HOMES ARE NOW NEAR COMPLETION, and as Plandome Heights is almost entirely disposed of, we desire to sell these homes quickly and offer them at

SPECIAL SALE ON SEPTEMBER 17

30 TO 40% LESS THAN ACTUAL VALUE

We give with each house a plot of land, from one-half to one acre, worth from \$6,000 to \$10,000. FAMILIES, desiring to live in beautiful, refined surroundings, in a well restricted Park, with dock and shore front privileges on Manhasset Bay, where bathing, boating, fishing, golfing and all country sports can be enjoyed, will find this an excellent opportunity.

REMEMBER, this offer is made by a responsible, reliable firm, and the acquisition of one of these homes means a very profitable investment and an endless source of satisfaction to the owner. A visit to "PLANDOME HEIGHTS" will convince you, or call, write or telephone for further information to

PLANDOME HEIGHTS COMPANY
 1 MADISON AVENUE, NEW YORK
 B. N. DUKE, President.
 OTIS SMITH, Vice-President.
 R. B. ARRINGTON, Secretary and Treasurer.
 E. L. SAWYER, General Manager.

WOODSIDE IMPROVEMENTS

A Large Number of Two Family Houses Being Erected.

Among the numerous real estate companies now operating in the Borough of Queens, is Queensboro Corporation. This company was organized some two years ago especially to promote the growth and development of this important and most attractive section. It numbers among its officers and directors many men of prominence in real estate, business and financial circles. W. C. Wyckoff is president.

Queensboro Corporation, with its subsidiary companies, already controls real estate investments aggregating more than \$5,000,000, and it aims still further to increase its holdings. Among the properties now owned and being improved by this company, the Barclay-Dugro tract at Woodside, the first stopping place on the new Pennsylvania tube system, is of the first importance. Improvements costing \$750,000 are here well under way, and a construction syndicate, capitalized at \$100,000, is now erecting two-family brick and stone houses. Twenty-six of these are nearly finished and some of them are sold. Still others are soon to be begun.

CHURCH PROPERTY MORTGAGED.

Justice Hendrick yesterday granted permission to the trustees of St. Anthony's Roman Catholic Church, in Van Nest, the Bronx, to mortgage the church property to the Emigrant Industrial Savings Bank for \$45,000. The money will be used to pay off the indebtedness of the church, which is \$25,187 to the Lincoln National Bank, \$1400 to the Bronx Borough Bank and \$5000 in miscellaneous debts.

First Girl (looking at statue of the Venus de Milo)—What terribly thick waste girls must have had in those days!
 Second Girl—Yes; but perhaps the gentleman's arms were longer.—Tit-Bits.