

LONG ISLAND HAS MANY CHARMS

Its Rapidly Growing Suburban Districts Noted for Vast Frontages on Sound, Bays and Ocean.

SAFE PLACE FOR REALTY SPECULATORS AND INVESTORS

Long Island is one of the safest and one of the most alluring places for realty buyers in this country.

It possesses beautiful frontages on the Atlantic Ocean, the Great South Bay and the waters of the Sound.

The larger part of the charming suburban districts are within the boundaries of the greater city, and the contiguous island and north and south shore residential divisions are, as the saying is, at the very threshold of old New York.

The central section is generally level, though in places rolling, where farms and woodland intermingle, with little to suggest the proximity of the great beach stretches so close to it.

The north shore of the island is very different—here the hills rise gently until they form a broken series of parapets, like miniature Gibraltar, above the Sound, which has indented the shore and formed placid and picturesque bays and harbors, offering unexcelled conditions for boating and sailing.

Whichever way one turns it is a picture land; and if one's eyes weary for a moment of woods and hills and plains and waters they may follow the setting sun away beyond the great city at whose gates and for whose special benefit this gem of nature seems to have been set.

The waters around Long Island have long been popular with amateur sailors, with men and women who love to skim in white-winged craft across safe bays where salt breezes blow. The Sound, Great South Bay, Gardiner's Bay and the Atlantic Ocean offer a variety of sailing. There are quiet waters for the flat-bottomed skiff and the leg o' mutton.

Another writer says: "The opportunity for sport which Long Island presents—with its wooded hills, its bays, where leaping trout flash in the light of vagrant sunbeams, its salt marsh habitats of the wary wild duck, its 'runs' of gamey bluefish, grassy dunes and breeze-swept moors, where the koller makes his happy rounds—are such as no other section of country anywhere near the great metropolis can offer. It appeals to the sportsman and the lover of outdoor pastimes are irresistible."

"The Automobileists' Paradise" was long ago applied to Long Island, and to this day there is no other worthy claimant to that title. Some twelve hundred miles of connected asphalt and macadam roads lead unbroken from the heart of the city by three or four different routes and continue over shell roads and firm gravel surfaces to the end of the island, over a hundred miles away. These roads offer an infinite variety of hill and dale, land vistas and water views, level stretches and forest-crowned slopes without equal in the two Americas; with frequent depots for those supplies the modern vehicle must have.

"No general description of the island is complete that omits reference to its wonderful climate. When one reaches the island and finds it unsurpassed from a climatic point of view.

"The entire coast line of the United States lies nearly north and south, except the 'Jog,' where Long Island stretches more than a hundred miles eastward from New York, with the horizon-wide Long Island Sound between it and the mainland on the north.

"The prevailing summer winds are south winds, which sweep straight from the ocean over Long Island—cool on Long Island, hot—ten degrees hotter—everywhere else. Long Island is at least ten degrees cooler than any other spot on the nearby coast.

"In the winter the blasts from the north-west howl over the mainland, cross the unfreezing Sound, and, with tempered vigor and reduced force as they meet the ocean pressure, strike the protecting ridge of hills, deflect upward and leave the sunlit southern slopes in comparative warmth. That, with a marvellous assortment of farm soils, accounts for the unrivalled variety of the island's products—the fact that things flourish on Long Island that would be considered almost tropical growths; the best of all 'garden truck' and fresh eggs come from Long Island.

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BELLE TERRE CLUB, AT PORT JEFFERSON, LONG ISLAND. This modern clubhouse will be opened this month.

Views and Statistics Gathered in Realty Paths

Lexington Avenue Subway Project Has Already Enhanced Values in Yorkville.

The original mortgage tax became effective on June 3, 1905, the first amended mortgage tax on July 1, 1906, and the second amended mortgage tax on May 13, 1907.

The city has a park area of 7,230 acres. It also owns many other acres which were bought for park purposes, but have not yet been improved as originally planned.

The park area of Manhattan is 1,448 acres. Of the Bronx 3,939, of Brooklyn 1,133, of Queens 645 and of Richmond 63.

The House and Real Estate Owners' Association of the 12th and 13th wards is looking forward to a subway loop in the Yorkville district. It says: "The influence of the Lexington avenue subway, now being built, is already felt in the district."

"The higher cost of living is partly attributed to the higher wharfage and draying charges in connection with distributing food supply, owing to the competition for wharfage space."

"The present trade customs require," says Commissioner Tompkins, "that a large part of the food consumed in the outlying boroughs be landed first in the wholesale markets in Manhattan and subsequently distributed at high cost by trucks to the smaller wholesale or retail markets in The Bronx, Staten Island and, in a measure, Brooklyn."

"It is therefore readily seen that the Commissioner of Docks, to the extent of the powers and support granted him, can exercise a degree of control over the cost of foodstuffs to the residents of greater New York."

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MORE BROOKLYN PLANS

Comparative Building Tables Reveal Big Gains.

EXPANSION OF NEW ZONES

Estimated Cost of Proposed Construction Work Nearly \$13,225,000.

The building situation in Brooklyn has considerably improved since last spring. This season many more millions are being spent in enlarging the home areas of this beautiful borough.

Many more millions, too, are being invested than at this period last year for modern store and factory structures.

The building statistics reveal big gains. From January to date plans for 1,745 buildings have been filed. The estimated cost of those structures is \$13,225,000. For the corresponding period last year plans for 1,181 structures, to cost \$7,183,544, were filed.

This ratio of gain in construction cost is likely to continue throughout the year, and consequently it is almost a certainty that 1912 will be a most satisfactory one.

Of course, the preponderance of structural work will be in the residential centers principally noted for one and two family frame and brick houses.

There have been brief periods in the last four months of interesting activity, from a broker's point of view, on the Heights, in the St. Mark's, East New York, Borough Park, Bedford Park Slope, Bay Ridge, Flatbush avenue and Eastern Parkway sections.

Important realty operations are expected to be carried out soon in the Eastern Parkway district. And conditions affecting the market for property are slowly getting to that point where owners can reasonably look forward to a brisk demand for their wares in the fall season.

Eastern Parkway has become attractive to more speculators owing to the subway that is to extend through it as far east as Buffalo avenue.

This is the widest thoroughfare in Brooklyn and runs from the Park Slope to Highland Park.

An effort has recently been made to keep stores off the Parkway, and a committee has been appointed to assist property owners in combating any attempt to erect objectionable buildings.

In Montague Street. The Montague street district has furnished its usual quota of sales and leases. This zone is called "the financial centre of Long Island."

It is asserted that the rental power of fine apartments in that part of Montague street overlooking Wall street ferry is as strong as ever, in spite of the fact that the ferry service is not so good as formerly, says a real estate expert.

The section, however, is easily accessible to the Borough Hall station of the subway, and it is only about a five-minute run from there to Wall street, Manhattan; consequently, it is reasonable to suppose that the Heights section is just as accessible to Manhattan, if not more so, than ever.

A fair volume of brokerage business in most districts has been transacted since January 1. Dwelling houses and vacant parcels have formed the larger part of the weekly budgets.

A transaction which attracted widespread attention was the purchase of thirty parcels in the blocks bounded by Bedford avenue, Sullivan, Fine and Montgomerie streets and Cedar Place, Flatbush, as a new home for the Brooklyn Baseball Club.

The Realty Associates sold Nos. 174 and 175 Remsen street, two four story office buildings, to the Brooklyn Gas Company, which also owns an adjoining site, the combined parcels forming a plot 100x130 feet.

Walter Gibbs bought the Low mansion, on plot 10x127 feet, at the northeast corner of Columbia Heights and Piermont street. The house was occupied by Seth Low while he was Mayor of this city.

The Bushwick Hospital property, at Howard avenue and Monroe street, was sold early in the year to Michael Minden, a prominent café owner in Brooklyn and Queens.

This site is in the heart of the new theatre centre of the borough, and adjacent to one of the busiest traffic thoroughfares east of the Harlem River.

The Colonial Holding Company sold the two six story elevator apartment houses No. 7 to 11 Glenside Place, on a plot 156x107 irregular, near Fulton street. In part payment the buyer gave \$50 free and clear lots at Egg Harbor, N. J. About \$500,000 was involved in the trade.

This was the second time in six months that a Brooklyn property was in an exchange. In August, 1911, the Colonial Holding Company got it in a trade for the Shenandoah and Chesapeake apartment houses, occupying the block front on the east side of Audubon avenue, between 172d and 173d streets, Manhattan.

A \$25,000 transaction was the exchange of several parcels of Deaver property, owned by Mrs. Susan Hunt, for the Waverly apartment houses, on Waverly avenue, which were owned by Morris Bier.

All Cash Investment.

One of the largest all cash investments in years in the Park Slope district was made by a client of Henry P. Green.

The client bought No. 425 to 431 Sterling Place, a row of four story detached apartment houses, each on a plot 26x121 feet. The assessed value of the property is \$100,000.

Thomas A. Clarke bought through Richard Goodwin the entire block bounded by Halsey and Macon streets, Saratoga avenue and Broadway as a site for a theatre. The property was held at about \$125,000.

Alfred Felman paid about \$85,000 for a plot 100x125 feet in Prospect Park West, between Garfield Place and 1st street, to Henry Hulbert. The parcel adjoins the home of Mr. Hulbert and is to be improved by Mr. Felman with a house for his own occupancy.

The International Typesetting Machine Company recently leased from the New York Dock Company street 33, near Furman and Montague streets. A factory building will be put up on the site. The machine company was formed a few weeks ago, with a capital of \$50,000.

The Benevolent and Protective Order of Elks of Brooklyn bought a plot, 100x115 feet, in South Oxford street, 150 feet south of Fulton street, as a site for a seven story club house. The building is to be erected from plans by H. Van Buren Macgill, at an estimated cost of \$350,000.

Frederick Benzinger sold this month a plot, 100x100 feet, at the northwest corner of 97th street and Twentieth avenue, to the Mainard Realty Company, which owns the adjoining 96th street corner parcel, 100x100 feet.

On the combined plot, 200x100 feet, the buyer will erect twelve attached one-family stucco houses of an English type, each house and lot to be 16.5x40x19 feet.

An Expert View. "The local influences that make for activity in Brooklyn real estate are just now especially notable and interesting," recently said "The Real Estate Record and Guide."

It further said: "The indications are that these influences will materially alter the traditional lines of development in the borough."

"Since consolidation Brooklyn, with its fifty thousand acres of land, much of it unoccupied and essentially suburban, has grown most rapidly as a residential subdivision of the city. Its business and industrial interests have expanded relatively slowly. But the great natural resources of its waterfront are now being brought into adequate use by modern improvements, assuring to the borough an expansion of industry comparable with its growth of population."

"The growth of population, like the expansion of industry, is bound to be on an enlarged scale. It has been achieved in the past despite an isolated transportation system. That system will presently be extended into the heart of the city."

"The rate of growth of population and industry will be multiplied by the zoning revolution in subway and elevated transit and by the equally radical change in waterfront and railway shipping facilities."

"To these new factors bearing on the prosperity of the borough will be added a child of hardly less importance, namely, the determination of its leading citizens to cooperate in securing a harmonious physical development of the borough on a plan devised by recognized authorities on city planning."

"Brooklyn, in a word, will be far more pleasant and convenient to live in than it has been, and it will offer warehouse, factory and shipping facilities unparalleled by any other waterfront neighborhood not already equipped."

The Bridge Department has prepared plans for the reconstruction of the station building at the Brooklyn terminal of the Brooklyn Bridge.

If these plans are carried out the buildings on the property bounded by Sands, Fulton, Court and Washington streets will be removed, as well as the bridge terminal and train platform, the network of tracks extending to Tillary street, and the elevated railroad structure on Fulton street from Boerum Place to York street.

It is contended by those in favor of the project that it would afford a suitable and adequate approach to the bridge in the Borough of Brooklyn. It is proposed that the city acquire the fee to the property in the area to be improved which is now used for other than bridge purposes.

The state, through the Barge Canal Terminal Commission and State Engineer Bensen, has acquired the land needed for a terminal for a barge canal in Gowanus Bay from the Beard estate.

Plans are now being prepared at the office in this city of the State Engineer for two piers and warehouses to be built there. The property is within the Erie Basin, and is now in part occupied by piers and bulkheads.

The proposed piers will be each 250 feet long. On them will be two four story concrete warehouses, trackage for cars and two travelling cranes.

The other barge terminal for the borough will be at Jamaica Bay. The city lately decided to buy, for \$2,200, the premises Nos. 39 and 41 Court street, between Livingston and Joralemon streets, for use in connection with the proposed extension of the Municipal Building. It is the intention of the city to acquire the other parcels in the block front.

CALENDAR FOR TAXPAYERS.

JUNE 1. Interest at 7 per cent a year from May 1 added to all payments of one-half of real estate tax and all personal taxes of 1912 on and after this date.

JUNE 20. Last day to bring proceedings under certiorari to review determination of Tax Commissioners to reduce assessed valuations.

AUGUST 1. A penalty of 5 per cent added to unpaid regular Croton water charges for 1912.

NOVEMBER 1. An additional penalty of 10 per cent is added to all unpaid regular Croton water rates.

DECEMBER 1. Interest on second one-half real estate tax of 7 per cent from November 1.

ACTIVITY AT HEMPSTEAD

Large Railroad Station in the Course of Construction.

Notable among the Long Island communities whose real estate is showing promise is Hempstead, on the electrified section of the main line of the Long Island Railroad. One of the oldest communities on the island and rich in historical traditions, Hempstead is rapidly changing into one of the most progressive suburban towns in the state. The majority

of its residents are home owners and are commuters between their place of residence and Manhattan.

It is the policy of the Long Island Railroad to make physical improvements first to those parts of its system that are contributing heavily to the coffers of the company, and Hempstead is one of the communities that is adding to the residential charms of Long Island and making accessions to the large army of railroad commuters. A costly and spacious new station is in course of construction at Hempstead, which is only thirty-eight minutes distant in point of time from the city. The run is direct between the two points, without change at Jamaica. When the enlarged terminal yards at Jamaica are completed the running time between Hempstead and the city will be perceptibly reduced.

The latest land development at Hempstead is that of the Windsor Land and Improvement Company, whose signal success at Floral Park has caused it to bathe its strength in Hempstead, near by. The company acquired a tract of twenty-five hundred lots, with a frontage on four important highways. It is in the outlying area of Hempstead that values are the most available for the small investor and where increment is none the less pronounced. The trolley road between Hempstead and the south shore is impelling a steady movement of property in the new Windsor development. This road connects directly, after a few minutes' run, with the Hempstead station, and trolley roads are the great factors in the growth of any community. The Windsor development, like all of Hempstead, is along the lines of least resistance to growth. All modern improvements are being installed on the property.

"The present trade customs require," says Commissioner Tompkins, "that a large part of the food consumed in the outlying boroughs be landed first in the wholesale markets in Manhattan and subsequently distributed at high cost by trucks to the smaller wholesale or retail markets in The Bronx, Staten Island and, in a measure, Brooklyn."

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