Reveals Value of Staten Island's Waterway

Inspection Made Lately by Industrial Committee of Experts.

SUGGEST PLAN TO HELP IMPROVEMENTS

Big Marginal Railroad Proposed, and Independent Shipping Terminal Also.

The Borough of Richmond is undoubtedly ready for a considerable industrial development. This portion of greater New York, which has for so long remained undeveloped, largely perhaps on account of its limited transportation facilities, has many advantages, which are not exceeded by those of any other part of greater New York, or, for that matter, of any place on the eastern seaboard of the United States.

The time is now ripe for the development of Staten Island. There is no place in greater New York or on New York Harbor where there is so much waterfront to be obtained at prices which approach those for which waterfront can be obtained on Staten Island. As a matter of fact, most of the waterfront on New York Harbor is already well built up and is, therefore, out of the sale market. Greater New York offers no site for the manufacturer in the heavy, rough industries which can compare with the advantages offered in Staten Island. The additional railroad facilities which have been suggested are needed more than any other one thing for Staten Island, and, as soon as they have come into existence, Staten Island will experience a tremendous industrial development.

This is the finding of the Industrial Bureau of the Merchants' Association after a thorough investigation of the industrial possibilities of Staten Island.

Recently the committee made a complete circuit of the island, proceeding from South Ferry directly to Kill Van Kull, and thence to Staten Island Sound, returning by way of the Narrows to Manhattan. This trip gave the members an opportunity to see personally the vast opportunities for industrial development on Staten Island.

The committee has submitted a complete report of the result of its trip to the association. In that report it says:

Perhaps the first and foremost industrial advantage of which Staten Island can boast is the magnificent undeveloped waterfront, which is equalled in no other part of greater New York. This waterfront is just now in process of development and within the next two or three years a large amount of it will probably be brought into the market and will be transformed into sites for large industrial plants.

The casual visitor cannot fail to observe the fact that the property along the New Jersey side of Staten Island Sound is highly developed, and that a large part of it is entirely out of the market. The largest undeveloped tract of waterfront in greater New York, and, in fact, on New York Harbor, is the land on the New York side of Staten Island Sound. As a matter of fact, waterfront on Staten Island can be had at prices ranging from a half to a tenth of the prices which waterfront exactly opposite on the New Jersey side now brings. Waterfront on Staten Island can now be had at from $1,000 an acre up.

The character of the land along the waterfront is itself one of the chief advantages of the island. Much of the land is hard and dry right down to the water's edge, making an excellent foundation for even very large and very heavy factory buildings. That portion of the area resembling the New Jersey shore has a solid substratum of gravel and clay only a few feet below the surface.

The improvements now under way in Staten Island Sound are going forward rapidly at the present time. The United States engineers are engaged in dredging a new channel, which will give a clear waterway of 25 feet at low water, an improvement which is estimated to cost not less than $19,000,000. As a matter of fact, the channel has a depth at present of 21 feet and is available for ocean-going steamers.

The vast amount of commerce which goes through Staten Island Sound and Kill Van Kull places Staten Island in a position of peculiar importance. This waterway is one of the most important in the United States and carries an immense tonnage, which for 1911 was estimated at 30,525,000 (short) tons, having a value of $515,437,000.

Staten Island has many advantages as a shipping point for the export and import trade. The American Dock Company, which is already a strong institution, has shipping and warehouse facilities similar to those at the Bush Terminal. The nearness of the borough to the open ocean, and also to the main lines of the Western railroads, makes it an admirable point for receiving and discharging freight.

The Staten Island Rapid Transit Railway operates a railroad drawbridge over Staten Island Sound and has direct rail connections with the Pennsylvania Railroad, the Lehigh Valley Railroad and the Central Railroad of New Jersey, maintaining with those companies routes and rates to all parts of the country. Also all through trains of the Baltimore & Ohio Railroad to their connecting lines are made up and dispatched from the St. George terminal.

The labor market in Staten Island is much larger than might be supposed by the casual visitor. In addition to its own supply the borough is able to draw not only on Manhattan and Brooklyn for its labor supply, but also on New Jersey, with which it is connected by a number of ferries. Elizabethport, Perth Amboy, Bayonne and other large manufacturing centres of New Jersey are within easy access of Staten Island. Within a radius of eighteen miles of the island there is a population of about seven million people, from which it will not be difficult to bring labor to Staten Island when labor is needed.

Such are the many basic economic advantages which Staten Island enjoys today. There are improvements, however, which the industrial committee of the Merchants' Association believes should be made at once and which will make the island still more advantageous for manufacturing, especially for the heavy, rough, coarse groups of industries. The most important of these industrial needs of Staten Island are the following:

A marginal railroad along the western side of the island, paralleling Staten Island Sound. Just one line of railroad from the Baltimore & Ohio Railroad bridge to Tottenville will bring into the market of available industrial sites not less than eight square miles of now undeveloped territory. This marginal railroad should parallel Staten Island Sound at a distance of from 800 to 1,000 feet from the shore, leaving ample space for factory sites with water and rail transportation facilities. That such a railroad would bring about a tremendous development cannot be questioned. It is only necessary to compare the development on the New Jersey side with that on the Staten Island side of the Sound.

The natural and logical development would appear to be an extension or branch of the present road, to be operated as a part of that system, thereby assuring to this section the rates, routes and other advantages of an established line and service. If for any reason such an extension of the present lines is impracticable or delayed, either of the two following alternatives would accomplish the desired result:

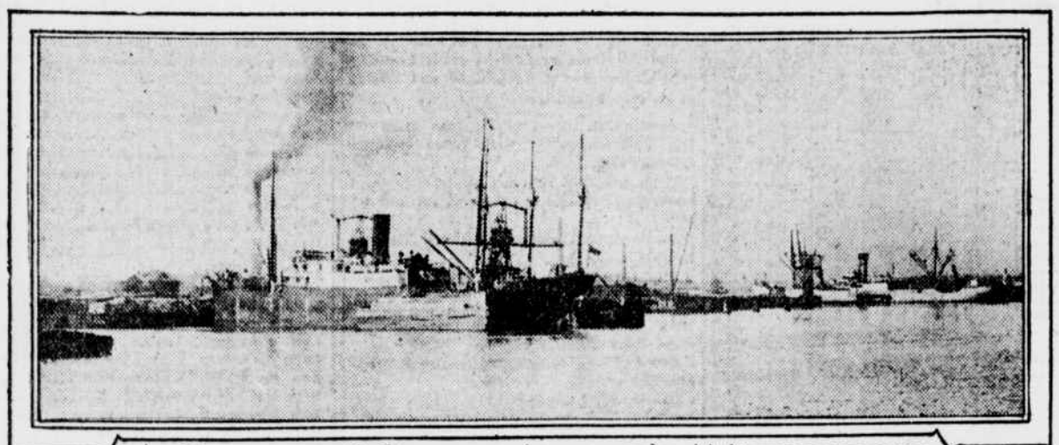
The building of an independent terminal railroad connected by float service with the New Jersey railroads. If it is impossible to get direct connection between Tottenville and the Baltimore & Ohio Railroad Bridge, a short independent terminal railroad connecting with the New Jersey railroads would be equally advantageous for the manufacturers located on Staten Island. The essential thing is that this now undeveloped strip of land should be furnished with railroad facilities.

A bridge over Staten Island Sound from Perth Amboy to Tottenville. This is a third possibility of solving the problem of railroad facilities for Staten Island. A bridge connecting Tottenville and Perth Amboy would give Staten Island direct rail connections with the Lehigh Valley, the Jersey Central, the Reading and the Pennsylvania Railroad. Such a bridge might very well be operated under a mutual arrangement between the various trunk roads and would effectively start Staten Island on the road to industrial prosperity.

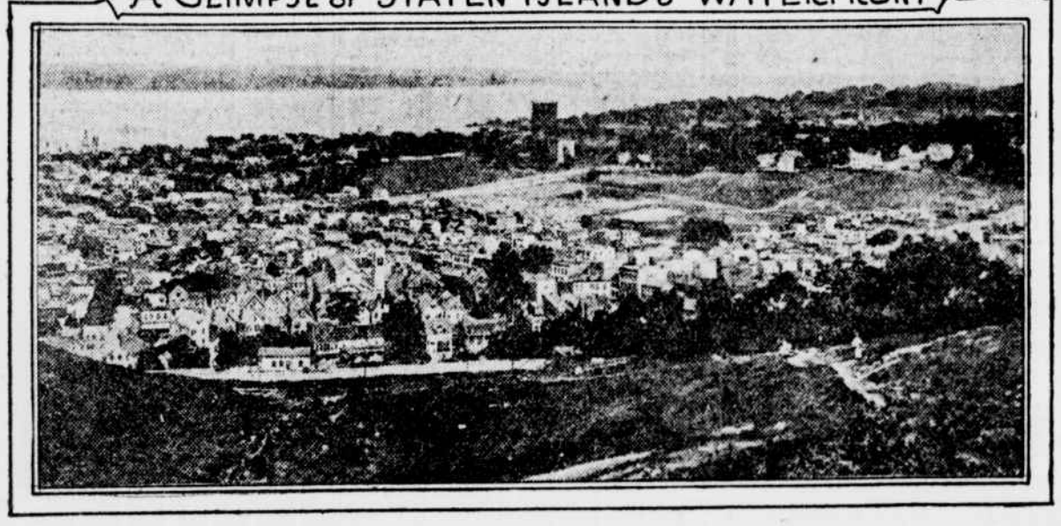
Additional streetcar lines into the sections of Staten Island which are now undeveloped. To-day there are large sections of Staten Island, with a considerable population, that are now entirely isolated. Whole villages, such as Linoleumville, Rossville and others, are without either electric or steam railways. There is no way for labor from outside points to get to the factories located there, and no way for the labor in these factories to enjoy the many advantages of proximity to New York. Lines of streetcars must be brought into this territory to develop it not only for industrial but also for residential purposes.

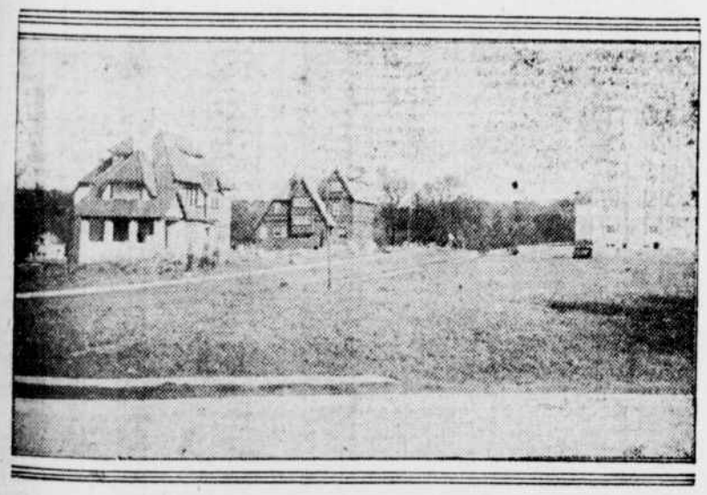
A commercial organization, with an executive devoting his entire time to the development of Staten Island. Every town needs a live commercial organization which will unify the business interests of the community and direct sentiment in favor of any project for improvement and against any retarding of the community's development. Each borough of greater New York, just as much an an independent community, needs some sort of commercial organization to direct attention to its advantages and to rout out the disadvantages and handicaps. The industrial committee especially recommends that the Staten Island Chamber of Commerce or the Staten Island Civic League should take this matter up and devote its energies to the industrial development of the unrivalled possibilities of the island.

As a direct result of the investigation made by the industrial committee, the Staten Island Civic League has appointed an industrial committee to take part in the development of the island's industrial possibilities.



A GLIMPSE of STATEN ISLAND'S WATERFRONT





HOME BUILDING PROGRESS ON THE ESTATES OF GREAT NECK.

NUMEROUS NASSAU HOUSE BUILDERS

Investors and Speculators Busy in Various Sections of the County.

Many plots in Nassau County are being improved with homes by private investors and numerous speculative builders are finding building profits as prolific in southern Nassau County as they did in Brooklyn and Queens.

The Windsor Land and Improvement Company reports many sales at its various developments in Nassau County. It has sold at Valley Stream to J. C. Flynn a plot 40x100 feet on Beverley Parkway; to C. A. Hynes a plot 40x100 feet on Albermarle avenue; to C. Stolz a plot 40x100 feet on Merrick Boulevard; to H. Hetzer a plot 40x100 feet on Grove street; to H. Morris a plot 40x100 feet on Melrose street. At Floral Park to J. Auld a plot 40x100 feet on Aspen street; at East Rockaway to W. E. Pettit a plot of 40x100 feet on Sperry street West; to E. A. Krassmann a plot 40x110 feet on Lawrence st and Baiseley avenue; to T. D. Frewley a plot 60x100 feet on Hewlett Bay Boulevard West; to D. J. Havens a plot 100x120 feet on Larence street, and to H. S. Wright a plot 80x100 feet on Court street East.

The same company has sold at Hempstead to D. Levy a plot, 40x114 feet, on Hempstead Parkway; to J. Offley a plot 40x125 feet on Willow avenue; at Rosedale to M. McGuire a plot 40x100 feet on Dartmouth Place; to J. McGuire a plot 40x100 feet on Melrose street; at Lynbrook to C. W. and M. Rausch a plot 40x100 feet on Oak street; to G. Dreshsel a plot 40x125 feet on Rolling street; to M. Sturges a plot 40x125 feet on Edmund street; to J. H. Batty a plot 20x93 feet on Ocean avenue; to E. Schlapkohl and to J. Mayerhoff a plot 40x100 feet on Allen and Charles streets.

The same company has also sold at Rockville Centre to C. H. Arfmann and H. Heidtmann a plot 40x100 feet on Vernon avenue; to J. and H. Kritz a plot 40x100 feet on Kensington avenue; to M. Krieta a plot 40x99 feet on Seitz and Vernon avenues; to W. G. Walter a plot 20x90 feet on Long Beach Road; to J. H. Osmers a plot 40x100 feet on Harvey avenue; to J. Edwards a plot 40x100 feet on Cornell avenue.

MODEL COUNTRY HOMES

Several at Gedney Farm Have Many Novel Features.

Several model houses are being built at Gedney Farm, near White Plains, within a block of the new Gedney Farm Hotel.

These houses have been designed with the idea of creating the largest amount of available space at a minimum of cost, and still maintaining good architectural lines. One house, planned by Kenneth M. Murchison, architect, is located on the park drive, on a plot 80x200 feet. A feature is a large sleeping porch.

The house is so arranged as to make it cool and bright as possible in the summer and warm and comfortable in the severest weather.

MORE SCHOOLS NECESSARY

Large Additions To Be Built in Borough of Queens.

With the rapidly increasing population in Queens the demand for larger and better accommodations of the school children there continues, and, acting at the request of real estate men there, Borough President Connolly has started a movement looking for relief. It is feared before the end of the year many of the pupils will be on half time.

Borough President Connolly has enlisted the aid of civic organizations throughout the borough. He has been provided with a list of additions to schoolhouses that ought to be enlarged or to designate districts where new schools should be located.

In several sections of the borough insistent demands are being made for new schools. In the Long Island City district there is urgent need for the building of an addition to the Bryant High School. There is also a demand for a high school in the Ridgewood section. The new high school at Flushing will be completed next year.

LESSEE TO IMPROVE LEXINGTON AVE. SITE

Property Along the Line of the New Subway—Stores, Offices and Lofts Rented.

Burrows, Neely & Co. leased the premises No. 738 Lexington avenue for a long term of years, and will improve the property with a modern building.

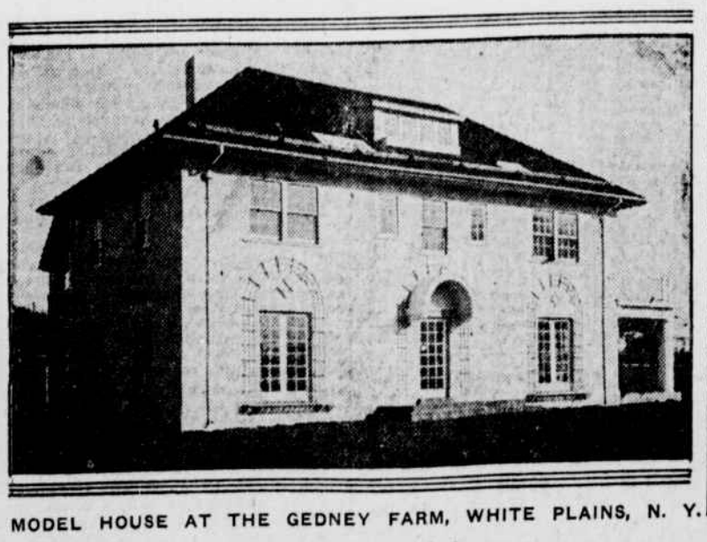
The Cross & Brown Company leased the basement and top floor in Nos. 245 and 247 West 55th street to Emanuel Silverman, the seventh floor to the Isotta Fraschini Company, the front half of the eighth floor to the Shaarrer Patent Auto Top Company, the rear half of the eighth floor to the Jesco Equipment Company and the cigar stand in the main hall to Adolf Pershitz.

The McVickar, Gaillard Realty Company leased the store No. 543 Fifth avenue for a term of years to the Keep Shirt Company.

Spear & Co. leased the store and basement in No. 177 Prince street to the Camposarcone Wine Importing Company, 5,000 square feet in No. 310 to 316 Second avenue to G. Reiss & Brother, the sixth loft in Nos. 138 and 140 Greene street to the Arrow Hat Works, the fourth loft in No. 746 to 750 Broadway to Levine Brothers, the fourth loft in No. 149 to 155 West 24th street to the H. Marcus Skirt Company and the fourth loft in No. 591 Broadway to the Rival Hat Company.

Pease & Elliman leased offices in the Central Building, No. 25 West 45th street, to the India Rubber World Company.

The H. M. Weill Company leased space in No. 254 West 34th street to Mme. Francis, a floor in No. 214 West 34th street to M. Sperling, a store in No. 253 West 34th street to the Scott Restaurant Company, a store in No. 2822 Broadway to Elias J. Shashou, a store in No. 200 West 34th street to Langman's Parisian shop and three upper floors at No. 312 West 34th street to Mrs. Alexander.



MODEL HOUSE AT THE GEDNEY FARM, WHITE PLAINS, N. Y.

PARK AVE. CORNER SOLD TO BUILDERS

$1,000,000 Involved in Exchange of Holding of W. Emlen Roosevelt.

APARTMENT PLANNED BY THE NEW OWNERS

Church of the Divine Inspiration of America Gets 57th Street Dwelling House.

Another high class apartment house in Park avenue will result through a transaction announced by Henry D. Winans & May yesterday, in which about $1,000,000 is involved.

W. Emlen Roosevelt sold to the Putnam Construction Company, Samuel A. Herzog, president, the southeast corner of Park avenue and 54th street, a group of six four and five story houses, occupying a frontage of 100 feet on the avenue and 115 feet in the street. The site will be improved with a high class apartment house, to be ready for occupancy in 1915. The plot is one of the few large parcels along Park avenue south of 59th street suitable for that class of improvement.

The Putnam Construction Company gives in exchange the twelve story apartment house erected by the company at No. 68 East 86th street, occupying a plot 63.10x102.2 feet, near Park avenue.

The Church of the Divine Inspiration of America, understood to be a new congregation, has taken a four-year lease of the four story dwelling house No. 324 West 76th street, near Riverside Drive, owned by Mrs. Monroe Hand. The house occupies a lot 22x102.2 feet, and is to be extensively altered and converted into a chapel, at an estimated cost of $15,000. The plans are being drawn by Architect Paul B. La Velle, and the changes will be made by Isaac A. Hopper, Inc. The block on which the new church will be located is given over entirely to private residences on both sides.

The H. M. Weill Company has sold for William J. Conners and Christian F. Tietjen, trustees of the P. A. Geoghegan estate, Nos. 343 and 345 West 36th street, a six story stable, on a plot 36x98.9 feet, between Ninth and Tenth avenues, and has resold for J. Giordano No. 519 West 27th street, a five story tenement house, on a lot 25x98.9 feet, near Tenth avenue.

A. J. Madden and John Jervis have sold for James T. Barry to an investor No. 1429 Bryant avenue, a five story new-law apartment house, on a plot 50x100 feet. It was held at $60,000.

Mary Stastny is reported to have sold No. 315 East 75th street, a four story tenement house, on a lot 25x102.2 feet.

The Herman Arns Company has sold for Adelia J. Sparks No. 602 Eleventh avenue, 60 feet south of 45th street, a five story brick tenement house, with store, on a lot 19.5x70 feet.

REPORT RIVERSIDE LEASE

Some Other Upper West Side Apartment Rentals Made.

Pease & Elliman have leased an apartment in the Riverdale, at No. 67 Riverside Drive, to Erwin Wardman; apartments in the new house at No. 119 West 71st street, to Thomas D. Day; in the Wellesbourne, No. 56 West 11th street, to Mrs. T. Tebbs; in No. 103 East 75th street, an apartment of seven rooms and two baths to William Everdell, jr., of the Hudson Tubes Company, and a studio apartment at No. 130 West 57th street, to Mrs. Gertrude Gaines.

Douglas L. Elliman & Co. leased an apartment at No. 383 Park avenue for William M. Wright to William H. Busk, and with Seton Henry and Douglas Gibbons, an apartment for C. Norman Fay to Thomas G. Eastman, of Eastman, Dillon & Co., bankers; also an apartment at No. 157 East 81st street to Thomas J. Goddard, and an apartment at No. 507 Madison avenue to Mrs. Latham Bartlett.

HELPING THE EDITOR IN ALASKA

"We had a celebration up in Iditarod, Alaska, last summer," said William Watson, known throughout the Territory as "Silent Bill," at the Ebbitt. He was addressing a group of friends in the lobby. "When George Arbuckle, who is a pioneer printer of Alaska, said that he wanted to get a machine that would set type and turn out a better and bigger paper, we all chipped in, and, sure enough, George got one of those machines that sets type faster than a printer can come into the office," he continued. "With the machine came a fellow from the outside who could work the thing, and when 'Buck,' as we called him, got out the paper, at the same time conveying the information that the machine had arrived and was ready for work, we came in for miles around to see her start. Talk about gatherings! That was some crowd, and 'Buck' took in subscriptions by the score. 'Buck' owed about $5,000, and that opening was his last chance because he wouldn't ask for the money in the first place, and in the second, he didn't think he could get it if he did ask. Well, the boys left a little dust, and it went a long ways towards helping 'Buck' out. He is still running the machine and his subscription list is steadily increasing. It is only a four-page daily, but it is a good one for that part of the country."—Washington Post.

RESORTS. RESORTS. RESORTS.

SANITARIUMS and HEALTH RESORTS

A registry for those seeking treatment for various ailments, containing information regarding climatic conditions, natural resources, elevation and class of cases treated at our best American institutions. Working along the most scientific lines, the interests and comforts of patients are safeguarded under the most approved methods and sanitary conditions.

Advertisements of reputable institutions only are published in this column and only those acceptable by the leading medical journals.

Booklets or circulars of the following sanitariums may be obtained by calling, writing or telephoning to The New York Tribune Information Bureau, 320 Tribune Building, New York City. Telephone 3000 Beekman.

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