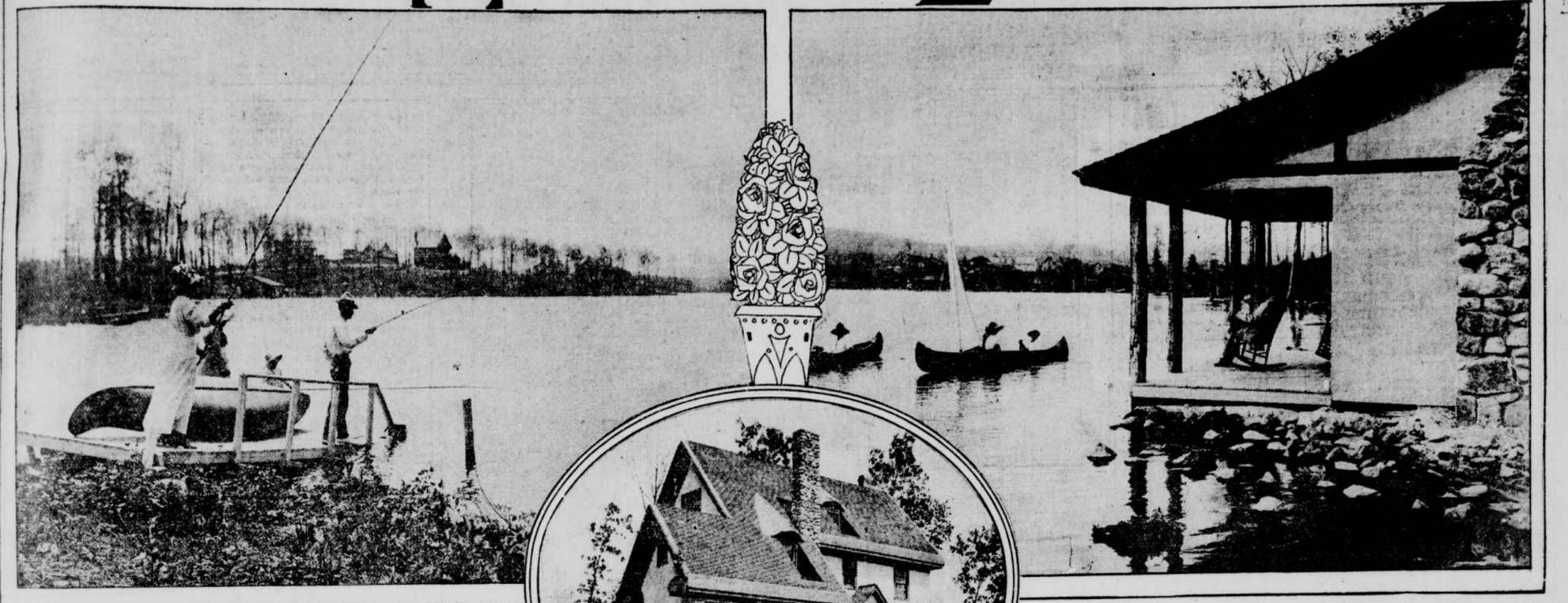




# PICTURESQUE MOUNTAIN LAKES RESIDENTIAL PARK NEW JERSEY



## RAPID DEVELOPMENT OF MT. LAKES PARK

Within Three Years Over 200 Houses Have Been Built on Tract.

## 1,000-ACRE COLONY FOR CULTURED PERSONS

Upbuilding of Place Due to Energy and Resourcefulness of Projectors.

That section of New Jersey now known as Mountain Lakes Residential Park was occupied a little over a century ago by the Delawar Indians of the Delaware tribe, who had their hunting grounds from the Hudson to the Delaware river. Mountain Lakes Residential Park about a decade ago was a hunting and fishing ground of the local sportsmen, and less than three years ago this 1,000-acre tract was purchased by H. G. Haggood, president of Mountain Lakes Residential Park, from the heirs of the original settlers, who obtained their land from a grant of King George III to the Presbyterian Church. To be exact, it was in the fall of the year 1799 that Louis Van Duyn, a local engineer of Bound Brook, N. J., interested H. G. Haggood in this great property, and in May the following year the construction force, organized under the direct supervision of an eminent landscape engineer and a well known superintendent of building, began to develop the property.

Twenty-five houses were started that spring without a customer in sight. This fact indicated to some degree the confidence Mr. Haggood had in the future of this beautiful section of New Jersey. No effort was made to sell either houses or land until the beginning of 1911, when the engineering department had completed a sewer and also a water system from artesian wells.

The first house was sold and occupied at Mountain Lakes in December, 1911, and since then the development has progressed most wonderfully. To-day there are over 200 houses, most of which are occupied.

In September, 1912, the state and county authorities accepted the main boulevard, paved with dustless Amacite, which was extended most of the way through the property, paralleling the Morris County Traction Company's line. The road was accepted as a state and county highway. It forms a part of one of the most beautiful scenic automobile roads connecting Mountain Lakes Park with New York.

In the spring of 1911 arrangements were made with the Lackawanna Railroad Company for the erection of a new station, completed the following year. This station is a fitting entrance to one of the most beautiful natural home parks in the East. In three years' time a vast section of woods, uplands, lakes and mountains has been transformed into a superb residential park, with its two lakes, connected by a Venetian waterway, nesting at the foot of picturesque mountains and fine, grassy plateaus, with their winding roads and beautiful homes and small country estates. Every city convenience, without any of its drawbacks, are to be enjoyed among the most charming country environments.

Many world travellers say this garden spot of mountain and lakes, within less than an hour's ride of New York, equals the Berkshires, in Massachusetts. It also reminds them of Switzerland scenes.

The year 1912 saw every plan executed as laid down when this property was planned, back in 1910. The carrying out of all these plans is an index of the energy, perseverance and unlimited resourcefulness of H. G. Haggood, projector of the property. Mountain Lakes Residential Park, as it is now, surpasses in its city convenience and opportunities for the enjoyment of beneficial country life the original plans.

At the outset the Mountain Lakes Residential Park departed in many respects from the usual home park development plan. Only people of culture can become residents. Every purchaser is given the



broadest possible guarantee that the social environment of the premises will be satisfactory to all residents. Therefore, buyers are assured that when they locate in Mountain Lakes they need undergo no change in the standard of their social surroundings.

There are two fine lakes centrally located in Mt. Lakes Residential Park, the larger about one and one-quarter miles long and about three-quarters of a mile wide; the smaller one is about one-quarter of a mile long. Both are connected by a winding Venetian waterway. They and the other lakes of this suburban community afford all the usual water sports, such as sailing, swimming, fishing in summer, and skating, ice-boating, tobogganing in winter. Thus a resident of Mt. Lakes may combine the advantages of a water resort with the charms of an inland place which include walking, driving and automobile.

The social side of Mt. Lakes is not one of its least attractions. A beautiful new club house is now being erected by the Mt. Lakes Club, of which all residents are members. The club house is to have billiard rooms, bowling alleys, canoe room for the accommodation of from forty to fifty canoes. There are also tennis and other outdoor organizations.

By wise planning, schools have been placed directly in Mountain Lakes Park, conveniently near to all homes, and churches and markets are near-by. All New York stores deliver at Mt. Lakes Residential Park.

Unlike the average residential park, there is nothing unnatural at Mt. Lakes, and the cost of such improvements as were necessary, in clearing out timber from home sites, for roads, etc., has been paid out of the natural resources of the property. In a certain section, owned by this residential park, large foundry sand deposits were located where hills were levelled for connecting roads, resulting in a big source of revenue to the community. The virgin timber which was cut from the roads and home sites was sold to the Lackawanna coal mines for shoring of tunnels. Quantities of rock on the property was sold to roadmakers and used for the making of roads for Mt. Lakes Residential Park, the drives, some sixteen miles in extent. The engineering force of Mt. Lakes has been employed by the state under contract, to pave the state boulevard which winds its way through Mt. Lakes. That is also another source of profit to the park owners. As it owns the water supply system, the nominal sum charged to residents has been another source of revenue to the park. Moreover, the Lackawanna Rail-

road built its own station for the exclusive use of the Mt. Lakes residents. It is centrally located in the park. In view of all this a purchaser of a home in Mt. Lakes Residential Park really does not pay for the improvements installed, and which usually have to be figured in the selling price of most properties. Furthermore, the buyer is assured against any assessments. When a New Yorker decides to have a home in the suburbs, it is only natural that he should select a spot that will unite all the advantages to which he has been accustomed with natural country charms. Such a combination is rare, and when it is found the locality where it exists is in brisk demand. In a home at Mt. Lakes Residential Park all these advantages are combined.

This residential park which abounds in natural grandeur has had added to it the needed improvements and conveniences to make it habitable, without in any way impairing its aesthetic side. It is a fact, that homes at Mt. Lakes Residential Park are to be had at from 25 to 50 per cent less than for similar high-class property as near to the city. All houses are built by the company's own building force, and the sand, stone and other materials for foundations and chimneys are on the premises. All building materials are purchased in very large quantities, and consequently a much lower price is paid than if bought in small lots.

Purchasers at Mt. Lakes Residential Park receive guaranteed titles, placed in New Jersey, and a warranty deed is delivered to every purchaser upon first payment.

The New York office of the Mt. Lakes Residential Park are located at 170 Broadway, where full particulars about this property may be had.

## STANCH ADVOCATES OF 'FREE PORT' HERE

Proposition Has Aroused Interest of Owners of Waterfront Sites.

By WILLARD REED MESSENGER. Of all municipal improvements, New York's port development now appears most imperative. At this time a strong effort is being made before the federal authorities at Washington by rival communities to deprive New York of the lighterage service now provided by the New Jersey railroads.

The proposition to establish a free port district in New York Harbor has, fortunately, aroused the interest of the owners of waterfront properties, railroads and steamship companies, the bonded warehouse interests, importers and exporters, and manufacturers, whose product is shipped for export trade.

The term "free port" is often misunderstood. The free port district, as proposed for New York, would comprise one or two hundred acres, or, as some advocate, possibly one or two thousand acres, with piers and terminal facilities, where vessels carrying cargoes of imported goods would be permitted to discharge these cargoes without customs inspection or detention, and without payment of customs duties by the merchants, importers or manufacturers receiving the goods.

Within the area of the free port district the goods would be free from inspection and free from tariff duty. The goods could thus be conveniently handled, repacked, assembled, assorted or manufactured for transshipment to South America or Canada or Australia, or any other foreign port, without any restriction or delay from the customs authorities. But such goods as were not transhipped to foreign ports or to other ports in this country, but entered the United States beyond the area of the free port district, would pay the usual customs duties.

The four fundamental requirements of a free port district at New York should be:

First—Adequate water depth and adequate pier and dock facilities and terminal equipment.

Second—Railroad connections, articulating with the docks and piers.

Third—An adjacent labor market for the manufacturing industries.

## OVER 1,000 LOTS IN BROOKLYN SOLD

Parcels in East New York Section Purchased for \$675,000.

## SPECULATORS AND BUILDERS BUYERS

Property Along the Line of the Liberty Ave. Elevated Railroad Extension.

One of the largest real estate transactions of the year in Brooklyn took place yesterday, when E. C. Boyce, a broker of this city, closed contracts for the sale of 1,002 lots near the city line. In the East New York section, for more than \$675,000. Builders and speculators are the buyers. Hundreds of new buildings will be erected within the next few months.

For the Embo Land Company, 750 lots along Liberty, Jerome and Atlantic aves., between Ruby and Rockaway roads, went to L. T. Hughes for \$350,000. Mr. Hughes represents a Manhattan syndicate which buys for speculation. The property will be resold in bulk or in plots to builders. This is the first large purchase made by him in Brooklyn. One block, containing fifty-eight lots, was resold to the Foster-Lannon Company, of Philadelphia.

This company filed plans on April 23 for the construction of thirty-nine three story double tenement houses and stores. The same builders have obtained an option on two adjoining blocks. They intend to improve these with two story porch-front brick one-family houses, similar to 1,200 of the same type built by them in the Kensington section of Philadelphia.

For the Pitkin Ruby Company, 140 lots went for \$63,000 to T. J. Hillman, a Bronx operator, who has made a specialty of buying for speculation along the new transportation routes. The property lies on both sides of Glenmore and Pitkin aves., between Liberty ave. and the Brooklyn aqueduct. For the Hancock Land Corporation eighty-five lots went for \$45,000 to G. J. Stickley, of Syracuse. The lots are on the south side of Liberty ave., at Hudson and Amber sts., directly in front of the Hudson st. station of the Liberty ave. "L" extension, now in course of construction.

For the Chalmers estate, thirty-two lots in Ruby st., at the corner of Glenmore ave., went for \$30,000 to the John T. Murphy Building Company, of Newark, N. J. This company intends to build a row of two story one-family brick houses, to sell for \$4,500 each.

These sales were made in consequence of the Liberty ave. elevated railway extension and the express service to be had by means of third tracking the present Fulton st. branch, giving an express service to Manhattan in twenty minutes.

## \$10,000,000 FOR FACTORIES

One New Plant in Queens Will Employ 2,000 Persons.

There are now under construction in Queens Borough modern factories representing an investment of approximately \$10,000,000. These factories will employ about 10,000 operatives. A large factory is being constructed by the Turner Construction Company for the American Ever Ready Supply Company, a branch of the National Carbon Company, of Cleveland. The cost will be \$1,000,000. It is expected that the building will be ready for occupancy by February, 1915.

The building will be 200x300 feet, eight stories high, and will be constructed entirely of reinforced concrete, which will make it absolutely fireproof. The building will be used for the manufacture of lamps, speedometers, automobile struts, automobile supplies, safety razors, hand lights and other electrical specialties. The annual output is said to be \$5,000,000. When under full operation this factory will give employment to 2,000 persons, most of them skilled laborers.