THE LURE OF THE COUNTRY

LONG ISLAND A REGION OF SPLENDID DEVELOPMENTS.

Something About the Three Distinct Sections of Suburban Country at New York's Very Door—Fine Properties to be Found Wherever the Investigator Turns—Land Strongly Held.

As spring advances investment and speculative interest in Long Island real estate becomes more pronounced. The activity is not localized to any particular section. It permeates the level stretches of the South Shore, the rugged coast line of the North Shore, the great hill country toward the central part and the extensive pine belt in the middle of the island.

Neither is the movement invidious. Acreage, improved property and home sites in land development are selling equally well. Here and there murmurs of discontent about the market situation are heard, but they are spasmodic rather than general. There is as much whim among real estate brokers and operators about conditions in their sphere as there is among other business men in theirs. They are not as unsentimental as their business would seem to make them.

There is one strong circumstance asserting itself in connection with the Long Island real estate market just now that is going to have a widespread beneficial effect and that is the discouraging of questionable land sales on Long Island. The Long Island Railroad Company and the better class of operators and developers have cooperated to rid the island of companies that offer city sized lots at points fifty or more miles from the metropolis and that are situated in sections where structural improvements on ordinary plots are not probable. The railroad company is loath to stop trains at or near such land developments, and it frequently declines to aid some land schemes by withholding stations even when the land company offers to help pay the cost.

It remained for a Long Island member of the Legislature a year or two ago to discourage materially cabbage patch and pine belt lot selling schemes by having a law enacted that compels every land company in the State to file a detailed diagram of its property with every transfer of a sub-division. While even this law could be improved upon it has been a deterrent to wildcat real estate schemes. It is well for every prospective purchaser of lots in regulation land developments to confine his purchases to those home colonies within the suburban zone and that are within easy walking distance of a railroad station or on the line of a trolley road.

The majority of the land developments on Long Island are legitimate and those within the suburban area are now witnessing numerous improvements made by private investors and speculative builders. Along the north shore of the island during the last two years the land developing business has extended eastward from the city line at Little Neck to Port Washington, in Nassau county, whereas previous to that time the movement on the North Shore had been confined primarily to the Borough of Queens.

Overlooking Long Island Sound at Powell's Cove is Malba, within the city's limits and forming a residential park. It is opposite Fort Schuyler and has more than a mile of waterfront. Numerous dwellings have been built at Malba and all of them are of a high class. It has many attractions for those who love nautical sports. When the North Shore division of the railroad is electrified Malba will be twenty minutes from Manhattan. Frederick Keith is the manager of the property and resides at Malba.

Dispute land developments and the prices obtained for lots in them as one may, the truth is that some of the finest home colonies on the North Shore were, ten years ago and less, areas of vacant land that were being subdivided for sale to the average lot buyer. All of the outlying sections of Flushing, Whitestone, College Point, Bay Side, Douglaston and Little Neck were rural in aspect, whereas now they are well built all year communities whose fee values have quadrupled and more in some cases. The character of improvements is substantial.

The development along the North Shore east of the city line has been rapid. Five years ago Great Neck, Port Washington and Manhasset were centres of great landed estates in their remoter parts, while the sections near the railroad stations laid dormant. Now there is hardly a parcel of acreage near these stations available for development and improvement. The best class of developers have acquired the properties and have transformed them into fine suburban residential sections. The new trolley road from Flushing to Port Washington is fast changing the aspect of the suburban North Shore.

What is true of land developments along the North Shore is also true of the great middle section and of the South Shore. In the middle section is the ancient village of Hempstead, with its aristocratic environment. As population went eastward land companies saw the utility of saving the Hempstead Plains for occupancy, and from that great territory have sprung Floral Park, Garden City, Garden City Estates and the expansion of Hempstead itself, which is reaching out on all sides. Property values through this part of Long Island have been materially aided by the fine character of improvements and real estate has increased in value from 75 to 200 per cent. within a few years. Probably the best criterions of value are the Belmont race track, situated in this very area, between Floral Park and Queens, or the old Creedmoor rifle range or Interstate Park. If one was to figure out what lots near the Belmont track sold for when Mr. Belmont bought the site of the track as acreage and what he could now obtain for the same property as city lots it would be interesting. Property values all about the track have jumped upward, even during the last year, so whether Belmont Park is reserved for racing purposes or not the owners of the land need not be apprehensive as to how they can dispose of it if they want to at any time. Land developers in the Queens and Floral Park sections who have sold lots to rapacious buyers would be glad to acquire Belmont Park for development because it would be easily marketable and the seller would reap a fortune over what he paid for it.

Floral Park is the first community on the main line of the railroad east of the city limits. It is famous for its abundant shade, broad avenues and substantial, although not wealthy, character of improvements. Many houses have been built there by speculative builders as well as by private investors. One of the best equipped stations on the road is at Floral Park. Lots range in value from $500 upward.

Garden City Estates is built a mile west of Garden City proper, and it was laid out and improved mainly by the company bearing the same name. The railroad station is named Nassau Boulevard; but this name is apt to be changed to the same name as that of the property. Garden City Estates embraces an area about a mile square and is penetrated by Stewart avenue, one of the finest thoroughfares on Long Island. Surrounding the station is a large plaza paved with vitrified brick, while picturesque lawn effects prevail round about. No house can be built at Garden City Estates costing less than $5,000, while the majority of them cost a great deal more. The entire property is laid out along the best lines and it seems to have well answered the demand for exclusive suburban homes. The property is highly restricted and the types of architecture are finely varied.

Garden City proper, which was originally laid out by A. T. Stewart, is now becoming prominent for other things than a fine hotel and cathedral, although those are still among its attractions. During the last two years Gage E. Tarbell has taken possession of the Garden City Company, which was practically the Stewart estate, and has been largely instrumental in transforming much of its vacant holdings there into a great detached residence colony of the best class. Garden City's reputation for being a mere tradition of A. T. Stewart is being dissipated because it is one of the very finest home communities close to New York city and yet sufficiently removed from it to preserve its individuality.

Mineola, the county seat of Nassau, is a picturesque, old fashioned town of much charm. The annual fair conducted there is attended by thousands from all over Greater New York and Long Island. One of the solid institutions of the place is the Nassau-Suffolk Land and Mortgage Guarantee Company, of which John C. Baker is president. The company, which has a capital and surplus of $250,000, has a branch at Riverside. Some of the most substantial men on Long Island are on the board of directors. The institution makes it a policy to make loans on Long Island property only.

Mark C. Meagher has just opened for development a tract of desirable land within a few minutes walk of the Westbury station. There are about 3,000 lots in the property and nine fine houses are in the course of construction at the present time. Westbury is situated on the main line of the Long Island Railroad, forty minutes from Herald Square, in addition to the main line trains having the advantage of trains over the Port Jefferson branch, the service now being far better than that of the average suburban town, the schedule time of commuters' trains being forty minutes to the Pennsylvania Station, and with the electrification of the main line this time will be greatly reduced. Westbury has also direct connection with Brooklyn and with the Wall Street section of Manhattan via the Battery tunnel and subway. Arrangements are being made for a fine, modern railroad station to be erected at Westbury in the immediate future.

The trolley line of the New York and North Shore Traction Company affords direct and speedy communication with Mineola, connecting there with lines north, south and west. During the year 1910 fifty-five houses and four business buildings were erected. A municipal water system has just been established by the citizens of Westbury and the installing of the plant is already begun. The newcomer finds awaiting him here many things not to be found in the newer made to order communities: Excellent schools under competent supervision, housed in modern buildings upon which no expense has been spared, and churches of several denominations, including the new Episcopal Church, a picturesque stone building standing with its adjoining parsonage on a most attractive site on the Jericho turnpike, but a stone's throw from the quaint Friends Meeting House, dating back to 1610. It is a thriving business section with stores, offices and bank in the hands of enterprising, progressive men.

During the last year Hempstead village has been materially aided by the establishing of the plant of a great metropolitan publishing house near by, with the result that houses of moderate rentals and apartments are in strong demand. The sudden influx of newcomers tended to send rents upward, but the erection of many new small houses in the outskirts of the place has caused an equalization of conditions. Hempstead's better parts are populated by prominent merchants, financiers and professional men. A structural evolution is under way in the business sections. A fine brick and stone bank building has been built by the Bank of Hempstead, as well as numerous brick stores by various owners. Property in the strongest business part of Main street is worth from $100 to $200 a front foot, while in the residential sections it varies from $15 to $75 a front foot, according to the particular section. All of the land settlements at Hempstead are on the outskirts of the place because the central part is so old settled. The town is now trying to have a complete sewer system established, and it will very likely have the construction of such a system under way before many months pass.

Interesting from the suburban lot standpoint and accretions to all year population is the South Shore of Long Island, along the Montauk division of the railroad, where lots have increased in value to marked degree in recent years. Nearly every community from St. Albans, eastward to Babylon has land settlements whose lots vary in price from $150 to $700 each, according to the community and accessibility. All of these developments have sidewalks and curbs and all of them are convenient to the station.

St. Albans and Springfield are the first two stops on the Montauk division, which branches off from the main line at Hillside, Jamaica. These two communites are so close together as to be one for all practical purposes.

Just south of Springfield station is a fine development known as Springfield Manor, where several houses are in course of construction and others completed and occupied. Rosedale is another community where the lot buying movement has been extensive. Rosedale Terrace is a development of 1,800 lots right at the station that were marketed by the Windsor Land and Improvement Company at an average price of $500 each. Numerous houses have been built throughout Rosedale. It has the advantage of being served by the electric trains of the Far Rockaway branch of the railroad as well as by the Montauk division.

Valley Stream has been for four years past and is now in the throes of an active lot buying movement. A tract of 3,000 lots situated on both sides of the railroad and adjacent to it has been developed by the Windsor Land and Improvement Company and the majority of them have been sold at an average price of $525 each. The town board has established a lighting district at Valley Stream and electric lights are installed throughout the place. There is a steady building movement in Valley Stream.

Lynbrook is one of the villages of the south shore that have had a phenomenal growth. It has been twice visited extensively by fire, but has emerged phenix-like from each catastrophe larger and better built than before. This village is primarily a popular place of residence for persons of modest means engaged in business in New York city. Houses vary in value from $3,500 to $10,000. Lynbrook was recently incorporated. It is one of the few villages on Long Island that made great progress without being a municipality. The village is growing eastward at a rapid rate. Its main business street consists mostly of brick buildings.

Rockville Centre, nineteen miles from the city, is making tremendous strides in the race of progress. During the last two years it has overflowed its business section and created a new business thoroughfare just east of Central avenue, its main business street. Several good sized brick business buildings have been built in the new street and are well rented.

Rockville Centre's most populous section is in its south part, adjacent to the trolley road, although it is well inhabited in its north part also. One of the most prosperous banks on Long Island is in this thriving south side village. Thirty-eight minutes from Long Island City or Brooklyn by express train, Rockville Centre is a place of residence for business and professional men. Houses range in value from $5,000 to $30,000 each. The growth in the place now marches eastward, where land is available for it.

The same company recently acquired a tract of 800 lots known as Marion Park that lies between the railroad and the Merrick road together with sixteen acres adjoining, which it will develop into a home colony. Rockville Centre is incorporated and owns its own electric light and water systems.

Baldwin is a small community situated midway between Rockville Centre and Freeport and it is gradually being approached by the growth and development of those villages. George W. Loft of New York has a fine country home at Baldwin, overlooking the Merrick road.

Freeport and Rockville Centre are keen rivals. With a frontage on Hempstead Bay Freeport is opposite the east end of Long Beach and has ferry connection with an ocean front bungalow colony on that part of the beach known as Nassau-by-the-Sea. The best part of Freeport is adjacent to the Merrick road and along Ocean avenue, a fine residential thoroughfare leading from Merrick road south to the bay.

Two years ago a vast stretch of meadows bordering the bay was reclaimed and is being improved with summer cottages. This improvement has added thousands of dollars to the taxable values of Freeport. Freeport's business section is confined principally to Main street and the two blocks opposite the railroad station. Many brick business buildings have been erected in the place during the last two years. The notable residential growth of Freeport has been and is in the section north of the station, known as Randall Park. For an area of a square mile it is built up with spacious detached houses.

There are several yacht clubs whose headquarters are at Freeport, and the Freeport Club itself has a fine, commodious clubhouse near the station. Freeport is a very progressive village and is constantly looking to its laurels in this regard.

Between Freeport and Amityville, the next large community, are Merrick, Bellmore, Wantagh, Seaford and Massapequa. Once famous for Methodist camp meetings Merrick is fast growing into a community of fine homes. The place is lighted by gas. Its main street is one of the prettiest on the south side. The Carrollton Realty Company has developed a large tract of land near the station at Merrick. There is also a development known as Merrick Square. Lots in this place are selling at from $200 upward.

Numerous new houses have been built in Bellmore, Wantagh and Seaford during the last two years and many building lots have been sold.

Famous for more than two centuries as the seat of the historic Floyd-Jones family of Long Island, Massapequa in the last five years has caught the spirit of modern progress. It was a barren waste of country when the Floyd-Jones estate sold 3,000 acres to the Queens Land and Title Company five years ago. It immediately laid out most of the land in building lots and has sold many of them.

The tract lies on both sides of the railroad station and extends to Great South Bay. Sidewalks and good roads extend over various parts of this vast development of 40,000 lots.

Last spring the Queens Land and Title Company bought the Massapequa Hotel, which overlooks the bay. Quite a summer colony surrounds the hotel. A number of detached houses have been built throughout Massapequa by the company that has developed the place.

The Floyd-Jones family still retain their fine country seats that skirt the South road for more than a mile in Massapequa. It only sold its extensive surplus of acreage that the early scions of the family bought from the Indians at prices that would provoke a war dance in the light of present lot values. A few months ago the family sold the historic Unqua farm at about $1,500 an acre.

Amityville is an incorporated village of 3,500 situated on the deep part of Great South Bay. There is talk of extending its corporate limits. The village has a live board of trade, several churches and a fine public school that was enlarged three years ago.

Several of the important highways of the village have been paved with Peekskill gravel, and the village has ordered the widening of Greene avenue, a street leading from the station to Broadway, the main thoroughfare of the place.

Property on the business part of Broadway is worth $100 a front foot.

Amityville has two banks, one of which recently completed a fine brick and granite building. The village is supplied with electric light and water supply by private companies. Practically all of the growth in the place in recent years has been south of the railroad. The fine residential streets of Amityville are Bay View avenue, Ocean avenue, Clock's Boulevard and Park avenue. Amityville is an express train station and has a large number of all year commuters. In the summer months the number is trebled. Vacant property on the residential streets of Amityville ranges in value from $10 to $50 a front foot, according to the street.

Babylon is one of the old, conservative villages of the South Shore, with a frontage on the wide part of Great South Bay. The place has an air of quiet dignity. It has a respectable list of commuters. Two years ago Babylon acquired land close to the bay for the purpose of building a shore front drive and it is also seeking to acquire land near by for a public park, but a dispute has arisen over riparian rights that has not yet been settled. Among the progressive citizens of Babylon is Jeremiah Robbins, who has a thorough knowledge of realty conditions all along the South Shore and who always has residence properties, farms and acreage for sale.

Along the South Country road in Babylon and in West Islip, adjacent to it, are numerous large country estates of wealthy men. Acreage here is worth from $1,500 to $3,000 an acre and it is closely held. The town has an up to date Board of Trade, alert every minute to promote the welfare of Babylon. A new public library is in course of construction and many of the wealthy men who have homes in the vicinity of the town are much interested in it. Among the number are August Belmont, Edwin Hawley, Julian P. Davies and Col. Longstaff.

Bay Shore is a beautiful village, composed principally of fine summer homes. During the last three years one of the notable land developments of Long Island has been taking place at Bay Shore in the creation of a modern Venice known as Brightwaters. It covers an area of a thousand acres and extends from Great South Bay north to the railroad and beyond. Its general character is unique among suburban land operations. The T. B. Ackerson Company conceived the scheme and is carrying it to completion. Many fine houses have been built and sold at Brightwaters. The property is highly restricted.

From Bay Shore to Patchogue large estates are the predominating feature in such places as Islip, Sayville and Oakdale. Land is worth from $800 to $2,000 an acre.

Patchogue is the largest village in Suffolk county, and a very progressive one. It is a famous watering and cottage resort in the summer and an important trade centre at all times.

From Patchogue east to Southampton is a rich farming country interspersed with fine country estates, such as at Centre Moriches and Good Ground.

Shinnecock Hills form an isthmus between Good Ground and Southampton. Their topography is splendidly varied, but for some reason or other they are not extensively occupied. They form the only hilly country on the South Shore. The Shinnecock Hills and Peconic Bay Realty Company own most of the hills, which are washed by the waters of Peconic Bay on the north and Shinnecock Bay on the south. Overlooking the last mentioned body of water are a few fine houses. One of the finest golf courses in the country is at Shinnecock Hills. Many miles of roads have been built through the hills in recent years by the controlling company. Sugar Loaf, the highest hill of the group, was bought some time ago by Vice-President Atterbury of the Pennsylvania Railroad as a site for a summer home.

Southampton is the Newport of Long Island. Containing the summer homes of many persons of political, financial, professional and social prominence, the exclusive residential part of the place surrounds a large lake and also overlooks Mecox Bay and the ocean beyond. Many fine cottages are leased each season in this desirable resort. There is an extensive village at Southampton.

Beyond Southampton is a long stretch of rural beauty to Amagansett, an ancient fishing village, east of which is Montauk Point.

While land developments on the North Shore are not as numerous as on the South Shore they nevertheless have considerable character to them.

Notable among these colonies are Roslyn Estates, a short distance from Roslyn station. Laid out by Dean Alvord several years ago Roslyn Estates has been subjected to careful landscape treatment; roads and paths follow natural courses, while numerous fine dwellings have been built and are occupied. More structural work is in progress. This property is really not a lot development enterprise but a home colony of plots whose shape and size are determined by the topography of the land, which is mostly hilly. It is an all year home centre.

The nearest counterpart to Roslyn Estates is the 550 acre parcel of hill country in the northeast corner of Jamaica, known as Jamaica Estates, of which Timothy L. Woodruff is the head. It is a business proposition close to the former Lieutenant-Governor's heart, and during the last two years many plots in this property have been sold and improved with private houses of the finest kind. Among those who have built homes there are former Justice Morgan J. O'Brien and Michael J. Degnon, the contractor.

The new Hillside station on the Long Island Railroad is only a short distance from Jamaica Estates, and the property has an extensive frontage on Hillside avenue that extends from Richmond Hill east to Queens and beyond.

Roslyn Estates and Jamaica Estates each have attractions peculiarly their own. The former is in Nassau county while the latter is in the Borough of Queens. The street system of Jamaica Estates is fully determined on the city's topographical map. Each of the properties mentioned has picturesque entrance lodges.

During the last two years attractive land developments have taken place in Huntington along the line of the cross-island trolley road and within a short distance of Huntington station. Lots here are being sold at $200 each and upward.

Greenlawn, Northport and other north shore communities near by also have land developments within easy access of their stations, and lots in these properties compare favorably in price with those in the Huntington developments.

Hicksville, a very lively and growing village on the road to Huntington, also has several land developments within easy walking distance of its station in which lots sell at $200 each and more.

The building of medium priced houses is steadily going on in all of these communities.

It is safe to say that values in most of the land developments in the suburban area of Long Island that are near railroad stations are increasing because improvements are either under way on them or adjacent to them, and there is no land with the same advantages so close to the metropolis that is being sold as cheaply. Another five years is bound to witness a great rise in these values, because Long Island has become the overflow territory of the city, whereas in the past the flow was diverted in other directions by the comparative inaccessibility of the territory.

A community well worthy of mention here is Farmingdale, on the main line of the Long Island Railroad. It is the only village in the entire central section east of Hicksville that has made marked progress in recent years. The cross-island trolley road passes through Farmingdale but the place began to expand its residential area and grow in a material way long before the trolley was in use, and since the operation of the road in 1909 this village has thrived beyond the most sanguine expectations of its principal property owners.

Most of the new houses in Farmingdale are in its eastern part, where during the last five years more than two hundred cottages have been built and either rented or sold.

A fine amusement building has been erected on the main street; a new public school building is planned, two banks have been established and one of them is having a modern brick and stone banking house built. Farmingdale is one of the very progressive villages of Long Island, whereas for a generation previously the place was practically at a standstill. Property on the business street of this village, which is now incorporated, is worth $50 or more a front foot.

A few miles east of Farmingdale is Brentwood, in the heart of Long Island's pine belt. It is an attractive home community that appeals especially to home seekers who desire dry air and quiet surroundings. The place also has its land developments, where lots sell for $150 each and higher.

Running through practically the centre of Long Island is a mighty ridge popularly known as its backbone. North of it is a territory of hills, while south of it is the vast level area extending to Great South Bay. This ridge wards off the sea air of the South Shore and preserves to the north side the atmosphere of the hills.

In the last ten years the hill country of Long Island, beyond the city line, has become the keen rival of Westchester county, Connecticut and New Jersey in attracting seekers of property for fine country estates. The movement began in the vicinity of Great Neck, only nineteen miles from Manhattan, but it has spread until now it embraces the entire northern half of Long Island. All of the shore front on Long Island Sound and its beautifully indented harbors and the deep recesses and hills for a distance of ten miles back from them claim as their owners some of the famous men of the country and many of the exclusive and prominent families of New York.

As the city began to make inroads along the north shore of Queens Borough and as land companies claimed the territory at and adjacent to Little Neck Bay the diversified hill country beyond soon became the mecca of the country estate seeker. As a result Wheatley Hills and the great ranges north and northeast of them are now populated almost entirely by wealthy persons who have built country homes that rival in rural architectural beauty and charm those situated in any part of the United States.

When the invasion began farms that had been in old Long Island families for generations were bought for a few hundred dollars an acre, but as it continued it did not take Mr. Farmer long to determine that a good thing was coming his way and values soared accordingly. The rivalry among wealthy men to buy particularly choice parcels of acreage also had much to do with establishing prices.

Nowadays acreage in the hill country is worth from $1,500 to $3,000 an acre, while shore front acreage has been sold as high as $6,000 an acre, and now that all acreage is becoming scarcer the tendency is for prices to go even higher. So strong is the demand for shore front property that certain wealthy owners are buying all they can and are holding it to realize the increment that is bound to come.

Much of this country would not possess the great value it does if the automobile did not exist. That vehicle has made much land easily accessible that was previously tedious to reach.

Much fine country house construction is now under way throughout the north shore of Long Island and architects in New York, Chicago, Boston and other cities have planned the work.

S. Osgood Pell & Co. have in Wampage Shores, in this region, a very high class waterfront property, where many fine homes have been built and several more are in contemplation. This firm, whose New York office is at 542 Fifth avenue, is a specialist in investment and development properties and has a long list of places for sale or to rent on Long Island.

In the territory from Great Neck to Wading River the Douglas Robinson, Charles S. Brown Company of 10 East Forty-fifth street, Manhattan, has country estates along the shore or in the hills. It also has exclusive offerings in furnished cottages and two exceptional opportunities in unimproved inland acreage with a view of Long Island Sound at Laurelton and St. James, amid assured surroundings. These properties have been personally inspected and are recommended by this solid organization.

Among the fine homes now being built is a fireproof one of terra cotta blocks at Manhasset for Louis Sherry of New York. It stands on a tract of sixty acres and overlooks Manhasset Bay.

John S. Browning, the head of a prominent clothing house, is having a large country house built on a choice tract at Sands Point. To be three stories in height, this house will be 50x46 feet in its central part and will be flanked by wings each 45x37 feet, while another wing, 41x36 feet will contain servants quarters. This house will cost $75,000 exclusive of the land.

At Mattinecock Point, a two and one-half story brick and marble home, 32x64 feet in size, is being built for Robert S. Lovett, the railroad lawyer. This home commands a fine view of Long Island Sound.

A costly house composed of concrete blocks and stucco is being built at Smithtown for R. Burnside Potter. It will cost $40,000.

Glen Cove and Locust Valley, famous for their hills and scenic beauty and numerous landed estates, are this year adding notable landmarks to their aggregation.

Capt. J. R. De Lamar, whose city home on Madison avenue is one of New York's finest private residences, has a three story country house about half completed at Glen Cove. Of brick, stone and stucco, the house is 132x96 feet in size and will cost more than $100,000.

Set amid an attractive parcel of acreage is the new home, at Glen Cove, of George D. Pratt, to be two and one-half stories high and 160 feet broad by irregular depth. When this house approaches completion a landscape architect will plan to enhance the effect of its surroundings.

Alfred C. Bedford of Brooklyn is enlarging his country house at Glen Cove by adding a two and one-half story extension 30x40 feet in size.

At Brookville, near Glen Cove, Julian A. Ripley is preparing to build a brick and stone country home with dimensions 108x44 feet.

Locust Valley is to have a new structural attraction in the brick and stone mansion of Henry R. Winthrop, the banker. To be well surrounded by acreage, this house will be two and a half stories in height and will cover an area 138 by 51 feet.

Not far away will be the palatial new country seat of Paul D. Cravath, the lawyer, who has spent his summers in Locust Valley for many years. His new home supplants one that was destroyed by fire about two years ago. The new house will cost about $100,000, if not more.

Amid neighboring hills new country homes of costly design and construction are being built for Charles A. Coffin, J. Parker Kirlin and George E. Fahys.

For the better accommodation of its members and to meet the demands of its growing prestige the Piping Rock Country Club is arranging to build a fine clubhouse amid the hills at Locust Valley. A majority of the wealthy residents of the north shore belong to this organization.

On East Island, just off the tip of Oyster Bay peninsula, J. Pierpont Morgan, Jr., is having erected a country home that will be visible from the Connecticut shore as well as from various parts of Long Island's north shore. Stables, a garage and the other necessary outbuildings that go to make up a complete country estate are being built that harmonize architecturally with the house.

Of brick, limestone and concrete, this house will be immune to fire and will have a width of 201 feet and a depth of 77 feet. Two and one-half stories in height, this structure will cost a large sum of money. Real estate men and others who like to observe the erection of such houses say it will cost $1,000,000, but the truth is that no one but the owner, the architect and the contractor know what its exact cost will be. It may be more than the amount stated and it may be less.

East Island, on which the Morgan house is being built, is near Dosoris Island, long the country seat of the late Charles A. Dana. It is understood that a picturesque bridge will be built from the mainland to East Island by Mr. Morgan.

Among the newcomers to the shore of the Sound is William K. Vanderbilt, Jr., who bought a forty-odd acre tract on Northport harbor from Robert W. De Forest, the lawyer. The latter has a fine country home adjoining. Mr. Vanderbilt is now having an attractive house and other buildings erected on the property. Northport harbor is one of the prettiest small harbors in the country, and from the Vanderbilt tract a superb view of Huntington Bay and the Sound is afforded.

It is not probable that Mr. Vanderbilt will ever further improve his large estate, known as Deepdale, near Great Neck. It was leased last season and some time ago it was announced that the property was on the market. This estate is fairly close to the city line and taxable values in the territory are tending to become too high for country estate purposes.

At Huntington George McKesson Brown will soon build on a 100 acre tract a fireproof country home to cost $300,000. The main part will be 85 by 62 feet and there will be two wings each 35 by 75 feet. Hollow tile and stucco will compose the material. There will be a garage, boathouse, sewerage disposal plant, electric light plant and a water tower.

At the east end of Long Island a notable country house will be built by Reginald G. Barclay of New York. To be in the North Haven colony the house will occupy a bluff 370 feet high and afford an unobstructed view of Noyac Bay, while the property has a frontage of 1,700 feet on the water.

William H. Moffitt is completing on the South Country road in Islip a concrete and steel frame country house at an expense of $150,000. Two and one-half stories in height, the central section of this south shore home is 100 by 50 feet in size, while there is a wing 75 by 45 feet.

These are only a few of the great country homes under way or nearing completion on Long Island. But by themselves they afford an insight into the cause of the great increase of acreage values in the territory.

C. L. C. DITMARS.

ARTIST BUYS COUNTRY HOME.

W. Granville Smith Secures Farm Tea House.

The well known Farm Tea House at Bellport, L. I., has been purchased by W. Granville Smith, the well known artist. The property comprises about twenty-eight acres fronting on the South Country road.

It is one of the most attractive places in that section of the island and has been a popular stopping place for automobile parties. It was in this way that Mr. Smith first became acquainted with the quaint old place. This was several years ago. He has tried ever since to induce Miss Margaret Garrard, who owned the property, to sell it to him, but not until recently would she consent to do so. Mr. Smith will utilize the property as a summer home.

HOMES OF THE WEATHER MAN

BUILDINGS THE EXPERTS HAVE OCCUPIED HERE SINCE 1869.

Driven From the Equitable and Other Tall Structures by Higher Creations and Now Located in the Whitehall—Expert Dunn Talks About His Old Trade.

The preparation for the installation of the local Weather Bureau in the new Whitehall Building, one of the loftiest of New York's leviathans among office structures, commanding a view of the Bay and the Atlantic gateway, aroused the interest of those who have followed the fortunes of Uncle Sam's meteorological department since its inception away back in 1869.

The changing of New York's skyline has been responsible in every instance for the shifting of the home of the weather forecaster in Manhattan. The bureau had its first headquarters in the Equitable Building at 120 Broadway, then the loftiest structure in lower Manhattan, though to-day it is surpassed in height by perhaps a hundred buildings south of Chambers street. It was from the tower of the Equitable Building that "Farmer" E. B. Dunn sent out the weather prognostications which made him known all over the country, and he was so attached to the Equitable headquarters that he felt a genuine regret when in 1894 it was decided on account of the many buildings which hid the signal lights on the now dwarfed structure to move the bureau to the new Manhattan Life Building at 66 Broadway.

Folks from the country about that time when being shown the sights of New York by their city friends would stand in Broadway and with heads tilted far back endeavor to descry the weather man perched in his eyrie, which everybody said was so far above the sidewalk that no more daring venture in the building line would be essayed and that the Government would not have to move its weather man again. But the men who pay millions for ground sites figured that they must get greater returns and the only way to do it was to go toward the stars. The spirit of rivalry among them was rife and it wasn't long till other structures towered above the Manhatten Life Building and the signals were once more hommed in by a barrier of brick and mortar.

This would not do. The Government decided that another change would have to be made and about the time the "Farmer" decided to sever his connection with the bureau, giving up the job of champion weather sharp to become a business man, the bureau was removed to the Surety Building, at 100 Broadway, where it has been ever since and where some of the instruments will remain until perhaps May 1, by which time all the delicate apparatus used by Observer Scarr will have been installed in the Whitehall Building, which looks down upon Battery Park. The bureau's quarters are on the twenty-ninth floor of this mammoth structure, and the instruments for gauging the velocity of the wind, together with the signals, will be located on a seventy-five foot tower which was placed upon the roof of the thirty-one story structure a few days ago. As the Whitehall is well beyond the 300 foot mark the signals will blink a warning from an elevation of something like 400 feet. The peculiar surroundings enjoyed by the Whitehall Building make it especially adapted for the Signal Service Bureau work, and it is safe to say that it will not be moved for very many years again. No building can be erected on the park side, obstructing the view of the water, which is a most important essential, and it is the first time the bureau has had a home in which such a contingency has not played a part.

In talking with E. B. Dunn a few days ago the veteran forecaster gave the surprising information that in his opinion tall buildings were not necessary for the making of weather prophecies. "Conditions for taking weather observations," said Mr. Dunn, "are much better on the ground than at high altitudes because of the normal conditions encountered near the earth's surface. I have frequently advocated a site for the Weather Bureau in the open country where there would be a perfectly free circulation of air and where the atmospheric conditions could be observed under natural influences. In such a locality one could get the normal and natural rain or snowfall. You will readily concede that the conditions on top of a tall building are not the same as on the ground level, and taking that theory as established it will readily be apparent that the returns given are not correct. If we should make a comparison of snow or rain fall taken at, say, a height of 500 feet and on the ground there would be a startling variance.

"Actual conditions of temperature under the above conditions vary tremendously, and under experiments made at different times I found a variation of as much as twelve degrees between the bureau's rooms and the surface of the street. The Weather Bureau is maintained to give exact information, but under such circumstances the public, who live on the ground or near it, do not get it. Then too there is the matter of wind velocity, which is not the same on the surface as it is on the top of a tall building. It is an utter impossibility to record wind velocity properly from the top of a building surrounded, as most of them are, by other high structures, which create eddying currents. On the ground and out in the open the actual and true velocity of the wind could be measured to a fraction.

"Then there is the most important question of obtaining the percentage of humidity. Humidity, by the way, has never been recorded properly. It is most important that it should be done. It's all very true that it is most desirable to have a signal station at the highest possible point for the displaying of storm warnings by night as well as by day, but that would be about the only reason why the top of a tall building should be selected as an observatory for the Weather Bureau.

"I know," continued the expert, "that the impression is prevalent that it is necessary for the official who makes the forecast to obtain a view of the surrounding country in making his forecast, but this is erroneous. The prognostications are made entirely from telegraphic charts showing conditions throughout the United States and Canada, and it is not necessary for the man who does the work to even look out the window. His instruments record every element necessary for the performance of his duties.

As the weather stations throughout the country are not all on the same level—buildings vary, those in big cities naturally being taller than those in smaller places—variations in temperature and wind velocity will be noted. Naturally with some stations at or near the sea level and others from 100 to 300 feet above it some inaccurate conclusions are arrived at by forecasters who are handicapped by the unequal conditions with which they have to cope. Storms and cold waves are sometimes misjudged as a consequence. The only element in the weather game that is drawn to standard is the barometer, which in all cases is reduced to sea level.

"While some temperatures are not taken and are not furnished for the public benefit," concluded Mr. Dunn, "they are of great value, because people are quite as often exposed to the rays of the sun as they are in the shade and it is quite essential to know the sun temperature as it is that which causes so much suffering in summer time. The only reason why temperatures are taken in the shade is to record the temperature average. It's merely a matter of uniformity and, in my opinion, both the sun and shade temperatures should be recorded."

It is interesting to note that when the Weather Bureau was organized by act of Congress it was placed under the War Department and carried an appropriation of $400,000. In 1870 Gen. Albert J. Myer was made the head of the Signal Corps. It was conducted in the main by army officers appointed for the work and there were only two or three experts in meteorology who were delegated to make observations and issue forecasts. The bureau remained under the War Department until 1891, when during President Cleveland's regime a Bureau of Agriculture was incorporated with Uncle Jerry Rusk holding the portfolio of Minister, and the weather was one of the problems that was thought particularly desirable for the Department of Agriculture to control. The farmers got along so nicely with the brand of weather supplied that it has remained there since. Recently the amount of the appropriation for the work of conducting the bureau has risen to $1,600,000, the amount having grown steadily the last decade.

Sales in New Jersey.

The Hotchkiss-Johs Realty Company reports the sale of plots Nos. 16 and 17 at the northeast corner of Magnolia place and Mountain avenue, Ridge Crest, Summit, N. J., to Dr. Otto F. Krehbiel of this city, who will erect a fireproof residence thereon. The same brokers report the sale of the new Frank Nelson house in Beechwood Park to R. T. Van de Water of Summit.

Rowland, Shafto & Johnson report the following sales at Passaic, N. J.: for R. H. Johnson to S. R. Moyer, an eight room house on Van Houten avenue, on a 40 foot plot; for Gertrude Hutton to Jacob A. Troast, a nine room house on Albion street, on plot 50x150; for John Woolley to Eva I. Seabrook, a ten room house on Lafayette avenue; for Ame Vennema to C. Hellegers, a plot, 50x150, on Passaic avenue; for the Misses Pursell, Fowler and Bible, three plots, 25x167 each, on the Passaic and Clifton Realty tract to separate buyers; for Jacob A. Troast to George Anderson, a seven room house on Spring street, on plot 60x100; for Jacob A. Troast to John Cornelius, a seven room house on Spring street, on plot 60x100; for R. H. Johnson, a house on Van Houten avenue, on a 40 foot plot; also for R. H. Johnson to Helen B. Thompson, a nine room house on Van Houten avenue, on 40 foot plot; for Martin Pless, a six room house in Lodi, on plot 50x167; for Jacob A. Troast, a house on Main avenue, on plot 40x100, and for Helen B. Thompson, a plot on Howard street, on 40x100.

Another Apartment for Flatbush.

Another large apartment is soon to be erected in Flatbush overlooking Prospect Park. It is to be built at the intersection of Ocean and Parkside avenues, overlooking the Flatbush entrance. It will be erected by a Mr. Hermie and work in excavating for the foundation has just begun. The house will be four stories high and will have accommodations for about sixteen families. It will be ready for occupancy, it is said, this fall. Adjoining the property is the Drysdale apartment, which has the distinction of being the only elevator apartment structure in the neighborhood. The site of the proposed building, which is considered among the best in Flatbush, has until recently been occupied by a peanut and candy stand.

Garden City.

Gage E. Tarbell has sold at Garden City a plot, 100x250, on the south side of Stewart avenue between Clinch place and Devereux place, a plot, 100x150, on the east side of Magnolia avenue between Chestnut street and St. James street South, a plot, 50x100, on the north side of Willow street between Washington avenue and Prospect avenue, a plot, 50x124, on the south side of Meadow street between Washington avenue and Lafayette road, and two plots on the north side of Pine street between Washington avenue and Prospect avenue, each 50x100.

Long Island Sales.

Moore & Schutte have sold for the Oak Ridge Company a large semi-bungalow house and ground at Shoreham, L. I., to J. M. Oskison of this city, who will occupy it.

Raymond Smith has sold the W. W. Smith property in the north end of Cove Neck, Oyster Bay, L. I., containing twelve acres, to Howard C. Smith for $45,000.

A Maine Deserted Village.

From the Lewiston Journal.

Among some of Maine's "deserted villages" is the old settlement at Hanover near the little pond on the plateau where now the trees are so dense that nearly every trace of the old ruins of cellars is gone. There was at one time a settlement of some forty families and a schoolhouse with some sixty pupils. Strangest of all is the fact that the present settlement in the valley below is not an extension or outgrowth from the plateau settlement of precivil war days. The inhabitants of the plateau simply died out or moved away and no one came in to fill their places, new settlers moving into the valley farms. To-day a few summer camps dot the little pond, said to be one of the most picturesque spots in Maine.

Long Island Real Estate Quickly Accessible *and* Always ADVANCING in Value.

GENTLEMAN'S COUNTRY SEAT,
North Shore, Long Island.
COLONIAL HOUSE
FIVE ACRES OF LAND.
$18,000
Convenient to New York, near railroad station, on the seashore, covered with fine old trees.