

BOROUGH OF QUEENS HAS MANY ATTRACTIONS.

In this Great Territory Can Be Found Many Sites for All Purposes. Its Population Shows a Wonderful Increase and Strides in Transit Facilities.

The Borough of Queens has an infinite number of attractions for the home-seeker and the investor alike. Its extensive and varied territory, its prospective future of road building, with whatever view of its residential communities are made more convenient, accessible than ever before outside Manhattan and Brooklyn, will afford several new ways of transportation to be put in operation within the next two or three years. The completion of the Queensboro Bridge has opened industrial activity in all the boroughs of the borough and has made Long Island City important as a manufacturing center, with purchases of new buildings and sites being reported. It is also important to note that the Borough of Queens has a population of 122,000. In 1900 the population was 102,000. The report of the Jamaica Bay Improvement Commission showed that between 1900 and 1910 the population of New York increased a whole had increased only 32 percent, the population of Queens had increased 6 percent. Similarly with manufactures; during this period the value of manufactured products for the borough increased 6 percent, but the population showed an increase of 32 percent.

In 1909 the value of the annual output of the borough amounted to \$10,000,000. This is a distinct increase over the population of Queens which is 14.7 percent as to the population of Brooklyn.

On the return to the census figures, Queens returned in 1910 as having a population of 122,000, almost a 100 percent increase for the decade, and for 1911 the figure 202,275 is given, which means that 80,000 persons added their fortunes to the population of the borough during the last year of the birthrate of course accounting for a very small part of this increase. A thoughtful consideration of these figures will convince the men who are engaged in the business of investing in property that this is a distinctly promising region of Greater New York. It is not only a mushroom development, but a steady rapid appreciation of value and projected transportation improvement.

The Queensboro Bridge has advanced in its progress for two years, with advanced work taken of all its possible utility. It is obvious that those who settled in Queens during the years from 1900 to 1910 are doing so as a speculation in the future.

For generations Long Island has been remote from Manhattan in New Jersey. There was but a single road connecting by ferry with Manhattan, and until the bridge was built, Queens Island was a natural barrier to the important northern river frontage of Queens. With the bridge and the Pennsylvania Railroad tunnel to be joined to the Meadow tunnel at the Grand Central Station, and to terminate in the bridge section of Queens, as well as the Long Island City and the Long Island Railroad and trolley and subway facilities in Brooklyn, Queens will be about as accessible in the near future as is the city of New York.

The prospect is, consequently, an obvious one that the appreciation of realty values that result from these improvements, which throughout Queens are already increasing so rapidly that it is hardly possible to attempt to give any idea by figures.

During March the Public Service Commission took up the matter of rapid transit for Queens. Big delegations of property owners and other citizens appeared to discuss the proposed routes. The four sections of Queens where early establishment of transit service appeared most desirable were the district between the Queensboro Bridge plaza and North Beach, the Long Island City section between the end of the Steynway tunnel and the bridge, Flushing and Jamaica.

It was proposed to connect the tunnel and the bridge by subway or elevated, the proposed routes from North Beach, Flushing and Jamaica feeding into this connection. Four possibilities were considered for the route.

Queens as a whole is frequently divided into three parts, the basis not being mountain ranges or the relative fierceness of the tribes, as with Caesar's Gaul, but the location of the Long Island Railroad branches.

ONE OF THE MANY IMPROVEMENTS BY THE LONG ISLAND RAILROAD IN QUEENS.

This plan for eliminating the grade crossing in Broadway-Flushing has been approved by the Public Service Commission and the Long Island Railroad, and has been called for by the property owners. The plan calls for elevating the tracks eight feet above the present grade and digging the street eight feet. The cost of this work is estimated at \$1,100,000, of which the State and city are to pay \$400,000, the railroad paying the difference. The plan was adopted after a bitter fight, the property owners insisting on the railroad depressing its tracks. The largest owner of real estate in Broadway-Flushing is the Rickett-Finlay Realty Company, which owns 200 acres, with a mile and a half frontage along the railroad.

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Kenmore is the property of the McKnight Realty Company. The House and Home Company is largely interested in Beechhurst and the Realty Trust Company in Malba. The Rickett-Finlay Company controls the area surrounding the Broadway section of the Long Island Railroad immediately adjoining the old part of the town on the east. This tract is as large as all that part of Manhattan which is bounded by the old city walls, and extends from Sixteenth street to Thirty-second street, Flushing, and from Mitchell avenue to Queens road. West of this is the section of Broadway, which runs through the center of it. There is a total street frontage of over twenty-one miles. There have been completed more than five miles of sidewalks, two miles of macadamized roads and more than ten miles of sewers, water mains and gas mains. Several thousand shade trees have been set out and the station is being made into a park. This territory is known as Broadway-Flushing. It should be borne in mind that Flushing is not a part of the city, but a residential station at Thirty-third street and Seventh avenue, with trains running through the tunnel.

Mr. Rickett-Finlay, real estate dealer in the Murray Hill section, reports this season as the best in several years. More buildings are being erected and more plots sold than in any time in the past. The population of the district is increasing rapidly. The section is reported to have a total population of 100,000. The population of which has increased within the past few years is 10,000. More houses are now being built annually within this district, which is the most rapidly growing part of the borough in point of population. From Corona the railroad runs for a mile to Flushing Bay and presently enters the old and modernizing town of Flushing, of which Whitestone and College Point are the chief features. Flushing Bay is a beautiful bay, and the houses are now being built annually within this district, which is the most rapidly growing part of the borough in point of population.

Long Island City is the natural outlet for the upper East Side and for Harlem. The bridge and the Pennsylvania Railroad river had retarded expansion of this kind until the Queensboro Bridge was opened. At present the population of Long Island City is increasing rapidly, with increase continuous. Real estate development about the city center largely in the building of apartment houses, is continuing at an extraordinary rate. The city is becoming a more attractive living accommodation, the family of moderate means. Industrial development in Long Island City has been mentioned; property suitable for factory buildings is appearing. The suburban character of the city is being replaced by a more industrial character. Many of the old houses are being replaced by modern apartment houses. The city is becoming a more attractive living accommodation, the family of moderate means. Industrial development in Long Island City has been mentioned; property suitable for factory buildings is appearing. The suburban character of the city is being replaced by a more industrial character.

Country club accommodations, providing the recuperative joys of golf and tennis, are everywhere accessible, and North Beach is a favorite resort for a family. The advantage of salt water near by for bathing, fishing or boating. Eastward in Long Island there is sport of all kinds, and better almost than in any other territory within the week-end radius from New York city. The beaches still afford book shore bird shooting in season. The uplands, if you know where to go, are a favorite resort for a family and still and good dogs in certain favored haunts are certain to reward the hunter with a small but gratifying bag of the quarry. The country is a beautiful one, and a delightful outing in country unvalued for its beauty. Oaks and green can be had along the eastern shores. The country is a beautiful one, and a delightful outing in country unvalued for its beauty. Oaks and green can be had along the eastern shores.

It is said that opening prices in East River Heights can be increased by five percent. The present sum and still be less than half the price of lots directly across the river. The Heights region has over 3,000 feet of frontage on the new East River Park, and the double advantage of park and water frontage. This "second Harlem," like Norwood in the Bronx, is being developed by the Rickett-Finlay Realty Company, 45 West Thirty-fourth street. Just outside Long Island City to the east is Woodside, which is notable as the first station on the Pennsylvania Railroad from the New York terminal, due to that provision in the road's charter which makes it impossible to take on passengers within five miles of the New York terminal.

cause his wife happens to dislike them, but he does wonderful things with the water and more delicate varieties of iris, and they are becoming more and more "trick" lines are harder to do than the finer orchids. Just now his iris beds show a weird large flower with black centers and deep purple edges. He calls it the "Suzanna," or something sounding that way, and declares that by another year he is going to have it bloom in yellow, pink or purple. He is something of an achievement between attaining to a cure for cancer and curing the cancer. He has another delicately made iris, a perfect canopy yellow, and still another in deep reds and orange and bronze color, with which he fills old cloisonne vases for the delight of his guests.

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Woodside is a development of the Queensboro Corporation. Lots range in price from \$500 to \$1,000. The northern branch of the Long Island Railroad one passes through a rambling settlement continuous with Long Island City and including the railroad yards of Flushing, which also serves for Newtown and Corona. Flushing is one of the most attractive suburban residential places on Long Island. It has been developed by a number of realty companies. Lots range in price from \$500 up. The tract known as Elmhurst-South, where the McKnight Realty Company has many interesting properties, is just before the houses of the geographical center of the city of New York. Newtown is a very old settlement, but the second ward of Flushing, and the old Dutch settlement, is still in existence. There are still historic features in the aspect of Newtown, though one of these, the old Dutch homestead, has been destroyed. The old Dutch homestead on the border line between Newtown and Long Island City, was removed last year and re-erected in Southlight. It is the old Dutch homestead of the late L. Riker, a descendant of the Jackson family.

Corona adjoins Elmhurst. The values given for this section are \$1,000 to \$1,500. In a tract operated by the McKnight Realty Company is located the junction point for three trolley lines into the city, and the station is a fine example of modern architecture. Other developments in this region have been conducted by the Elmhurst Heights Realty Company. Elmhurst was originally developed by the McKnight Realty Company, Flushing and Corona have grown into one another and have come to be practically the same place, the population of which has increased within the past few years is 10,000. More houses are now being built annually within this district, which is the most rapidly growing part of the borough in point of population.

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