

WITH THE SUBURBAN BUILDER AND BUYER

ALL THAT REMAINS OF DUTCH SETTLEMENT

Few Flatbush Houses Point Out Locations of Once Flourishing Farms.

ANCIENT FAMILIES GONE

Old Homes in Strange Contrast With Modern Apartment Neighbors.

Were the old Dutch towns on the southern end of Long Island merely suburbs of Brooklyn instead of part of New York city one would still be amazed to find so many early farmhouses left amid the brand new flats and cottages...

Wooded Section of the Estates of Great Neck, L. I.



than of ancestors or of posterity to the American mind. The merits of Mr. Vanderveer's act are likely to be questioned by his lineal descendants as well as by every one who admired this fine old landmark.

Its going leaves the Lefferts the oldest house on the avenue. The rest, though old, are not the first homes erected by the families mentioned, but are in most cases later dwellings erected as wedding gifts for their children.

The Vanderweers, Stryker, Cortelyou, Dimars, Lefferts, Gerretsen, Suydam and Hezeman families were prominent among the early settlers. Of these the Lefferts are probably the only family still living in the homestead of their fathers.

A week after a New York man who would have bought it had he known of its impending demolition rushed over to secure its wrought iron hardware and its massive oak beams. The former had been sold for iron to itinerant junk dealers; the latter for easier removal had been sawn into three foot lengths.

spite of modern requirements. For country house architecture, for instance, a man might quite naturally think in this old Dutch vein. In spite of the differences of interior arrangement, he can see his outside walls, if he is familiar with the type of homestead we are describing, as simple and unpretentious, and yet not have his home a slavish copy, but an expression of the same spirit of sincerity that actuated the Dutch builders.

About the only addition to the early pattern was the Colonial door instead of the later divided Dutch door. One of these older doors may still be seen on the back of the Dimars house, while of the early nineteenth century Colonial variety seen on almost every other old house, the Lefferts and the Cortelyou are particularly fine examples.

The Lefferts homestead is the first which the Flatbush avenue crosses on the left after entering Flatbush proper—a low brown structure with a gambrel roof on the main part and a side wing originally painted white, and it is to be hoped it may remain in its original state.

On the same side of the way, much further along, is the old Erasmus High Academy, hidden now by the handsome new Erasmus High School. Erasmus Hall was built in 1786, being the third of its kind in New York State.

Some years ago the Vanderweers and the Cortelyou were the only other ones left on this same side of the avenue with the Lefferts. The fate of the former has been mentioned. The latter was saved by being moved north onto East Twenty-third street. It has recently been brought exactly alike, and as beautiful as ever made in our best days.

BUILDING IN NEWARK.

Office Building, Stores, Church and Station in Week's Plans.

A record for the year was made by the Newark Building Department last week, when nearly a million dollars worth of work was authorized for building operations.

One of the permits granted last week calls for an expenditure of \$58,000. It was issued to the trustees of the Kin-

NEW RESIDENCE AT KEW GARDENS



new estate, who are erecting a twelve story office building with stores at the southeast corner of Market and Broad streets. The building will have a total area of 60,000 square feet, with an additional 10,000 in the rear. The building will be constructed so that four more stories may be added later.

Another permit, which was given to the Greenwald company for a six story building to be used for store purposes at 151 to 155 Market street, involves an outlay of \$110,000. According to the plans the building will have a frontage of 200 feet and a depth of 134 feet.

RECENT NEWARK SALES.

The First of the firm of East & Post has leased to the Volunteers of America the premises at 121, 123 and the rear of 125 Walnut street, just east of New Jersey Railroad avenue. The plot measures 63.2x38, with a two story brick stable and rooms and a large one story building.

TO SELL SHORE HOMES.

Far Rockaway and Arverne Property at Auction. Joseph F. Day will offer at public auction on July 27 on the premises fourteen cottages containing all improvements and located in the Ocean Crest district of Far Rockaway.

PROGRESS AT GREAT NECK.

Good Building Activity Just Across City Line.

The trend of Great Neck, Long Island, toward greater improvements as a North Shore municipality is being closely regarded by many watchful real estate operators, but none the less so than are its residential environs being investigated by builders and buyers of homesites and already built houses.

One of the most active of a newer and more modern home building section at Great Neck is the Estates of Great Neck, where the activity in new construction work rapidly is adding a new and dignified residential section to the earlier established town.

The Estates of Great Neck has a large frontage on Middle Neck Road, beginning at the Great Neck station of the Pennsylvania Railroad and running north to the Cook estate. The entire property covers 450 acres and most of it has been fully improved.

COMMUTERS INCREASING.

Gains in Suburban Sections Noted by Railroad People.

"Already there are signs that Long Island resorts will be invaded this summer by multitudes of city residents who seek rest and recreation. In fact if the unusually dense passenger travel over the Long Island Railroad within the past month is any criterion," said President Ralph Peters yesterday.

"The idea of the premature rush to the island this season may be gleaned from the fact that approximately fifteen thousand passengers have been arriving and departing from the Pennsylvania Station daily during the last few weeks, which is considerably more people than the company handled at that terminal a year ago."

"All the commutation records of 1911 have thus far been bettered, and if the good weather continues, the commutation business during July, August and September should easily eclipse that of the same months of last year. One thing, however, the surging crowds that have been the hours of 4 P. M. and 7 P. M.

ALASKA A GOOD SPECULATION.

Congressman Levy Tells of Great Profit in Big Territory.

Jefferson M. Levy seems to think that Uncle Sam's land speculations, which were told of at length in The Sun last Sunday, were highly commendable, especially the speculation which included the purchase of Alaska. Mr. Levy, besides being one of New York's best known realty operators, is a member of Congress from Manhattan. He made a very interesting speech before the House of Representatives a few days ago on behalf of the establishment of a Legislature in the Territory, during which he showed that already almost \$47,000,000 had been obtained on an original investment of \$7,200,000.

During the course of his speech Mr. Levy said:

This is the balance sheet of the United States in account with Alaska from 1867 to 1911:

Table with columns for Production (Minerals, Coal, Silver, Copper, etc.) and Total cash disbursements. Total production is \$468,540,981.78 and total disbursements is \$7,200,000.00.

Seven million two hundred thousand dollars was the cash price paid to Russia by the United States for Alaska—added to all the moneys expended by the Government of the United States from 1867 to 1911, makes the full amount that this country has paid for all items of governmental expense only \$25,874,257; that is, a difference between the production of Alaska and the amount the United States has expended thereon of \$442,666,724.78.

Nine out of ten people imagine that Alaska is nothing but a frozen gold mine. They do not realize that the gold mining resources of Alaska, enormous as they are, constitute only a small part of its great wealth. It has 599,448 square miles of territory and is one-fifth the size of the entire United States, and, laboring under all the disadvantages which have hampered her progress, is the greatest bargain in a land transaction that was ever made.

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QUEEN STREET IMPROVEMENTS.

Four new contracts for road repairs were given out last week as follows: Strong's causeway from Corona avenue to Lawrence street, Second and Third wards, J. F. Hill, \$39,869. Metropolitan avenue from the Dry Harbor road to Fulton street, Second and Fourth wards, J. F. Hill, \$46,007.

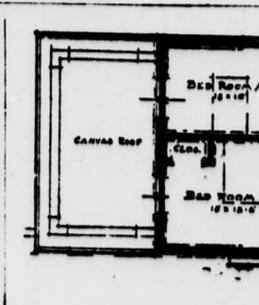
FIREPROOF HOUSE FOR \$6,000

Third prize in the recent competition of the National Fireproofing Company for plans for a fireproof house to cost not more than \$6,000 was awarded to Herbert H. Belcher of Boston for the design shown here.



NEW HOMES AT NEPONSET.

Neponset is a place of permanent residence is one of the best features of this city by the sea. Many attractive homes, cottages and bungalows, already occupied, are being increased daily by accessions from the city proper.



MANY APARTMENTS PLANNED FOR L. I. CITY

Builders Become Active Soon as Courts Settle Transit Questions.

BIG MOVEMENT EXPECTED

Dual System, Soon to Be Built, Will Open a Large Area to Development.

When George McAneny, President of the Borough of Manhattan, in his report of May 22 on the dual subway system for the transit committee of the Board of Estimate made the statement that "the city's prime interest in the building of new rapid transit lines is not to make money through successful railroading, but to lay a basis for city expansion and city growth," he was severely criticized by those who claimed that the subway proposition should be considered strictly from a railroad standpoint.

In the Steinway avenue section, on Thirteenth and Fourteenth avenues, just north of Jackson avenue, about fourteen hundred feet street frontage was sold for immediate improvement with forty-eight apartment houses, which will house 300 families and cost over half a million dollars.

It will thus be seen that within one week building operations have been started in Long Island City which will add three-quarters of a million dollars to the value of real estate in this one section alone, and if to this were added the cost of the automobile factories for which plans are now being prepared it is safe to say that since the McAneny report building operations have been started in the Long Island City section alone amounting to at least a million and a half dollars.

To show how careful capital is, however, and how it does not commit itself until every obstacle is removed it will be noted that all these negotiations in Long Island City, which have been pending since early in the spring, were only concluded since the Court of Appeals gave its approval to the dual subway proposition, removing the last possible obstacle to its immediate construction.

People who have been watching the effect of previous subway building in other sections believe that these operations in Long Island City are only the forerunner of many others of the same character, and that this section is going to see the greatest building development in the history of greater New York, not even excepting The Bronx, for it must be remembered that in Long Island City lots close to rapid transit can be bought to-day for from \$2,500 to \$5,000 each, which is less than one-quarter of the price of lots suitable for the same class of improvement directly across the East River and about one-half the price of similar property in The Bronx.

It is also pointed out that Long Island City is in reality the only section which gets the benefit of the dual subway system. That is, it is the only new section which will get the benefit of both the Interborough and H. R. T. subway systems for a five cent fare.

One of the New Long Island City Factories

Franklin's Incorporated, now operating several factories in the Borough of Manhattan, has purchased from Maxwell S. Mannes a plot 2,000x100 fronting on Hamilton avenue, Long Island City, between Paynter and Freeman avenues,

upon which it is now erecting for its own use a five story and basement factory, including other buildings, such as a large garage to accommodate fifty motor trucks and wagons, one cold storage plant and one building for dynamo and boilers.

The main building is now completed to the first tier of beams and excavations are in progress on the other structures. Plans were prepared by G. Mont Pallard. The buildings will contain about 200,000 square feet of space and will accommodate about 1,200 employees.

