

HARRISS FOR 360 FT. CROSSTOWN STREET

Urges Immediate Start on Boulevard in Forties or Fifties.

TO COST \$50,000,000

Other Great East and West Arteries to Follow in Lower Manhattan.

WANTS EXPRESS ROUTES

Special Commissioner Visions Present Financial Center as Storage Depot.

The immediate construction of a crosstown boulevard 360 feet wide from the Hudson to the East River between Forty-second and Fifty-ninth streets, with at least three similar boulevards to be built later at other points down town, was suggested yesterday by Dr. John A. Harriess, Special Deputy Police Commissioner.

The section between Forty-second and Fifty-ninth streets has become the center of serious traffic congestion, Dr. Harriess said, and the acute condition here requires relief at once. He foresees the future financial district of New York located in this zone and declared the traffic situation will grow worse each year.

Dr. Harriess estimated that the construction of the boulevard and the raising of buildings in the proscribed area would cost \$50,000,000.

Partial Wrecking Points Way.

"Partial wrecking of the city to handle huge present traffic problems will point the way to prepare for the future of New York," Dr. Harriess said.

In the proposed 360-foot boulevard of Dr. Harriess, the width would be divided as follows: Sidewalks, 30 feet each; spaces for west bound and east bound traffic next to curbs, each 100 feet, and the 100-foot center given over to areas of 50 feet each for west bound and east bound express traffic.

The express traffic would pass under all of the north and south bound streets, and the turning of vehicular traffic or crossing of pedestrians would be permitted at street intersections only. Theater zones would be constructed at the east and west end of the boulevard, with automobile terminals. Beneath the boulevard provision would be made for the parking of cars.

"At some later period, should it be deemed necessary, the express area could be covered with an artistic concrete roadway 100 feet wide," Dr. Harriess said. "This express boulevard should connect by ramps with the elevated express highway on either side of the present Sixth avenue elevated railway, as originally suggested by me in 1918."

Would Provide Belt.

"The express highways would connect with the marginal way express highways or express streets on the extreme west side and east side of Manhattan Island, connecting with adequate express streets through Brooklyn to Queens and to Coney Island. Thus a belt would be provided starting on the upper west side and upper east side and proceeding downtown direct or crossing either way by broad boulevards into Brooklyn and Queens."

The other three boulevards should be located, Dr. Harriess said, between Twenty-third and Forty-second streets, between Forty-second and Fifty-third streets, and between Chambers and Fourteenth streets. At least one of these may not be necessary, however, Dr. Harriess said, because he is firmly of the belief that Manhattan below Fourteenth street will be given over to storage and warehouses and we will eventually be forced to utilize the large

office buildings downtown for this purpose. "The signs of the future as now indicated will find the financial district housed above Forty-second street and reaching to Fifty-ninth, and I should imagine that one of the first streets as a whole to give way to financial and commercial activities will be Park avenue with its long rows of available apartment houses and hotels which will provide excellent office space for the new financial district within the next twenty-five years."

Bridges Important Factors. "Furthermore, the Queensboro Bridge and the contemplated bridge across the Hudson River are significant factors in determining these future changes."

In offering the suggestions for traffic relief, Dr. Harriess painted pictures of New York 100 and 200 years hence, predicted that the phenomenal growth and expansion in a comparatively short period will be repeated within a limited number of years and that in a few generations the city will be vastly unlike the New York of today.

"If the city is not inundated or destroyed by some unforeseen catastrophe before 2022," Dr. Harriess said, "it will have an estimated resident population in that year of 25,000,000. By 2122 the population will embrace 45,000,000 persons."

"As I visualize and imagine this vast city, with its limited available land fast being built up, the population rapidly increasing, with people coming from all sections of the United States, from Europe, South America and Canada, I see New York of 2022 divided as follows: "

"From the Battery to Fourteenth street, storage and provision warehouses; from Fourteenth street to Forty-second, manufacturing and wholesale buildings; from Forty-second to Fifty-ninth, financial district, with all north and south avenues and streets occupied by office buildings; from Fifty-ninth to 110th, de luxe shopping district, with Fifth avenue, Central Park West, Central Park South and North being the ultra fashionable shopping thoroughfares; from 110th to 125th, additional shopping district. Many bridges will cross the Hudson, from Fifty-ninth street to Nyack.

"From 125th street to Harmon, across Westchester to Long Island Sound to the State line of Connecticut, will be the residential sections. There will be many new concrete draw bridges over the East River to Queens, which is destined to be thickly populated, and extending far into Long Island.

"Riverside Drive will always remain residential from Seventy-second street and will provide superb residences all the way to Poughkeepsie. The Drive will be New York's magnificent drive-way along the picturesque Hudson.

"Atlantic steamers will dock on the Atlantic seaboard on Long Island and only merchant ships will dock up to Twenty-third street to deliver and load from the manufacturing and huge storage warehouses."

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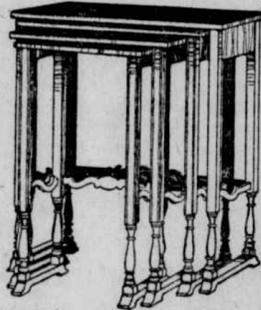
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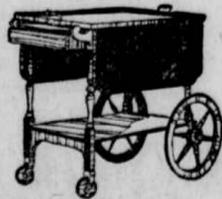
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- Boys' Wool Norfolk Suits— Sizes 7 to 15 years. Formerly up to \$32.50. Sale Prices \$15.50, and \$19.50
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Boys' Overcoats— Sizes 3 to 9 years. Formerly up to \$45. Sale Prices \$19.50 and \$27.50
Girls' Coats— Sizes 4 to 14 years. Formerly up to \$70. Sale Prices \$29.50 and \$39.50
Boys' Overcoats— Sizes 10 to 16 years. Formerly up to \$55. Sale Prices \$24.50 and \$34.50
Girls' and Young Ladies' Hats— Balance of this season's stock. Formerly up to \$38. Sale Prices \$7.50 and \$13.50
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Never before in the 43 years we have sold brilliant blue-white diamonds have we ever offered a better value than this. If any jeweler will show you one anywhere near as good for less than double this special sale price, we will refund every cent of your money. Undoubtedly, he will tell you it is the greatest bargain you ever saw. Anybody thinking of buying a diamond owes it to himself to get posted before he pays out his money. We give you the weight, grade and quality on every diamond we sell and mark the prices in plain figures, so that there will be no misunderstanding. When an opportunity is offered you to buy diamonds direct from the diamond importers in this manner, you owe it to yourself to take advantage of this sale, to-morrow only. We import our diamonds direct from the diamond cutters in Europe through our foreign office at 73 Rue Jordaens, Antwerp. These special diamonds are easily worth \$125.00 in any other jewelry store. They are set in men's and ladies' 14 kt. solid gold rings. Thousands of other diamonds are on display at greatly reduced prices. Diamonds make a most appreciable Christmas gift. A small deposit paid now will reserve any diamond until Christmas time.

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