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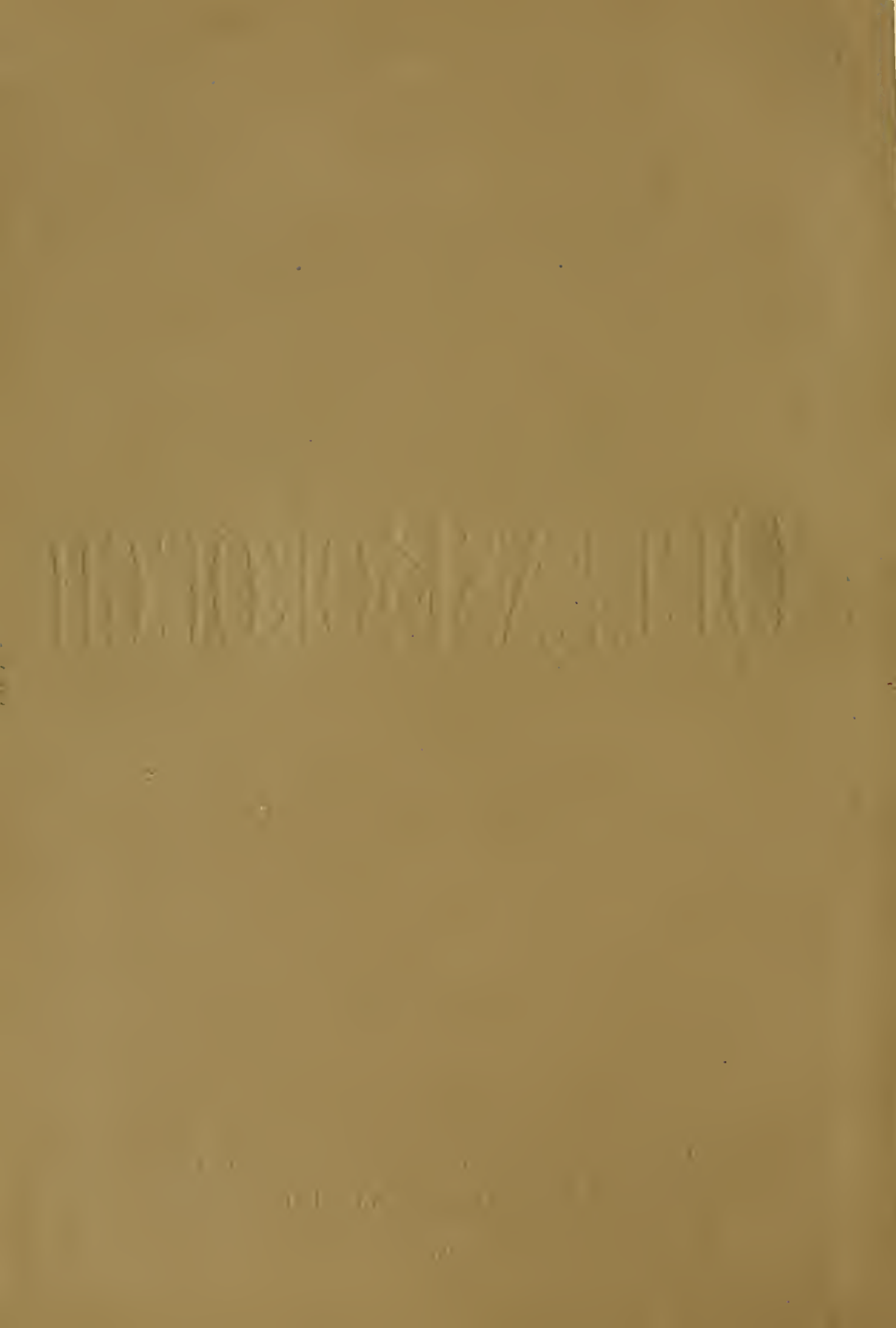




# QUEENS BOROUGH



ISSUED BY THE  
CHAMBER OF COMMERCE,  
OF THE BOROUGH OF QUEENS  
NEW YORK CITY  
1913









# QUEENS BOROUGH

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BEING A DESCRIPTIVE AND  
ILLUSTRATED BOOK OF THE

BOROUGH *of* QUEENS  
CITY *of* GREATER NEW YORK

SETTING FORTH ITS MANY ADVANTAGES  
AND POSSIBILITIES AS A SECTION WHERE-  
IN TO LIVE, TO WORK AND SUCCEED

*Dedicated to that Great Public which is  
forever in quest of improved business  
conditions and better home surroundings*

ISSUED BY THE MANUFACTURING  
*and* INDUSTRIAL COMMITTEE *of the*  
CHAMBER OF COMMERCE  
*of the* BOROUGH OF QUEENS

COMPILED AND ARRANGED BY WALTER I. WILLIS, SECRETARY

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# INTRODUCTION



BY the act of consolidation of 1897, Queens County which was then comprised of the towns of Long Island City, Newtown, Flushing, Jamaica and Hempstead, some of which were settled as early as 1640, was amalgamated as the BOROUGH OF QUEENS, as part of the CITY OF GREATER NEW YORK.

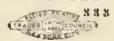
It is the purpose of this book to set forth the commercial, financial, industrial and residential advantages and possibilities of the Borough of Queens considered by itself. It is not generally realized how great a city the Borough of Queens would be separated from its political connections with New York City. With an area of 129 square miles, or 40 per cent. of the land area of Greater New York, it is about as large as the Boroughs of Manhattan, Bronx, and Brooklyn combined; as large as Philadelphia; and three times as large as Boston. With a population of 282,041 in 1910, it ranked 19th in size among the principal cities of the United States. Estimated population in 1912 is 334,297.

Industrially, Queens ranked 4th among the cities and Boroughs of New York State and 17th among the principal cities of the United States as to the value of its manufactured products, their value in 1909 being \$151,000,000, and increased 314 per cent. within ten years.

In 1911, there were 5,374 new buildings constructed within the Borough at an estimated cost of \$22,212,000, an increase of 46 per cent. over the year 1910. The records of the Board of Health show that Queens is healthy, for the death rate in Queens in 1911 was not only the lowest of any Borough in New York City, but of any of the first twenty cities in size in the United States. Its banking facilities are the best and its many banks have ample capital. Its schools and churches are unexcelled. Its transportation facilities connecting with Manhattan and Brooklyn are excellent and millions of dollars are now being expended in improving these facilities. It has over 196 miles of natural water front and 20 miles of docks on the East River, Long Island Sound, Jamaica Bay, and Atlantic Ocean. The tonnage on Newtown Creek for 1910 was greater than the combined tonnage of all the canals of the State of New York.

Queens is a Borough of magnificent opportunities for the manufacturer, the business man, or the home seeker. Its natural advantages are unsurpassed and its beauty unexcelled.

BROOKLYN EAGLE PRESS



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## ADVERTISERS

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McKnight Realty Co.	U. S. Metal Products Co.
Man, A. H.	Willey, C. A.
Metropolitan Dredging Co.	Wheeler Bros.

# Chamber of Commerce of the Borough of Queens



THE Chamber of Commerce of the Borough of Queens was incorporated in April, 1911, with 55 charter members, and in little over a year has more than doubled its original membership. Its object is to promote a unity of interest and action of every section of the Borough of Queens for the good of the whole Borough and to promote the commercial, financial, industrial, residential and general growth of the Borough. Its membership includes representative men from every section of the Borough who live in that section or have business interests there, whether manufacturers, bankers, merchants, lawyers, builders, contractors, real estate developers or professional men.

Annual dues of \$50.00 are charged, creating a fund to employ a permanent secretary, maintain offices and keep complete records of all large improvements throughout the Borough, such as rapid transit extensions, development of the waterfront, improvements of the main highways, legislation affecting the interests of the Borough, compilation of data showing the commercial growth and possibilities of Queens, and the introduction of new factories into the Borough.

The officers of the Chamber for the ensuing year are:

<i>President,</i>	William H. Williams,	Long Island City
<i>Vice-President,</i>	Robert W. Higbie,	Jamaica
<i>Vice-President,</i>	John H. Prall,	Elmhurst
<i>Treasurer,</i>	William J. Hamilton,	Corona
<i>Secretary,</i>	Walter I. Willis,	Flushing

The offices of the Chamber are located in the Queens Plaza Court Building, Queensboro Bridge Plaza (North), Long Island City. In addition to the Secretary's office a large club room has been furnished suitable for meetings of committees for either social or business purposes.

Adjoining the rooms of the Chamber of Commerce is the restaurant of the Queens Plaza Court Luncheon Club, the members of the Chamber being entitled to the privileges of this Luncheon Club.

The principal committees of the Chamber to whom its various activities are referred are as follows:

## BOARD OF DIRECTORS.

<i>Term Expires 1913</i>	<i>Term Expires 1914</i>	<i>Term Expires 1915</i>
William F. Wyckoff,	J. Harvey Smedley,	William H. Williams,
Edward A. McDougall,	Richmond Weed,	Robert W. Higbie,
Louis Windmuller,	Henry A. Cassebeer,	John H. Prall,
Alrick H. Man,	John Adikes,	Frederick Russell,
Charles G. Meyer	William J. Hamilton	William Brewster

## EXECUTIVE AND MEMBERSHIP COMMITTEE.

William H. Williams	John H. Prall	Wm. F. Wyckoff
Robert W. Higbie	Wm. J. Hamilton	Wm. Brewster
		Richmond Weed

## TRANSIT COMMITTEE.

	John Adikes, <i>Chairman</i>	
E. A. MacDougall,	F. DeHass Simonson,	George J. Ryan,
Joel Fowler,	Kingsley L. Martin,	Stuard Hirschman

## COMMERCE COMMITTEE.

	Frederick Russell, <i>Chairman</i>	
Clarence Ludlum,	Michael J. Degnon,	Alex. S. Williams
Edward M. Ward,	Charles G. Meyer,	

## MANUFACTURING AND INDUSTRIAL COMMITTEE.

	J. A. Wigmore, <i>Chairman</i>	
A. L. Langdon,	H. P. Read,	Theo. Steinway,
Wm. H. Dahmar,	John J. Halleran	C. G. M. Thomas

## LEGISLATION COMMITTEE.

	Henry S. Johnston, <i>Chairman</i>	
Alvan T. Payne,	E. N. L. Young,	Burton Thompson

## ARBITRATION COMMITTEE.

	Louis Windmuller, <i>Chairman</i>	
John W. Weed,	Wm. A. Jones, Jr.,	Clarence Edwards,
	James A. McDonald	

## HIGHWAYS COMMITTEE (Special).

	G. Howland Leavitt, <i>Chairman</i>	
Joseph Dykes,	Eben Griffiths,	Henry J. Mullen,
	Andrew McFigue	

## QUEENSBORO BRIDGE APPROACH (Special).

	John D. Crimmins, <i>Chairman</i>	
Timothy L. Woodruff,	Wm. Brewster,	Samuel Bloomingdale
W. Elmer Payntar,	H. P. Williams,	

## QUEENS BOULEVARD (Special).

	Alrick H. Man, <i>Chairman</i>	
M. J. Budlong,	John M. Demarest,	Charles E. Covert,
	F. W. Scutt	

## BUILDING CODE (Special).

	Treadwell D. Carpenter, <i>Chairman</i>	
Robt. B. Austin,	J. M. Briggs,	E. A. Gillespie,
	Fred. G. Randall	





CLUB ROOM, CHAMBER OF COMMERCE.



SECRETARY'S OFFICE, CHAMBER OF COMMERCE.

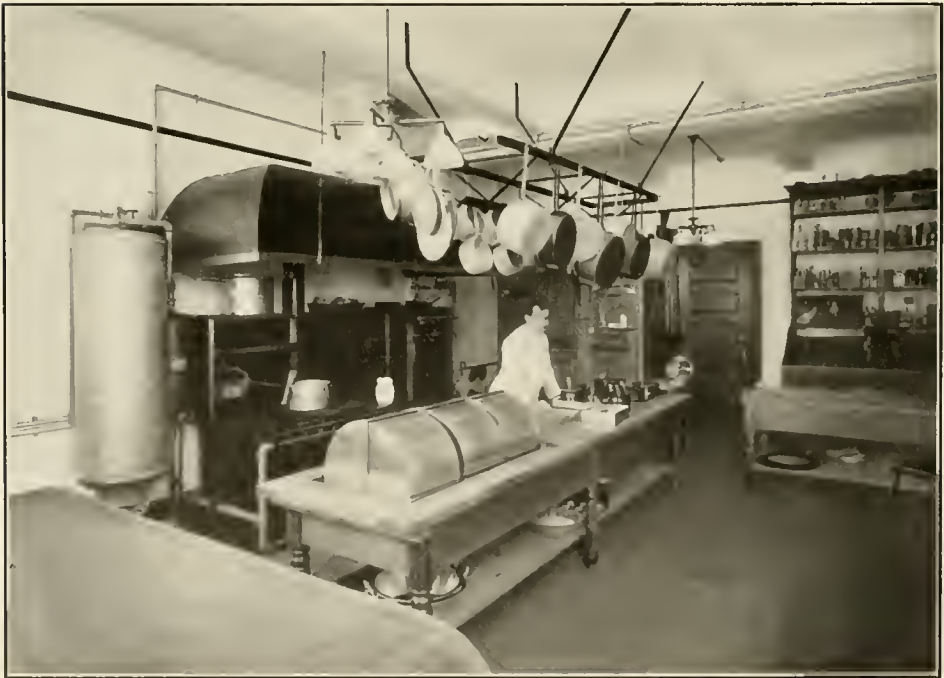
## LIST OF MEMBERS OF THE CHAMBER.

<i>Name</i>	<i>Address</i>	<i>Business</i>
John Adikes	Jamaica	Flour and Feed Merchant.
Charles Lee Andrews	Flushing	Member of New York Stock Exchange.
Robert B. Austin	Jamaica	President, Queens County Trust Co.
J. H. Balantine	Long Island City	President, Neptune Meter Co.
Henry L. Bogert	Flushing	Lawyer.
William D. Bloodgood	Long Island City	Real Estate.
Sam'l J. Bloomingdale	New York	Bloomingdale Bros., Department Store.
Herman Broesel	Long Island City	Treasurer, Simplex Automobile Co.
John C. Brackenridge	Richmond Hill	Consulting Engineer.
William Brewster	Long Island City	Pres. & Director, Brewster & Co., (Automobiles).
J. Mead Briggs	New York	President, Queens Court Realty Co.
M. J. Budlong	New York	President, Packard Motor Car Co. of New York.
Alex. S. Burns	Woodside	Real Estate.
Henry L. Calman	Long Island City	Varnish Manufacturer (Emil Calman & Co.)
Treadwell D. Carpenter	Jamaica	President, Carpenter Lumber Co.
Henry A. Cassebeer	Long Island City	President, Cassebeer Pharmaceutical Co.
Theodore Cassebeer	Long Island City	Cassebeer Pharmacial Co.
James E. Clonin	Astoria	Clonin & Messenger (Coal, Wood, etc.)
Ernest V. Conolly	Long Island City	President, Commercial Nat'l Bank, L. I. City.
Charles E. Covert	Jamaica	Vice-President, U. S. Title & Guarantee Co.
Charles Crabbe	Far Rockaway	Lumber Merchant.
Heary L. Crandell	Jamaica	Vice-President, Bank of Long Island.
John D. Crimmins	New York	Vice-President, N. Y. Title Insurance Co.
William H. Dahman	Woodhaven	Superintendent, Lalance & Grojean Mfg. Co.
Joseph P. Day	New York	Real Estate.
Michael J. Degnon	Jamaica	President, Degnon Realty & Terminal Co.
John M. Demarest	Forest Hills	General Mgr., Sage Foundation Homes Co.
Joseph Dykes	Flushing	Vice-President, Bank of Long Island.
Samuel Eichen	New York	Real Estate.
Clarence Edwards	Newtown	Lawyer.
Jesse F. Ellsworth	Long Island City	Mgr. Astoria Branch Corn Exchange Bank.
Leander B. Faber	Jamaica	Vice-Pres., Queens Co. Trust Co., Lawyer.
Charles E. Finlay	Great Neck	President Aetna National Bank.
Joel Fowler	Richmond Hill	Real Estate, President Hillside Bank.
Lindley M. Franklin	Flushing	Pres., Queens County Savings Bank.
Robert D. Garden	Long Island City	President, Harrolds Motor Car Co. (Pierce Arrow Cars.)
Earl A. Gillespie	Woodhaven	Lumber Merchant.
Eben Griffiths	Jamaica	L. I. Editor, Brooklyn Daily Eagle.
Col. H. A. Guinzburg	New York	Treasurer, I. B. Kleiwert Rubber Co.
John J. Halleran	Flushing	Tax Commissioner, City of New York.
Julius Harder	Bayside	Architect.
Wm. J. Hamilton	Flushing	Pres., First Nat'l Bank of Corona, Real Estate.
Jarvis S. Hicks	Long Island City	Mgr. Jackson Ave. Branch, Corn Exchange Bank.
Robert W. Higbie	Jamaica	President, Robt. W. Higbie Lumber Co.
Stuard Hirschman	New York	Real Estate.
Burt Jay Humphrey	Jamaica	Lawyer, Connty Judge.
Clinton R. James	Brooklyn	President, N. Y. Title Insurance Co.
Henry S. Johnston	Elmhurst	Pres., H. S. Johnston Drug Co.
William A. Jones, Jr.	Richmond Hill	Lawyer.
Henry S. Kearney	New York	Real Estate.
Hon. John J. Kindred	Long Island City	Kindred's Sanitarium, ex-Congressman.
Fred J. Lancaster	Long Island City	President, Courtney Development Co.
Averett L. Langdon	New York	Traffic Mgr. & Gen'l Freight Agt. of the L. I. R. R.
Townsend Lawrence	Flushing	Member N. Y. Stock Exchange.
John Anderson Leach	Long Island City	Lawyer, City Magistrate.
G. Howland Leavitt	Flushing	Supt. of Highways, Borough of Queens.
Milton L'Ecluse	Great Neck	Real Estate.
Clarence A. Ludlum	Jamaica	Vice-Pres., Home Insurance Co.
John R. MacArthur	New York	Vice-Pres., MacArthur Bros. Contracting Co.
James A. Macdonald	Flushing	Pres. Central Park, North & East River Railway.
Edward A. MacDougall	Flushing	Vice-Pres. & Gen'l Mgr. Queensboro Corporation.
Andrew McTigue	Far Rockaway	Real Estate & Insurance.
James Macheth	Jamaica	Director, Queens County Trust Co.

<i>Name</i>	<i>Address</i>	<i>Business</i>
Alick H. Man	Richmond Hill	Lawyer.
Kingsley L. Martin	Flushing	Vice-Pres., Foundation Co. of New York.
Philip K. Meynen	Jamaica	Real Estate & Mortgage Loans.
Charles G. Meyer	Bayside	Secretary, Cord Meyer Development Co.
Harrison S. Moore	Flushing	Lawyer.
Henry J. Mullen	Jamaica	Contractor.
Frances J. Oakes	Flushing	President, Oakes Mfg. Co., (Chemicals).
George H. Oldring	Long Island City	Mgr. Plaza Branch, Corn Exchange Bank.
Alvan T. Payne	Jamaica	Lawyer.
W. Elmer Payntar	Long Island City	Real Estate.
Gaston Plaintiff	New York	Mgr., Ford Automobile Co.
E. C. Potter, Jr.	Long Island City	Vice-Pres., Brooklyn Eastern District Terminal Co.
John H. Prall	Elmhurst	Member of N. Y. Stock Exchange.
Andrew J. Provost	Richmond Hill	Engineer, firm of Lederle & Provost.
William P. Rae	Jamaica	President, Jamaica Hillcrest Co.
Fred G. Randall	Elmhurst	Sales Manager, Queensboro Corporation.
John W. Rapp	College Point	Pres., U. S. Metal Products Company.
Henry P. Read	Brooklyn	President, National Foundry Co.
Sol Richman	Long Island City	Supt., Nat'l Enameling & Stamping Co.
E. J. Rickert	Great Neck	President, Rickert-Finlay Realty Co.
Walter Roberts	Long Island City	Gen'l Mgr., Wm. Bradley & Son (Stone Yard).
Clinton T. Roe	Whitestone	Lawyer.
Edward Roche	Far Rockaway	Real Estate and Contractor.
George J. Ryan	Flushing	Real Estate and Insurance.
Frederick Russell	Great Neck	Pres., Russell Foundry & Machine Co.
Rudolph J. Schaefer	New York	Pres., N. Y. State Brewers Ass'n.
Frank W. Scutt	Hollis	Real Estate & Mortgage Loans, Jamaica.
Louis G. Shields	Great Neck	Real Estate.
F. DeHass Simonson	Elmhurst	Real Estate.
Charles Simonson	Elmhurst	Real Estate.
C. A. Singer	Long Island City	Pres., Palmer-Singer Mfg. Co. (Automobiles.)
J. Harvey Smedley	Long Island City	Sec'y, L. I. City Savings Bank.
Gustav J. Staats	New York	Contractor & Plumber.
Charles H. Steinway	Long Island City	President, Steinway Piano Co.
Theodore E. Steinway	Long Island City	Pres., Astoria & Steinway Homestead Co.
Henry S. Story	Woodside	Contractor.
Charles G. M. Thomas	Flushing	Vice-Pres., & Gen'l Mgr. N. Y. & Queens Electric Light & Power Co.
Burton Thompson	New York	Real Estate.
Benjamin C. Vandewater	Long Island City	Mgr. Borden Ave. Branch Corn Exchange Bank.
Andrew J. Van Sclen	Jamaica	Coal & Wood Merchant.
Edward M. Ward	Richmond Hill	Mgr. Ward & Co., L. I. City (Ship Yards).
John W. Weed	Flushing	Lawyer.
Richmond Weed	Flushing	Lawyer.
George H. Wicke	Richmond Hill	Vice-Pres., Wm. Wicke Ribbon Co.
J. A. Wigmore	New York	Pres., Tubes Realty & Terminal Co.
C. A. Willey	Flushing	Pres., C. A. Willey Co., (Varnish).
Alex. S. Williams	Long Island City	Pres., Astoria Veneer Mills.
Harry Pushae Williams	Flushing	Lawyer, Treas., First Mortgage Guarantee Co.
William H. Williams	Long Island City	Pres., First Mortg. Guarantee Co.; Treas., Astoria Veneer Mills & Dock Co.
Louis Windmuller	Woodside	Cotton Merchant, Direc. Title Guarantee & Trust Company.
Timothy L. Woodruff	Jamaica	President, Jamaica Estates.
George E. Woods	New York	Engineer, Astoria, Light Heat & Power Co.
William F. Wyckoff	Jamaica	Lawyer.
William T. Yale	Jamaica	Vice-Pres. of Yale Land Co.
Eugene N. L. Young	Long Island City	Lawyer.
Willis H. Young	Jamaica	President, L. I. Bond & Mortgage Co.



DINING ROOM, QUEENS PLAZA COURT LUNCHEON CLUB.



KITCHEN, QUEENS PLAZA LUNCHEON CLUB.

## Manufacturing and Industries

### QUEENS BOROUGH AS A MANUFACTURING CENTER.



THE Borough of Queens has so many advantages that it seems to be pre-ordained to be a manufacturing center, and is without doubt destined to be the greatest industrial center of the continent. Considered as a city by itself, it would rank 17th among the principal cities of the United States, in the value of its manufactured products, according to the last official census taken by the Department of Commerce and Labor of the United States Government. In the State of New York, it ranked 4th, being exceeded only by the Boroughs of Manhattan and Brooklyn and the City of Buffalo.

The value of its manufactured products in 1909 was \$151,680,000 which was an increase of 314 per cent. in 10 years, a greater per cent. increase than any of the large cities of the United States, and was equal to the combined products of the principal manufacturing cities of the State of Connecticut—New Haven, Hartford, and Bridgeport.

The number of establishments increased at the same time from 395 to 771, or 95 per cent.

The average number of wage earners increased from 10,684 to 23,891 in the past 10 years, and the capital invested increased from \$67,420,000 to \$145,307,000.

#### WHY THIS ENORMOUS GROWTH?

**GREATEST MARKET IN THE WORLD.**—Because the Borough of Queens is part of the greatest market of the world—the City of Greater New York—the financial center and the focal point for the transaction of business and the distribution of commodities for the United States. The home consumption of manufactured goods of all kinds is enormous. Everything to eat or to wear, or that can contribute to the pleasure, health or comfort of mankind has a ready sale or quick distribution in New York City and vicinity for within a radius of 30 miles of New York City 71.2 per cent. of the population of the United States lives. New York City handles 57 per cent. of the exports and 37 per cent. of the imports and 90 per cent. of the passenger traffic of the nation.

**LABOR SUPPLY.**—Because the Borough of Queens has an unlimited supply of labor from a population of over 6,000,000 within easy traveling distance, including the cheapest labor of the newly arrived immigrant to the highest skilled labor. The Borough of Queens offers advantages superior to any other section of greater New York for the housing of em-

ployees of factories. For those that prefer to live within walking distance of their work small houses and apartments can be had in quiet locations at reasonable cost or rent. Electricity, gas and water are everywhere provided. Sewers are installed, the best schools, churches of all denominations, beaches, parks, and theatres and all requisites for pleasure are here.

**TRANSPORTATION FACILITIES.**—The Borough of Queens has better facilities for the delivery of supplies and materials than any other Borough of New York City can hope to have; it has over 70 miles of railroads, some two, some four and six tracks, within its borders that can be extended in any direction; it has 200 miles of natural water frontage and over 20 miles of docks and piers with deep water of the Atlantic Ocean, Jamaica Bay, East River, Newtown Creek, and Flushing Bay and River; its freight rate to or from points 100 miles outside of New York City is the same as that of all the other Boroughs of the City so that the manufacturer can ship as cheaply as from the Borough of Manhattan itself. The construction of the Connecting Railroad by the New York, New Haven and Hartford Railroad and the Pennsylvania Railroad will give an all-rail connection with every part of the country. Its various freight terminals located on the East River and other sections of the Borough give unsurpassed shipping facilities.

**FACTORIES SEEKING NEW LOCATIONS.**—New factories are locating in the Borough of Queens every day.

(1st) From other cities desiring to be near the greatest market as well as the greatest center of supply of raw materials.

(2nd) The existing factories in New York City that require larger or cheaper manufacturing sites.

(3rd) The growth and enlargement of its own industrial plants due to the excellent manufacturing conditions within the Borough.

**FACTORY SITES.**—The manufacturer who has a good location and is surrounded by favorable conditions, has an advantage over his competitors. The Borough of Queens offers a wide range of choice in location suitable for manufacturing purposes. Numerous waterfront sites are to be had along the East River and Newtown Creek with a depth sufficient to accommodate vessels of large draught at prices much lower than any other waterfront property in the city. Along the Pennsylvania-Long Island Railroad, there are thousands of acres of land in all sections of the Borough where sidings may be had, bringing cars to the factory door, saving all expense for carting and giving flat rates. Other locations within short hauling distance of both railroad and piers are to be had at attractive prices, varying according to location, but always far below in price the same class of property anywhere else in New York City.

While every encouragement and assistance possible will be given by the Chamber of Commerce of the Borough of Queens to the new industries desiring to locate in this Borough, *absolutely no inducements in the form of free sites, free taxes, or cash bonuses can be offered.*

## RANK OF MANUFACTURING CITIES OF UNITED STATES—1909.

City	Rank	Value of Manufactured Products, 1909	Per Cent. Increase 1899-1909	No. of establishments	Avg. No. of Wage Earners	Capital Invested
New York, N. Y.....	1	\$2,092,693,000*	73.0	25,938	544,002	\$1,364,353,000
Chicago, Ill. ....	2	1,281,171,000	61.0	9,656	293,977	971,841,000
Philadelphia, Pa. ....	3	746,076,000	43.5	8,379	251,884	691,397,000
Brooklyn, N. Y. ....	4	417,223,000	33.0	5,218	123,883	362,337,000
St. Louis, Mo.....	5	328,495,000	69.5	2,667	87,371	269,392,000
Cleveland, O.....	6	271,961,000	95.0	2,148	84,728	227,397,000
Detroit, Mich. ....	7	252,992,000	195.0	2,036	81,011	190,125,000
Pittsburg, Pa. ....	8	243,454,000	11.5	1,659	67,474	283,139,000
Boston, Mass. ....	9	237,457,000	107.0	3,155	69,637	175,182,000
Buffalo, N. Y. ....	10	218,804,000	107.0	1,753	51,412	193,041,000
Milwaukee, Wis. ....	11	208,324,000	83.0	1,764	59,502	219,391,000
Newark, N. J. ....	12	202,511,000	78.5	1,858	59,955	154,233,000
Cincinnati, Ohio ....	13	194,516,000	37.3	2,184	60,192	150,254,000
Baltimore, Md. ....	14	186,978,000	38.4	2,502	71,444	162,437,000
Minneapolis, Minn. ....	15	165,405,000	75.0	1,102	26,962	90,382,000
Kansas City, Kans. ....	16	164,081,000	105.0	165	12,294	42,817,000
QUEENS BOROUGH... 17		151,680,000	314.0	771	23,891	145,307,000
San Francisco, Cal. ....	18	133,041,000	24.3	1,796	28,244	133,824,000
Jersey City, N. J.....	19	128,775,000	76.5	745	25,454	79,794,000
Indianapolis, Ind. ....	20	126,522,000	113.5	855	31,815	76,497,000
Providence, R. I. ....	21	120,241,000	66.0	1,080	46,381	118,512,000
Rochester, N. Y. ....	22	112,676,000	89.0	1,203	39,108	95,708,000
Louisville, Ky. ....	23	101,284,000	68.4	903	27,023	79,437,000
South Omaha, Neb. ....	24	92,436,000	33.0	71	6,306	19,877,000
Youngstown, Ohio ....	25	81,271,000	139.0	115	10,498	87,160,000

\* Includes all five Boroughs.

## RANK OF CITIES IN NEW YORK STATE IN 1909.

AS TO

## TOTAL VALUE OF MANUFACTURED PRODUCTS

## FROM UNITED STATES CENSUS

Rank	City	Value of Products			% Increase	
		1909	1904	1899	1904 1909	1899 1909
1	Manhattan and the Bronx....	\$1,431,089,000	\$1,043,251,000	\$810,807,000	37	76
2	Brooklyn .....	417,223,000	373,463,000	313,617,000	12	33
3	Buffalo .....	218,804,000	147,378,000	105,627,000	48	107
4	QUEENS BOROUGH .....	151,680,000	92,941,000	35,427,000	63	314
5	Rochester .....	112,676,000	82,747,000	59,669,000	39	89
6	Yonkers .....	59,334,000	33,548,000	17,304,000	17	243
7	Syracuse .....	49,444,000	34,000,000	26,546,000	43	86
8	Bronx Borough .....	42,000,000	.....	.....	..	..
9	Schenectady .....	38,165,000	33,084,451	17,605,000	15	117
10	Troy .....	37,980,000	31,861,000	28,739,000	19	32
11	Utica .....	31,199,000	22,880,000	16,479,000	36	89
12	Richmond Borough .....	29,701,000	16,867,000	13,017,000	76	128
13	Niagara Falls .....	28,652,000	16,915,786	8,540,000	69	235
14	Albany .....	22,826,000	20,208,715	17,269,000	13	32
15	Amsterdam .....	22,449,000	15,007,000	10,643,000	49	111

## MANUFACTURES—BOROUGH OF QUEENS.

(Compiled by Dept. of Commerce and Labor, United States Government)

## COMPARATIVE SUMMARY FOR 1909, 1904 AND 1899

## All Industries Combined and Selected Industries

Industry	Census	Num-ber of estab-lish-ments	Persons Engaged in Industry—			Total mem-bers	Pro- pri- etors and firm mem-bers	Salaried employ-ees	Wage earners (average num-ber)	Primary horse-power	Capital	Salaries	Wages.	Cost of materials	Value of products	Value added by manu- facture
			Pro- pri- etors and firm mem-bers	Salaried employ-ees	Wage earners (average num-ber)											
QUEENS BOROUGH—All in- dustries.	1909	771	27,495	745	2,859	23,891	47,721	\$145,307	\$4,407	\$14,169	\$113,200	\$151,680	\$38,480			
	1904	513	16,669	507	1,257	14,905	.....	92,977	1,836	8,440	70,403	92,941	22,538			
	1899	395	.....	.....	912	10,684	.....	67,420	1,264	5,534	23,354	35,428	12,074			
Bread and other bakery pro- ducts.	1909	158	887	167	52	668	202	1,292	31	423	1,642	2,552	910			
	1904	103	479	108	18	353	.....	384	8	209	812	1,281	469			
	1899	105	.....	.....	20	290	.....	384	7	174	477	897	420			
Clothing, men's, including shirts.	1909	9	113	9	.....	104	36	44	.....	49	5	73	68			
	1904	9	62	9	.....	53	.....	4	.....	21	3	35	32			
	1899	9	.....	.....	.....	64	.....	14	.....	19	2	31	29			
Foundry and machine-shop products.	1909	41	2,485	27	361	2,097	2,482	5,474	487	1,503	2,100	5,619	3,519			
	1904	17	910	21	131	758	.....	1,601	159	426	329	1,328	999			
	1899	13	.....	.....	25	332	.....	728	44	179	194	525	331			
Glass	1909	3	368	.....	24	344	230	726	48	212	124	503	379			
	1904	3	179	.....	19	160	.....	266	28	127	93	356	263			
	1899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Hosiery and knit goods	1909	7	453	4	28	421	85	607	40	141	408	710	302			
	1904	7	101	10	.....	91	.....	66	.....	32	65	123	58			
	1899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Liquors, malt	1909	6	253	4	45	204	1,012	2,958	118	189	427	2,575	2,148			
	1904	8	389	1	83	305	.....	3,927	166	260	614	3,004	2,390			
	1899	7	.....	.....	51	204	.....	1,762	99	167	330	1,651	1,321			



Lumber and timber products...	1909	19	1,133	13	75	1,045	2,294	2,825	125	621	2,063	3,133	1,070
	1904	11	242	15	25	202	.....	348	29	119	329	563	234
	1899	13	.....	.....	14	215	.....	527	15	123	473	706	233
Musical instruments, pianos and organs and materials.	1909	4	929	5	30	894	852	2,443	41	674	421	1,346	925
	1904	4	860	4	43	813	.....	2,639	48	617	776	1,590	814
	1899	3	.....	.....	17	496	.....	1,435	33	335	203	771	568
Paint and varnish .....	1909	18	683	4	269	410	1,377	3,639	438	275	2,501	4,226	1,725
	1904	12	463	10	113	340	.....	1,927	163	187	1,444	2,432	988
	1899	11	.....	.....	120	291	.....	2,402	234	170	1,384	2,368	984
Patent medicines and compounds and druggists' preparations.	1909	10	386	2	151	233	231	787	187	121	784	1,608	824
	1904	8	53	1	13	39	.....	105	28	15	91	193	102
	1899	3	.....	.....	6	25	.....	29	10	12	61	174	113
Printing and publishing .....	1909	38	436	30	61	345	249	879	76	208	240	725	485
	1904	29	207	26	35	146	.....	219	36	78	91	280	189
	1899	18	.....	.....	23	106	.....	220	19	61	30	190	160
Shipbuilding, including boat building.	1909	13	309	14	33	262	411	418	36	184	152	406	234
	1904	10	256	10	18	228	.....	152	17	148	145	378	233
	1899	3	.....	.....	1	54	.....	47	1	31	20	69	49
Silk and silk goods, including throwsters.	1909	8	1,944	3	104	1,837	477	3,316	165	870	2,249	4,206	1,957
	1904	8	1,493	5	67	1,421	.....	2,553	72	605	1,987	3,342	1,355
	1899	6	.....	.....	30	823	.....	1,719	54	344	897	1,633	736
Tobacco manufactures .....	1909	127	657	170	25	462	37	870	29	211	338	998	660
	1904	81	246	86	5	155	.....	234	5	65	110	306	196
<sup>4</sup> 1899 .....													
All other industries .....	1909	310	16,459	293	1,601	14,565	37,746	119,029	2,586	8,488	99,746	123,000	23,254
	1904	203	10,729	201	687	9,841	.....	78,552	1,077	5,531	63,514	77,730	14,216
	1899	204	.....	.....	605	7,784	.....	58,153	748	3,919	19,283	26,413	7,130

<sup>1</sup> Excluding statistics for one establishment, to avoid disclosure of individual operations.

<sup>2</sup> Excluding statistics for two establishments, to avoid disclosure of individual operations.

<sup>3</sup> Figures can not be shown without disclosing individual operations.

<sup>4</sup> Figures not comparable.

## Factories

"Made in Queens."

### THE GOODS AND THEIR MANUFACTURERS.

- Acousticons, Massacons and Dictographs.*  
 General Acoustic Co., Jamaica, L. I.
- Aeroplanes.*  
 Moisant Aeroplane Co., Winfield, L. I.
- Agate and Enamelware.*  
 Nat'l Enameling & Stamping Co., L. I. City.  
 Lalance & Grosjean Mfg. Co., Woodhaven, L. I.
- Architectural Iron.*  
 Richey, Brown & Donald, Bushwick Junction.  
 Brooklyn Foundry Co., L. I. City.
- Asbestos Pipe Covering.*  
 N. Y. Asbestos Mfg. Co., L. I. City.
- Automobile Accessories.*  
 Metal Stamping Co., L. I. City.  
 Prest-O-Lite Co., L. I. City.  
 Goodyear Tire Co., L. I. City.
- Automobiles.*  
 General Vehicle Co., L. I. City (Electric).  
 Palmer-Singer Mfg. Co., L. I. City.  
 Brewster & Co., L. I. City—(De-launey-Bellville).
- Automobiles (Service Plants).*  
 Ford Auto Co., L. I. City.  
 Edwards Motor Co., L. I. City.  
 American Locomotive Co., L. I. City.
- Packard Motor Car, L. I. City.  
 Simplex Auto. Co., L. I. City.  
 Harold Motor Car Co., L. I. City (Pierce-Arrow).  
 Lozier Motor Car Co., L. I. City.  
 Benz Motor Car Co., L. I. City.
- Automobile Bodies.*  
 Brewster & Co., L. I. City.
- Bags and Bagging.*  
 Young & Metzner, L. I. City.  
 Columbia Paper Bag Co., L. I. City.
- Beds.*  
 L. I. Bedding Co., L. I. City.
- Billiard and Pool Tables.*  
 Brunswick, Balke Collender Co., L. I. City.
- Blue Vitrol and Refiners of Copper.*  
 Nichols Copper Co., L. I. City.
- Boats.*  
 D. Costaghola & Co., L. I. City.  
 Geo. J. Stelz, College Point.  
 Powells Cove Boat Co., College Point.  
 L. I. Machine, Marine and Construction Co., L. I. City.
- Boiler Tanks.*  
 Chris. Cunningham, L. I. City.
- Bottles and Stoppers.*  
 Bottlers and Mfgs. Supply Co., L. I. City.
- Braids.*  
 Barthels Mfg. Co., Glendale, L. I.

*Bread, Rolls and Fancy Cooking.*

Loose-Wiles Biscuit Co., L. I. City.  
 Manhattan Steam Bakery, L. I. City.  
 Benjamin Moore, Astoria, L. I.  
 Shultz Bread Co., Jamaica, L. I.

*Brewers (Beer).*

Karsch Brewing Company, College Point, L. I.  
 Consumers Brewing Co., Woodside, L. I.

*Bronzeware, Ornaments, etc.*

Tiffany Studios, Corona, L. I.

*Button (Machinery).*

Defiance Button Machine Co., L. I. City.

*Buttons (Pearl).*

F. A. Albrecht, Winfield, L. I.  
 Empire City Pearl Button Works, L. I. City.

*Candy and Chewing Gum.*

Bon Bon Co., L. I. City.  
 Franklin's Inc., L. I. City.

*Carriages.*

John Halley, L. I. City.  
 Brewster & Co., L. I. City.

*Car Signs.*

Hunter Illuminating Car Sign Co., Flushing, L. I.

*Caps.*

Spear & Co., Woodhaven, L. I.

*Castings.*

Pirkl Foundry Co., L. I. City.

*Celluloid Novelties.*

Morrison & Sons, College Point, L. I.

*Cement Blocks and Paragon Plaster.*

Jamaica Paragon Plaster Co., Jamaica, L. I.  
 Rockaway Concrete & Lumber Co., Far Rockaway, L. I.

*Chemical Products.*

General Chemical Co., Laurel Hill, L. I.

*Chicory.*

Heinr. Franck Sohne Co., Flushing, L. I.



STEINWAY & SONS PIANO FACTORY, DITMAS AVENUE, LONG ISLAND CITY.

*Chocolate Machinery.*

Samuel Carey, Glendale, L. I.

*Cigars and Tobacco.*

H. Worms & Co., Winfield, L. I.

Prospero DeNobili & Co., L. I. City.

Metropolitan Tobacco Co., Jamaica.

*Concrete Products.*

Concrete Products Co., Flushing, L. I.

*Cooperage.*

John Delaney, L. I. City.

S. Briggs, L. I. City.

*Coopers.*

National Cooperage Co.,  
Bushwick Junction.

*Copper Refining.*

Nichols Copper Co., L. I. City.

*Creosoting.*

Eppinger & Russell, L. I. City.

*Dictograph.*

General Acoustic Co., Jamaica, L. I.

*Dirt Cleanser, Scrub-ez-Soap Powder.*

Domestic Mfg. Co., L. I. City.

*Disinfectants.*

West Disinfecting Co., L. I. City.

Perfection Chemical Co., Flushing L. I.

*Doors, Sash and Lumber.*

Kreamer Brothers, College Point.

*Drop Hammers, Etc.*

Merrill Brothers, Bushwick Junction.

*Druggists Supplies.*

American Druggists Syndicate, L. I. City.

Cassebeer Pharmacy, L. I. City.

*Dyes.*

Oakes Manufacturing Co., L. I. City.

*Electric Welding.*

Randall Electric Welding Co., L. I. City.

Universal Elec. Welding Steel Co. L. I. City.

Welded Steel and Wheel Co., L. I. City.

*Fertilizer.*

Armour Fertilizer Works, L. I. City.

American Agricultural Chemical Co., L. I. City.

*Fire Extinguishers.*

Auto Fire Protection Co., White-stone, L. I.

*Fireproof Doors, Etc.*

Manhattan Fireproof Door Co., Winfield, L. I.

U. S. Metal Products Co., College Point, L. I.

*Flower Pots, Pottery, Etc.*

A. H. Hews & Co., Long Island City.

*Furniture.*

Aeme Furniture Co., Woodside, L. I.

Prairie Grass Furniture Co., Glendale, L. I.

*Glass.*

Tiffany Furnaces, Corona, L. I.

Gleason-Tiebout Glass Co., Bushwick Junction.

*Glass Blasting.*

American Blast Co., Glendale, L. I.

*Glue.*

Preston Fertilizer Works, L. I. City.

*Handkerchiefs.*

L. N. Levinson, Ozone Park.

*Hats.*

Bornn Hat Co., Glendale, L. I.

*Ice Cream Cans—Tanks.*

Keiner-Williams Stamping Co.,  
Richmond Hill.

*Iron Channels.*

Irving Iron Works, L. I. City.

*Iron Buckets.*

G. L. Stuebner, L. I. City.

*Iron Castings.*

Richmond Hill Foundry Co., Rich-  
mond Hill.

*Iron Sponge.*

Greenpoint Chemical Works, L. I.  
City.

*Iron, Steel, Beams, Girders.*

National Bridge Works, L. I. City.  
Ravitch Brothers, L. I. City.

*Iron Tanks.*

Collins Iron Works, L. I. City.

*Jewelry Boxes.*

Oscar Trilsch Co., Whitestone,  
L. I.

*Knit Goods.*

Ardsley Knitting Mills, L. I. City.

*Leather Goods.*

I. Ravitch, Ozone Park.  
A. L. Reed Co., Richmond Hill,  
L. I.

*Life Boats.*

Welin Davit & Lane & DeGroot  
Co., L. I. City.

*Lime Plaster and Plaster Board.*

Wotherspoon Plaster Mills, L. I.  
City.

*Lubricating Oil.*

Wm. P. Miller Co., Long Island  
City.

*Lumber.*

C. W. Copp, Flushing, L. I.  
Roscoe Lumber Co., L. I. City.  
E. A. Gillespie, Woodhaven, L. I.  
Carpenter & Co., Jamaica.  
W. C. Haugaard, Richmond Hill.  
Jump House Wrecking Co., L. I.  
City.  
Charles Crabbe, Far Rockaway.  
Wm. Schonecke, Hammels, L. I.

*Machinery.*

Astoria Machine Works, L. I.  
City.  
Russell Foundry and Machine  
Works, L. I. City.  
Reilly Engineering Co., College  
Point.

*Macaroni and Spaghetti.*

Atlantic Macaroni Co., L. I. City.  
Rudolph Rey, Bushwick Junction.

*Malt Extracts.*

Emken Chemical Co., L. I. City.

*Malt Roasting.*

N. Y. Malt Roasting Co., L. I.  
City.

*Marble and Cut Stone.*

Astoria Marble Sawing Mills, L.  
I. City.  
Wm. Bradley & Son, L. I. City.

*Marble Works.*

Voska, Foelsch & Sidlo, L. I. City.  
McWhirter Co., L. I. City.  
Pisani Bros., L. I. City.  
James Gillies & Sons, L. I. City.  
Richard A. Homeyer, Middle  
Village, L. I.

*Matches.*

John T. Huner, Bushwick  
Junction.

*Metalic Boats.*

Chris Weiland, Laurel Hill, L. I.

*Moving Pictures.*

Kineamacolor Co., Whitestone,  
L. I.

Gaumont Co., Flushing, L. I.

*Music Cabinets.*

Tindale Cabinet Co., Flushing,  
L. I.

*Non-Skid Device for Autos.*

Philip C. Travers Mfg. Co., Far  
Rockaway, L. I.

*Oil.*

Standard Oil Co., L. I. City.

*Oil Cloth.*

Alden Sampson Sons, Bushwick  
Junction, L. I.

*Ornamental Iron Works.*

George A. Just Co., L. I. City.

*Paint.*

Chilton Paint Co., College Point,  
L. I.

*Paper Boxes.*

Lackner Bros., Whitestone, L. I.  
F. C. Meyers, Bushwick Junction.

*Pianos.*

Sohmer & Co., L. I. City.  
Steinway Piano Co., L. I. City.

*Plasters.*

Asceptic Products Co., L. I. City.

*Plumbers Supplies, Iron Pipe.*

Nason Mfg. Co., L. I. City.  
Ronalds & Johnson, L. I. City.

*Pocketbooks.*

Woodhaven Leather Co., Ozone  
Park.

*Presses.*

V. & O. Press Co., Glendale, L. I.

*Printing.*

Star Publishing Co., L. I. City.

*Printing Ink.*

Wilson Printing Ink Co., L. I.  
City.

*Printing Machines.*

John Thomson Press Co., L. I.  
City.

Auto Press Co., College Point.

*Range Boilers and Barrels.*

Brooklyn Range Boiler Works, L.  
I. City.

*Ribbons.*

Bayview Ribbon Co., Glendale,  
L. I.

Star Ribbon Mfg. Co., L. I. City.

Wm. Wicke Ribbon Co., Glendale,  
L. I.

Mynepho Ribbon Mills, College  
Point.

*Roman Stone.*

Metropolitan Roman Stone Co.,  
Richmond Hill, L. I.

*Rope.*

Wm. B. Cating, Winfield, L. I.

*Rubber Balls.*

Rosenthal Rubber Co., L. I. City.

*Rubber Brushes and Sundries.*

R. W. Rhoades & Co., L. I. City.

*Rubber Goods.*

American Hard Rubber Co.,  
College Point.

I. B. Kleinert Rubber Co., College  
Point.

Traun Rubber Co., College Point.

*Rubber Stopples.*

Rubber Stopple Co., L. I. City.

*Rugs, Etc.*

Keshan Renovating Co., L. I. City.

Crex Rug Co., Jamaica.

*Sales Tickets.*

American Sales Book Co., Glendale, L. I.

*Sanitary Water Stills.*

Sanitary Water Still Co., Jamaica, L. I.

*Sheet Metal.*

Keiner, Williams Stamping Co., Richmond Hill.

*Silk.*

Astoria Silk Mills, L. I. City.

Julius Brandes Mfg. Co., College Point.

Champion Silk Co., L. I. City.

*Silk Dyeing.*

A. Gerlach & Co., College Point.

Herring & Matter, College Point.

R. A. Webber Silk Dyeing Co., College Point.

*Skylights.*

Arthur E. Rendle, Elmhurst, L. I.

*Smokers' Articles.*

Wm. DeMuth & Co., Ozone Park.

*Soap.*

L. I. Soap Works, Laurel Hill, L. I.

*Sugar.*

National Sugar Refining Co., L. I. City.

*Switchboards.*

Metropolitan Switchboard Co., L. I. City.

*Tallow.*

F. Heffner, Laurel Hill, L. I. City.

Peter Van Iderstine Sons, L. I. City.

Van Iderstine Co., L. I. City.

*Tiffany Glass.*

Tiffany Studios, Corona, L. I.

*Toilet Preparations.*

Woodbury Co., Corona, L. I.

*Toilet Seats.*

Eclipse Seat Co., Far Rockaway, L. I.

*Toys.*

American Soldier Co., Glendale, L. I.

F. E. Fuchs, St. Albans.

Geo. Crampp, Ozone Park.

*Trimmings.*

Walter J. Vogt, Glendale, L. I.

*Turbine Engines.*

Hockenberg Turbine Co., Glendale, L. I.

*Underwear, Suits, Sweaters.*

D. Nusbaum & Co., Ozone Park.

*Varnish and Paints.*

C. A. Willey, L. I. City.

Toch Bros., L. I. City.

Edw. Smith & Co., L. I. City.

Chase, Roberts & Co., L. I. City.

Emil Calman & Co., L. I. City.

A. C. Horn Co., L. I. City.

Mayer & Lowenstein, L. I. City.

National Varnish Co., L. I. City.

Pratt & Lambert, L. I. City.

Lion Varnish Co., Glendale, L. I.

*Veneering.*

Astoria Veneer Mills, L. I. City.

Geo. D. Emery, L. I. City.

*Wagons.*

Thos. Callister, Queens, L. I.

*Water Meters.*

Neptune Meter Co., L. I. City.

*Well Driving and General Machinery*

Sweeney & Gray Co., L. I. City.

*Whiskey.*

Columbia Distilling Co., L. I. City.

*White Lead.*

Matheson Lead Co., L. I. City.

*White Lead Products.*

Marks Lissberger Sons, Inc., L. I. City.

## Residential Advantages



THE natural advantages of the Borough of Queens and its actual proximity to the centre of activities in Manhattan, have produced such a demand for residential plots that in from three to five years a complete transformation of the portion of the borough which lies within ten miles of the East River, can be confidently predicted. Bridges, tunnels and rapid transit lines have eliminated the East River as a natural barrier. Taking the property within a ten-mile radius of the centre of Manhattan, more of the 129 square miles of the Borough of Queens would be included than of any other borough of New York City. Measuring, however, from the Hudson River to the sea, the geographical centre of the City of New York lies in the heart of Queens. All the attractions of the country, combined with all the conveniences of the city, are here available to people of all classes. Thus the territory adjoining the East River where factories and other industries are rapidly being located, will prove a convenient dormitory for the mechanics and operatives who constitute a large proportion of the more thrifty inhabitants of the densely populated East Side.

Beginning at Woodside and extending southward and eastward to Richmond Hill, Kew Gardens, Elmhurst, Forest Hills, Jamaica and Flushing, is the belt of high-class residential sections lying upon the higher elevations of Long Island.

Still southward of the belt referred to is the southern slope of the hills and the level lands stretching southward to Jamaica Bay now rendered almost equally accessible with the sections above referred to by the elevated railroads and rapid transit lines running out from Brooklyn, and meeting lines from New York at Richmond Hill and Jamaica. Still further south are the resorts along the south beaches of Long Island until recently considered too distant in point of time for all the year round residences.

The admirably silent, swift and smokeless trains of the electrified Long Island Railroad are rapidly being supplemented by rapid transit lines. When it is realized that a resident at any point between Pennsylvania Station and Jamaica or Flushing may reach the theatrical and shopping centres of New York in less time than it would take the millionaires of Central Park East to reach the same centres, the transformation which is taking place will not be regarded as remarkable.

On the other hand, the climate of Long Island, like that of Atlantic City, is tempered by its proximity to the sea. Its southern slopes and the summits of the hills are cooled by the prevailing sea breezes of the summer, and art and architecture are combining with nature and transportation to render all portions of Queens the most attractive residential sections of the City of Greater New York.





TYPE OF HOMES IN QUEENS BOROUGH.

## Real Estate Development



LL sections of the borough are now undergoing rapid transformation in accordance with natural geographical conditions and artificial means of access and avenues of traffic. A vast influx of population from Manhattan and Brooklyn is taking place and is supplemented from all over the country by those who are brought to the borough by the establishment of new commercial and manufacturing interests. The zones of development may be conveniently treated under five divisions.

### I. THE RIVER FRONT—INDUSTRIAL ZONE.

In the first of these should be grouped the developments of industrial and mercantile character along the East River and Newtown and Flushing Creeks, including Long Island City, Astoria, etc. These sections are of a distinctly urban character, and as they are quite as favorably situated from the point of view of commerce as the similar frontage of the Borough of Manhattan upon the East River and have better railroad facilities, it may be safely predicted that they will constitute the future industrial center of the city. The Connecting Railroad, the Pennsylvania tubes, the Queensboro Bridge and the Belmont tunnel bring this river front section much nearer the distributing agencies of the heart of Manhattan than the shores of lower Brooklyn, the Bush Terminal, the Staten Island water front, or that of Jersey City. The Degnon Realty & Terminal Co. and the Tubes Realty & Terminal Co. have large industrial developments here. In this belt also bounded west and north by the East River are the residential developments of the Astoria Homestead Company, the Steinway Homestead Company and East River Heights, providing moderate priced homes for those engaged in the manifold business enterprises of this section.

### II. THE NORTHERN SLOPE.

The second zone of activities may be defined as running from Long Island City southward to the central plateau of the island and extending from the head waters of Newtown Creek eastward to include Newtown, Elmhurst, Corona, and the entire area east of Flushing Creek, comprehending Flushing, College Point, Whitestone, Bayside, etc.

*At Newtown or Elmhurst* are the Barclay-Dugro tract of the Queensboro Corporation and the extensive holdings of the Cord Meyer Development Co. furnishing on easy terms houses of modern type and attractive appearance for persons of limited income, and ranging in cost from four or five thousand dollars upward.

At *Corona*, between Elmhurst and Flushing are hundreds of houses of two family type, apartment houses, tenements and small cottages suitable for thrifty industrial workers. Well built houses command from \$3,500 to \$5,000 and rentals are reasonable.

*Flushing*, one of the earliest villages in the New Netherlands, has streets that are well paved and lined with shade trees of full growth. Many beautiful residences, some of which are of great historical interest front upon the older streets and this section is an important social and commercial centre. Ingleside, Broadway, Auburndale, Murray Hill, and Kissena Park are sections in and adjoining Flushing, where lots may be purchased at prices ranging from \$400 to \$2,500.

*College Point and Whitestone*, adjoin Flushing on the north and extend to the Sound. Sound Crest on Flushing Bay is well wooded. Houses sell for from \$4,500 to \$10,000. Malba, owned by the Realty Trust, is restricted to private residences; and Beechhurst, a high rolling plateau of 135 acres, belong to the Shore Acres Realty Company, with plots selling from \$800 up and dwellings from \$4,000 to \$10,000.

Between Flushing and Bayside are Murray Hill Park, Bowne Park and Flushing Terrace, owned by the McKnight Realty Company; and Broadway, owned by the Rickert-Finley Realty Company, which includes about 4,000 lots selling at from \$600 to \$1,200., while houses range from \$7,000 to \$10,000.

Douglaston at the eastern city limits on Little Neck Bay includes Douglas Manor, a high class development, upon a peninsula jutting into the bay, carefully restricted and improved with high class residences. Here also is Douglaston Park, comprehending 65 acres on the crest of a high hill.

### III. THE CENTRAL PLATEAU:

The Third division or zone of development comprehends several developments of the highest class upon the central plateau of the island, including the summits of the hills.

On the main line of the Long Island Railroad, nine miles from the Pennsylvania Station is *Forest Hills*, the property of the Cord Meyer Development Company, reached in fourteen or fifteen minutes' ride and handsomely improved. Lots range in price from \$800 to \$1,500 and attractive cottages may be bought at from \$5,000 to \$10,000. The Sage Foundation Homes Co., organized to carry out the purposes of the ten million dollar endowment created by Mrs. Russell Sage, to create a "Garden City" which, by the use of ample capital and by conducting its operations on a large co-operative scale will exemplify the possibility of creating homes in



FULTON STREET, JAMAICA.

artistic surroundings at minimum cost, has a development of 175 acres at this point. Lots are sold at prices ranging from \$800 up, while houses command prices ranging upwards from \$6,000.

*Kew Gardens* and *Richmond Hill* should be considered together. This property has been artistically laid out, and from its hills one commands a view of Jamaica Bay and the ocean on the south, and Flushing Bay, the Sound and the City on the north. The property is accessible by trolleys from Brooklyn and by the Atlantic Avenue Division and Main Line of the Long Island Railroad. The entire tract of 400 acres is restricted and the lots command prices ranging from \$1,500 to \$2,500 a lot for residential purposes.

*Jamaica*, settled in 1656, by reason of the concentration there of all the Long Island lines of traffic, has become an important commercial center and distributing point of the borough. The new developments at Jamaica are in general along Hillside Avenue, while a number of small developments spread southward of the village.

*Jamaica Hillcrest* comprehends about 250 acres extending from Hillside Avenue over the high ridge of land between Jamaica and Flushing, is fully improved, and a high class development.

*Jamaica Estates* has been laid out with broad curving avenues emphasizing the great beauty of the location. A number of handsome houses have been built and land is sold in general in plots of 7,500 or more square feet.

At *Hollis*, two miles east of Jamaica, there are a number of parklike developments, including Hollis Park Gardens, Holliswood and Hollis Terrace. Adjoining these on the east are the developments known as Queens Manor, Queens Court and Bellaire. In these sections, the prices range from \$600 upwards.

#### IV. THE SOUTHERN SLOPE AND PLAIN.

The fourth zone or belt comprehends the plains south of Jamaica Avenue, or Fulton Street, and running to and along Jamaica Bay. Woodhaven, Morris Park, Richmond Hill and South Jamaica are being rapidly built up with moderate priced cottages. The entire section west of Jamaica has been gridironed with rectangular street plotting now incorporated in the city maps, and these sections are practically extensions eastward of the former City of Brooklyn. The developments progress along the lines of traffic passing through and emanating from Brooklyn, the principal feature being the Atlantic Avenue Division of the Long Island Railroad. *Springfield* is more rural in character and is located southeast of Jamaica near the headwaters of Jamaica Bay. Here is the development known as Springfield Gardens.

#### V. THE BEACHES.

The Fifth belt comprehends the Rockaway Peninsula, extending from the village of Far Rockaway, which is at the eastern limit of the city, westward along a sandy point six or seven miles in length, which separates Jamaica Bay from the Atlantic Ocean. On this peninsula are many seaside developments, including Edgemere, Arverne, Rockaway Park, Belle Harbor and Neponsit, all of which have been attractively laid out and have all the conveniences of the city in the way of street improvements and public service. Lots vary in cost from \$600 to \$2,000.

With such a variety of choice, it would be strange, indeed, if any one failed to find an appropriate and convenient spot in which to locate a home in Queens according to their desires.

## Long Island Railroad



THE Long Island Railroad Company—one of the first steam railroads of the United States—was incorporated in April, 1834, to build a line from the village of Greenport to the waters edge in the village of Brooklyn, to connect with steamboats to make a through line from New York to Boston. The first line built was from Brooklyn to Jamaica in 1834; Long Island City to Jamaica in 1860; Long Island City and New York and Flushing Junction, 1854; Whitestone and Whitestone Junction 1868; Rockaway Junction and Far Rockaway 1873; Great Neck and Port Washington 1898.

In 1912 it operated 399 miles of tracks of which 69 miles is in the Borough of Queens—some two tracks, others four and six tracks. There are 46.8 miles of track in the Borough of Queens now electrified and 22.2 not electrified, part of which will be electrified by the Spring of 1913.

In 1901 the Pennsylvania Railroad acquired control of the Long Island Railroad and since 1905 the entire system has been practically renewed and rebuilt with an expenditure of over \$35,000,000 for additional tracks, rolling stock, stations and safety appliances. The work now under way will require at least \$10,000,000 more. All of this work has been done in conjunction with the vast improvements of the Pennsylvania system in and around New York City estimated to have cost \$160,000,000.

### TUNNELS.

The construction of the four steel tunnels from the Pennsylvania Station under the Island of Manhattan and the East River, connecting not only the Borough of Queens but all of Long Island to the heart of New York, was one of the greatest railroad projects ever undertaken. Great engineering difficulties were encountered on account of the great number of tubes and the tremendous rapidly moving express and local trains they were built to stand. The length of each tunnel from Pennsylvania Station to the First Avenue shaft is 5,199 feet; First Avenue shaft to Long Island City shaft, 3,955 feet; Long Island City shaft to portal 3,950 feet.

### SUNNYSIDE YARDS.

The Sunnyside Yards is a part of the great terminal system of the Pennsylvania Railroad and the Long Island Railroad and is said to be the largest and most scientifically arranged passenger car yard in the world. It has an area of 190 acres used for the purpose of car storage and for overhauling and cleaning day coaches and Pullman cars; also for making up

trains preparatory to their trip to the Pennsylvania Station in Manhattan, from which they run to all parts of the trunk system of the Pennsylvania Railroad. The yard is 5,500 feet in length and 1,550 feet in width. There are at present 73 miles of tracks in the yard arranged in a system of loops that will have a capacity for the storage of 2,000 cars extensively. In the construction of the yard over 2,300,000 cubic yards of dirt were moved. The yard is traversed by eight stately steel bridges and viaducts some of which cost over \$500,000 providing for carrying the highways of Queens across the net work of tracks. Within this yard is the power house that supplies the power for the entire electrical operation of the Long Island Railroad and contains 32 boilers set in batteries of two boilers each with a capacity of 37,500 Horse Power, or 50,000 Kilowatts of electrical power. The building has a capacity of double the present amount of machinery or 100,000 Kilowatts.

#### ELECTRIFICATION.

Electrical work on the lines of the Long Island Railroad commenced in 1904 and electric service was started from Brooklyn to Rockaway Park across the Jamaica Bay trestle July 28, 1905; from Brooklyn to Jamaica August 30, 1905; to Belmont Park, October 2, 1905; Springfield Junction, October 16, 1905; and Valley Stream via Hammels and Far Rockaway, December 11, 1905. On May 17, 1906, electric service was extended



SUNNYSIDE YARDS.

from Springfield Junction to Valley Stream completing a loop around the Eastern section of Jamaica Bay; on May 26, 1908, service extended to Hempstead and Garden City.

On September 10, 1910, electric operation was inaugurated from Pennsylvania Station, Manhattan, to Jamaica and Long Beach; also via Glendale cut-off to Rockaway Beach. On October 22, 1912, electric service was started from Pennsylvania Station via Flushing to College Point and Whitestone. Electric service will be started to Port Washington by the Spring of 1913. Plans are also prepared for the electrification of the Montauk Division so that ultimately all the lines of the Long Island Railroad within the Borough of Queens will be electrified.

#### IMPROVEMENTS.

##### *Woodside Winfield Cut-Off.*

Estimated to cost \$1,500,000 will straighten the main line between Woodside and Winfield saving a distance of 600 feet, eliminating a double curve and providing for the elimination of ten or twelve grade crossings, including a massive six track steel bridge over 200 feet in length over Queens Boulevard to cost \$500,000. Length of track affected  $1\frac{1}{4}$  miles.

##### *North Shore Division.*

Estimated to cost \$1,500,000; includes elimination of grade crossings through Flushing and the electrification of the line to Port Washington and Whitestone Landing.

##### *Jamaica Improvements.*

This improvement, which it is expected will be completed by the spring of 1913, will completely revolutionize the passenger and freight traffic systems at that point. It includes the elimination of grade crossings between Richmond Hill and Washington Street, Jamaica, and is estimated to cost over \$3,500,000. The tracks are raised about 20 feet and the "fill" will amount to about 1,850,000 cubic yards and will involve laying over 48,700 cubic yards of concrete and 78,400 square feet of bridge floor. The steel will weigh 3,850 tons and there will be 10,000 feet of sheds and platforms. A new three-story station is being erected, which will later be a twelve-story structure, of marble and polished terra cotta in which will be housed most of the offices of the railroad.

#### FREIGHT.

##### *Freight Rates.*

Freight traffic *to* and *from* points outside of a radius of 100 miles of New York City destined *to* or coming *from* points in the Borough of



Queens, west of Flushing on the North Side Division and Jamaica on the Main Line and Montauk Division, the flat New York City rate of freight will apply. To and from points beyond Flushing and Jamaica, including the Rockaways, the following rates apply over and above the flat New York City rates:

$\frac{1}{5c}$	$\frac{2}{4c}$	$\frac{3}{3c}$	$\frac{4}{2c}$	$\frac{5}{2c}$	$\frac{6}{2c}$	<i>Classes.</i>
						<i>Rate in cents per 100 lbs.</i>

This is known as the Metropolitan Freight Rate so that a manufacturer located in Queens has exactly the same rate for shipping his goods as if located in the Borough of Manhattan.

#### FREIGHT TRAFFIC—RAIL.

<i>Year</i>	<i>No. Tons Carried</i>	<i>Increase Decrease (-)</i>	<i>Revenue</i>	<i>Avg. Miles Per Ton</i>	<i>Miles of Track Operated</i>
1900	1,513,387	-78,292	\$1,300,629	27.21	379.48
1901	1,642,937	129,550	1,381,483	25.74	380.27
1902	1,945,854	302,917	1,605,975	26.14	395.98
1903	2,104,598	158,744	1,784,056	26.45	391.76
1904	2,491,744	387,146	2,050,456	23.45	391.76
1905	2,745,622	253,878	2,322,334	25.23	391.76
1906	2,990,851	245,229	2,538,080	24.34	391.84
1907	3,300,611	309,760	2,705,079	24.67	391.75
1908	3,072,521	-228,090	2,540,033	25.98	391.89
1909	3,595,657	523,136	2,972,370	25.04	390.56
1910	3,814,209	218,552	3,100,064	24.37	398.88
1911	3,996,717	182,508	3,258,482	24.39	398.84

#### PASSENGER SERVICE.

##### *Passenger Traffic.*

Lying within a radius of 15 to 20 miles from the business sections of Manhattan and Brooklyn is the great suburban zone of the Borough of Queens. This is one of the most wonderful residential sections in the world. The following table will give the reader an adequate idea of the immense growth in travel in the past twelve years to and from Brooklyn and New York to Long Island. The number of passengers carried increased 165 per cent. in the twelve years.

<i>Year</i>	<i>No. of Passengers Carried</i>	<i>Increase Decrease (-)</i>	<i>No. of Commuters No Previous Record Kept.</i>
1900	12,837,649	610,444	
1901	14,520,218	2,132,569	
1902	16,611,102	2,080,884	
1903	17,552,060	940,958	
1904	18,815,977	1,263,917	
1905	18,199,162	-616,815	76,644
1906	21,626,390	3,427,228	88,794
1907	23,950,574	2,324,157	106,208
1908	23,242,838	-707,709	108,429
1909	27,466,761	4,223,923	125,873
1910	30,978,615	3,511,854	142,427
1911	33,867,228	2,888,613	162,318

The following table gives the number of passengers entering and leaving the three principal terminals of the Long Island Railroad for the past two years.

	<i>L. I. City</i>	<i>Brooklyn</i>	<i>Penna. Sta.</i>	<i>Local</i>	<i>Total</i>
1910	6,332,878	13,455,991	1,422,909	9,766,837	30,978,615
1911	3,308,938	14,094,003	6,224,429	10,239,858	33,867,228

The following tables give the distance and number of trains each way per day, the time it takes and the rate of fare for every station on all branches of the Long Island Railroad within the Borough of Queens.

*Atlantic Avenue Division*

	<i>Distance from</i>		<i>Time</i>		<i>No. of Trains</i>		<i>One Way</i>	<i>Fare Round Trip</i>	<i>Commu-tation</i>
	<i>Bklyn.</i>	<i>Local Exp.</i>	<i>To</i>	<i>From</i>	<i>To</i>	<i>From</i>			
Union Course	6.3	14	..	49	49	..	.10	.20	3.50
Woodhaven	6.7	16	..	50	50	..	.10	.20	4.20
Woodhaven Junction	7.2	18	14	57	60	10-15	.20-.15	.20-.30	4.80
Clarenceville	7.8	20	..	49	49	..	.10	.20	....
Morris Park	8.2	22	17	55	62	10-15	.20-.15	.20-.30	5.10
Dunton	8.9	24	..	49	49	..	.10	.20	6.00
Jamaica	9.6	26	18	94	97	10-20	.20-.20	.20-.40	6.00
Hillside	10.6	29	..	25	26	..	.25	.45	6.10
Hollis	11.6	32	..	25	26	..	.25	.50	6.20
Bellaire	12.6	35	..	25	26	..	.30	.55	6.45
Queens.	14.2	36	..	25	26	..	.30	.60	6.45

*Main Line to Penn. Station, New York*

	<i>Distance</i>		<i>Time</i>		<i>No. of Trains</i>		<i>One Way</i>	<i>Fare Round Trip</i>	<i>Commu-tation</i>
	<i>Local Exp.</i>	<i>To</i>	<i>From</i>	<i>To</i>	<i>From</i>				
Woodside	5.0	..	10	50	51	..	.14	.25	5.00
Winfield	6.0	21	..	19	22	..	.17	.30	5.00
Forest Hills	9.2	17	14	26	24	..	.26	.45	6.80
Kew	10.0	19	15	28	25	..	.28	.48	7.10
Jamaica	11.7	24	18	56	56	..	.30	.50	8.00
Hillside	12.7	25	27	2	3	..	.37	.63	8.10
Hollis	13.6	27	29	16	19	..	.37	.65	8.20
Queens	15.3	31	33	17	19	..	.43	.75	8.45

*Montauk Division, to Long Island City*

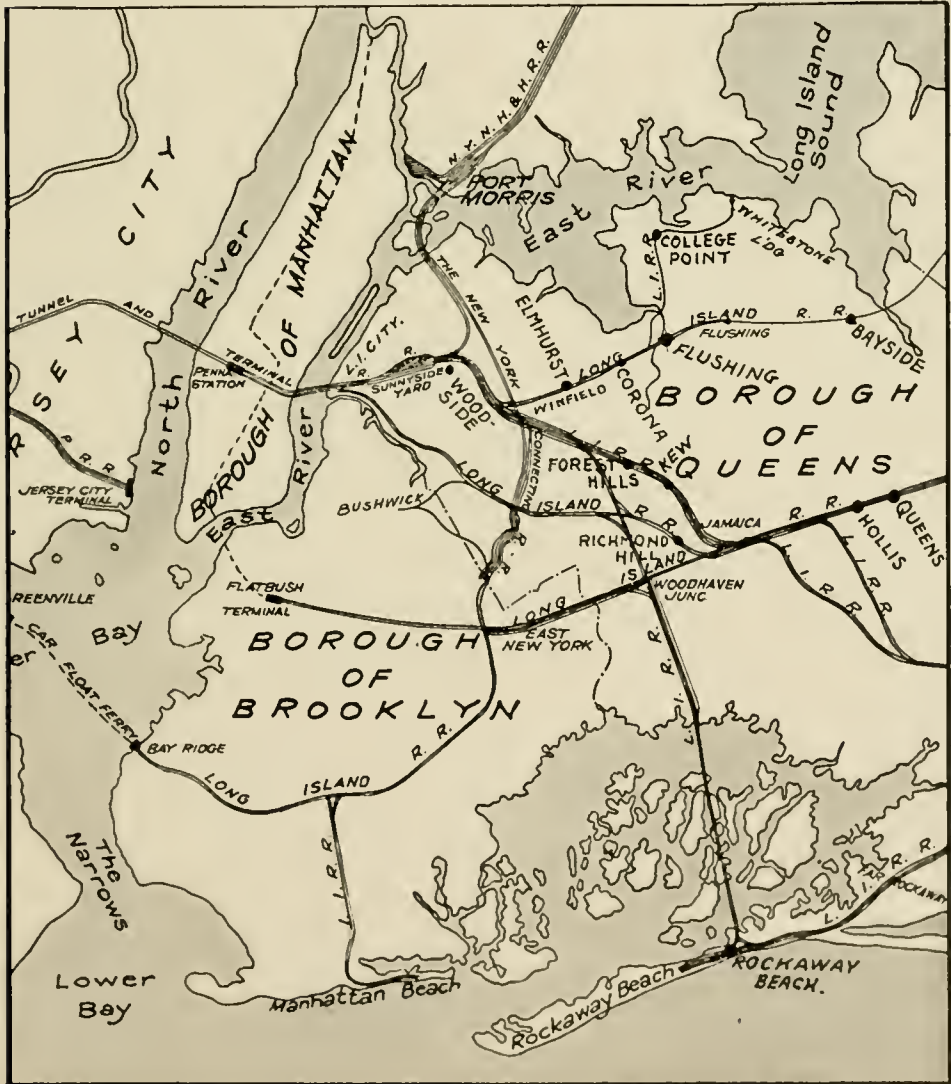
Bushwick Junction	3.9	11	10	17	17	..	.10	.20	4.05
Glendale	5.1	14	12	6	6	..	.13	.20	4.40
Richmond Hill	7.6	21	20	18	19	..	.23	.38	5.10
Dunton	8.6	29	..	2	5	..	.25	.40	6.00
Jamaica	9.6	24	20	45	47	..	.25	.40	6.00

*North Side Division (to Pennsylvania Station, New York)*

<i>Station</i>	<i>Distance in</i>		<i>Time (Min.)</i>		<i>No. of Trains</i>		<i>One Way</i>	<i>Fare Round Trip</i>	<i>Commu-tation</i>
	<i>Miles</i>	<i>Local Exp.</i>	<i>To</i>	<i>From</i>	<i>To</i>	<i>From</i>			
Elmhurst	6.8	19	16	35	34	..	.20	.34	5.60 3.60
Corona	7.7	24	18	40	38	..	.22	.39	5.60 3.60
Flushing (Bridge St.)	9.8	30	..	23	22	..	.25	.45	7.10 5.10
College Point	11.2	29	..	23	33	..	.32	.55	7.40 5.40
Malba	12.2	30	..	12	13	..	.36	.62	7.50 5.50
Whitestone	12.9	33	..	22	23	..	.38	.65	8.00 6.00
Whitestone Landing (B'ch'rst)	13.7	42	36	23	23	..	.40	.69	8.20 6.20
Flushing (Main Street)	9.8	32	23	22	23	..	.25	.45	7.10 5.10
Murray Hill	10.6	35	26	22	23	..	.30	.53	7.10 5.10
Broadway	11.1	38	28	22	23	..	.32	.55	7.40 5.40
Auburndale	11.9	40	30	22	19	..	.34	.60	7.70 5.70
Bayside	12.9	42	30	24	24	..	.38	.65	8.00 6.00
Douglaston	14.2	44	34	23	24	..	.42	.71	8.20 6.20
Little Neck	14.8	48	38	23	24	..	.43	.74	8.35 6.25



FLATBUSH AVENUE STATION, BROOKLYN, LONG ISLAND RAILROAD.



PENNSYLVANIA-LONG ISLAND RAILROAD LINES.

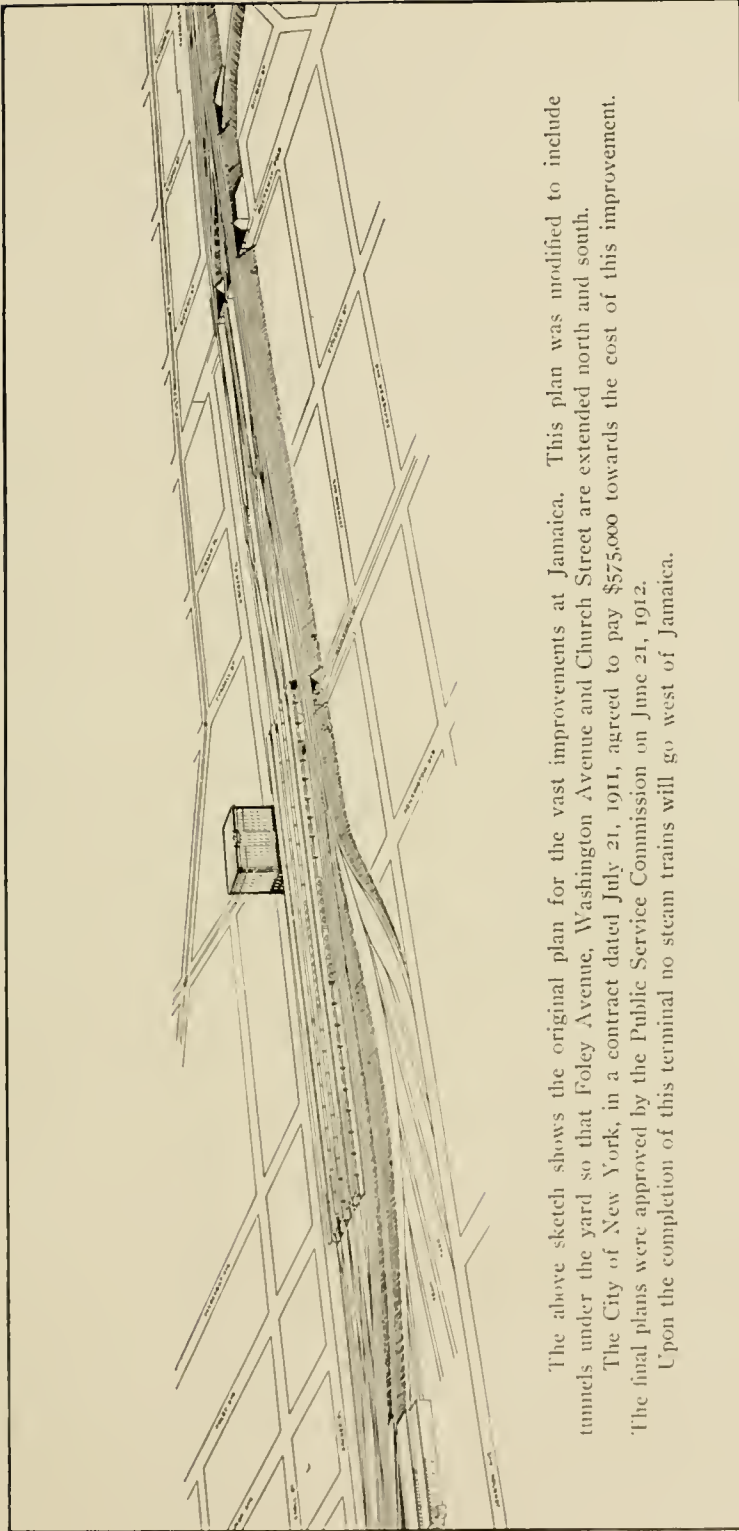
THE LONG ISLAND RAILROAD.

Far Rockaway and Rockaway Beach Division

	Distance		Time		No. of Trains		From		One-Way		Round Trip		Commutation	
	N. Y.	Bklyn.	New York Local Exp.	Brooklyn Local Exp.	N. Y.	Bklyn.	N. Y.	Bklyn.	N. Y.	Bklyn.	N. Y.	Bklyn.	N. Y.	Bklyn.
Brooklyn Manor	10.1	..	20	16	..	14	..	15	..	.25	..	.40	..	6.80
Woodhaven Junction	10.5	7.2	24	20	17	14	16	33	14	.32	.10	.40	.20	6.80
Ozone Park	10.8	7.5	23	20	17	15	16	31	14	.35	.10	.40	.20	6.80
Aqueduct	12.1	8.8	28	..	20	..	4	24	1	.20	.32	.15	.30	7.15
Ramblersville	12.9	9.6	31	..	22	..	4	22	3	.23	.35	.20	.55	7.70
Howard	13.6	10.4	..	..	..	..	..	..	..	.35	.20	.55	.35	..
Goose Creek	14.6	11.2	35	..	26	..	3	19	3	.18	.35	.25	.55	9.15
The Raunt	15.5	12.2	38	..	28	..	3	19	3	.16	.35	.25	.55	9.15
Broad Channel	16.3	13.0	41	28	30	27	6	30	6	.29	.35	.25	.55	9.15
Hammel	17.6	14.2	44	31	33	29	8	29	7	.33	.35	.25	.55	9.15
Holland	17.9	14.6	47	34	35	32	8	29	6	.33	.35	.25	.55	9.15
Steeplechase	18.2	15.0	50	37	38	35	8	29	6	.33	.35	.25	.55	9.15
Seaside	18.4	15.1	50	37	38	35	8	29	6	.33	.35	.25	.55	9.15
Rockaway Park	19.2	15.9	53	40	40	37	8	29	6	.33	.35	.25	.55	9.15
Arverne	18.4	15.0	..	36	..	36	24	30	29	.19	.50	.45	.85	9.50
Edgemere	19.9	16.5	..	40	..	40	21	29	29	.19	.55	.50	.85	9.50
Far Rockaway	20.9	17.5	..	43	..	43	31	36	35	.38	.55	.85	.75	9.50

Montauk Division

Cedar Manor	12.8	10.7	29	28	25	18	23	17	24	.35	.25	.60	.50	8.10
Locust Avenue	13.6	11.5	..	31	30	27	18	23	16	.24	.37	.65	.50	8.20
Highie Avenue	14.6	12.5	..	33	32	29	25	30	19	.32	.43	.75	.60	8.45
Laurelton	15.1	13.0	..	34	33	30	25	30	19	.31	.43	.75	.60	8.45
Valley Stream	18.0	15.9	33	31	40	33	31	38	47	.55	.53	.85	.75	9.10
St. Albans	14.1	12.0	23	21	20	17	14	15	17	.18	.40	.70	.60	8.30
Springfield	15.3	13.2	29	24	25	20	14	15	15	.43	.35	.75	.65	8.45



The above sketch shows the original plan for the vast improvements at Jamaica. This plan was modified to include tunnels under the yard so that Foley Avenue, Washington Avenue and Church Street are extended north and south.

The City of New York, in a contract dated July 21, 1911, agreed to pay \$575,000 towards the cost of this improvement. The final plans were approved by the Public Service Commission on June 21, 1912.

Upon the completion of this terminal no steam trains will go west of Jamaica.

THE JAMAICA IMPROVEMENT OF THE LONG ISLAND RAILROAD. THE WORK WILL BE COMPLETED EARLY THIS YEAR.

## Pennsylvania Station



THE magnificent Pennsylvania Station, situated in the heart of the shopping and theatrical district of New York City, is one of the principal entrances to the Borough of Queens. The north side of the station along 33rd Street is assigned to the trains of the Long Island Railroad and passengers can go from this point by electric trains to every part of the Borough of Queens. Four minutes after starting, passing through the tunnels under the Island of Manhattan and the East River, trains emerge into Long Island City, and in nine minutes from starting the first stop is made at Woodside, five miles distant from Pennsylvania Station.

The station was opened September 8, 1910, and Long Island Railroad trains commenced operation on September 12, 1910, and Pennsylvania R. R. trains on November 27, 1910.

The station is built after the Roman Doric style of architecture and covers the entire area bounded by Seventh and Eighth Avenues and 31st and 33rd Streets, covering more territory than any other building in the world constructed at one time. It is larger than the Union Station at St.



INTERIOR VIEW OF PENNSYLVANIA STATION.

Louis and more spacious than the new station at Washington, covering eight acres of ground, and took six years to build.

The following statistics give some idea of its immensity:

Length of building 788 feet, width 430 feet.

Waiting room 277 feet long, 108 feet wide, 150 feet high.

Area station and yard is 28 acres, and in this there are 16 miles of track.

There are 11 passenger platforms, with total length of 21,500 feet.

Total excavation required 3,000,000 cubic yards.

Maximum capacity of all tunnels and trains per hour, 144.

Storage capacity of station yard tracks, 386 cars.

Number of trains daily service leaving Pennsylvania Station, 174.

Number of trains daily service arriving Pennsylvania Station, 168.



BIRD'S EYE VIEW OF PENNSYLVANIA STATION.

## Connecting Railroad



THE New York Connecting Railroad, incorporated April, 1892, was granted a certificate on February 14, 1907, by the Board of Rapid Transit Railroad Commissioners of the City of New York, authorizing it to lay down, construct and operate a railroad from a point in the Borough of Brooklyn, through said Borough and through the Borough of Queens over and across the East River, Wards Island, Little Hell Gate, Randall's Island and Bronx Kills to a point in the Borough of the Bronx, approximately twelve miles of road, connecting with the railroad of the Harlem River and Portchester Railroad Co. (New York, New Haven and Hartford Railroad). The certificate and franchise were approved by the Board of Estimate and Apportionment on February 15, 1907, and by the Mayor on March 14th, 1907.

The New York Connecting Railroad is backed by the Pennsylvania Railroad and the New York, New Haven and Hartford Railroad, and will connect with the former at Woodside (Queens) and the latter at Port Morris (Bronx) uniting these two big trunk lines and giving a direct all rail route between Long Island and the New England States and the West.

The American Bridge Co. has the contract for construction of the massive bridge that will cross Hell Gate, and which will be ready in the Fall of 1914.

The Bridge itself, which will be the largest of its kind in the world, is estimated to cost \$18,000,000 to complete. With viaducts, it will be three miles long and nearly 100,000 tons of structural steel will be required to build it. There will be three great spans. The first will connect Long Island City and Ward's Island. The Second, Ward's Island and Randall's Island and the third, Randall's Island and the Bronx. The spans crossing from Long Island to Ward's Island will be the lightest and it will be known as the Hell Gate Bridge. Two big steel arches 3,000 feet in length will support the deck. These will rise to a height of 300 feet above the water. The deck will be 140 feet above the river. The distance between the towers will be 1,017 feet.

The tremendous effect upon all Long Island, and especially the Borough of Queens, resulting from the completion of this bridge and connecting railroad in conjunction with the big system of improvements of the Pennsylvania Railroad involving an expenditure of \$150,000,000 will be immeasurable. A great impetus has been given to the establishment of new manufacturing industries in the Borough of Queens. Many new big



industrial plants have already considered locating in the Borough of Queens, having expressed themselves as well satisfied with the conditions as to abundant labor supply, nearness to steamship lines reaching all parts of the world and the markets of the great metropolis; and the connection to Long Island with the main land by all rail connection will be the deciding factor in bringing a vast number of new industries to Queens Borough.



THE NEW YORK CONNECTING RAILROAD BRIDGE ACROSS HELL GATE,  
WARD'S ISLAND ON THE LEFT AND ASTORIA ON THE RIGHT.

## Rapid Transit

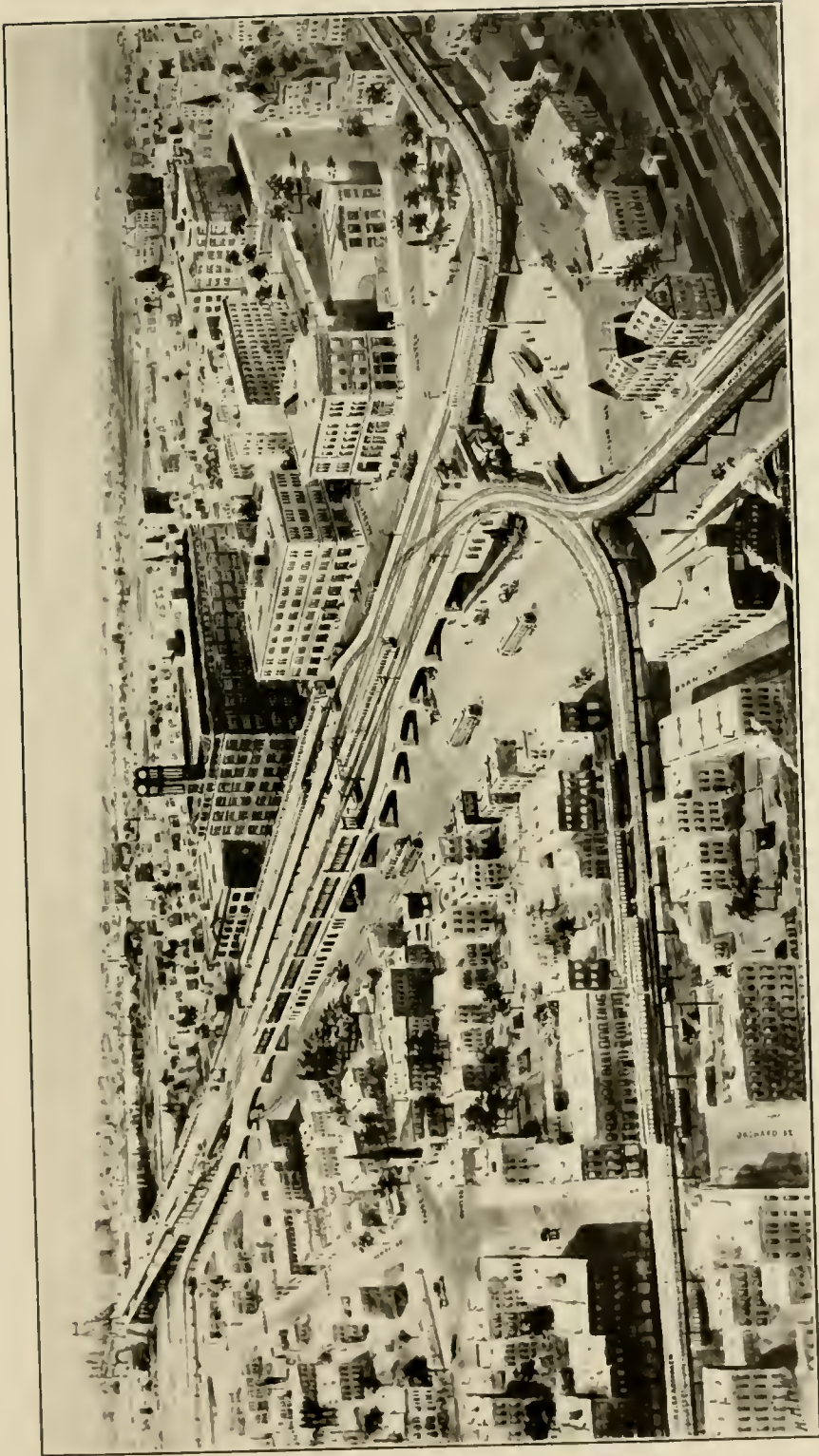


THE dual system of rapid transit which the Public Service Commission and the Board of Estimate and Apportionment have adopted for the City of New York will prove of inestimable value to the Borough of Queens, both for its future development and the convenience of its traveling public. When the rapid transit lines proposed for Queens are constructed and in operation the majority of the residents of the Borough will be able to travel from their homes to not only the business districts, but to all sections of New York and Brooklyn conveniently, rapidly, and at a 5 cent rate of fare.

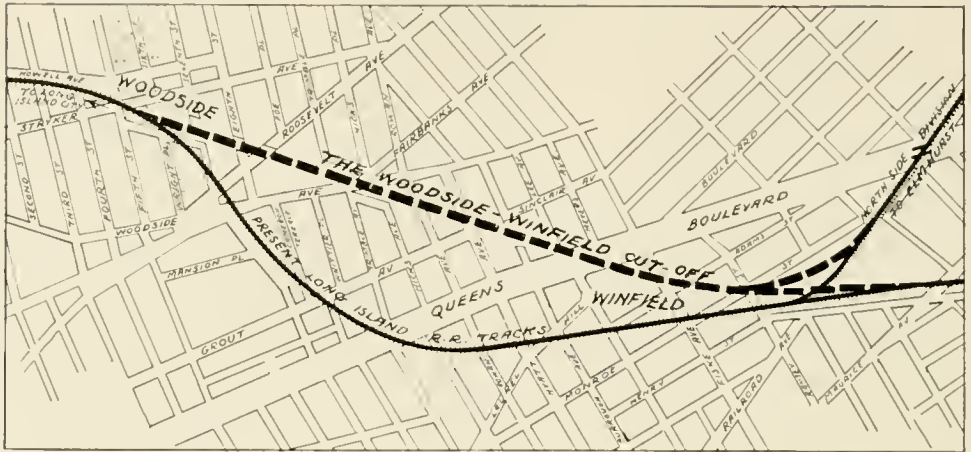
Engineering plans have been prepared and actual work of construction will be started shortly on the following rapid transit lines into the Borough, to be operated by the Interboro Rapid Transit Company and the Brooklyn Rapid Transit Company:

<i>Line</i>	<i>Type of constr.</i>	<i>Miles</i>	<i>No. of tracks</i>	<i>Estimated Cost</i>	<i>Operated by</i>
Steinway Tunnel from Grand Central Station to Long Island City .....	Subway	1.60	2	\$3,000,000	Interboro R. T. Co.
Steinway Tunnel Extension to Queensboro Bridge Plaza.....	S'bw'y & Elev.	0.89	2	721,050	" "
59th Street from 7th Avenue to Queensboro Plaza, Long Island City .....	" "	2.23	2	2,495,500	Brooklyn R. T. Co.
Astoria Line from Queensboro Bridge through 2nd Avenue to Ditmars Avenue.....	Elevated	2.51	3	1,960,750	I.R.T.Co. & B.R.T.
Corona & Woodside Line.....	"	5.48	3	4,425,200	" "
Roosevelt Avenue Line to Sycamore Avenue .....	"	2.00	3	1,200,000	" "
Fulton Street, Brooklyn to Queensboro Bridge Plaza....	"	5.50	2	3,280,000	Brooklyn R. T.
Cypress Hills Extension to Grand Street, Jamaica; City Line Extension to Lefferts Avenue, Richmond Hill.....	"	4.60	2	2,796,000	"
Myrtle Avenue Extension to Luthern Cemetery .....	"	1.00	2	607,000	"

In addition to the above lines the Interboro Rapid Transit Co. will extend its Second Avenue Elevated line from Manhattan across the Queensboro Bridge to Long Island City. With the present and proposed rapid transit facilities the Borough of Queens will have three important transit centers as follows:



PROPOSED RAPID TRANSIT STATION ON QUEENSBORO BRIDGE PLAZA, LONG ISLAND CITY,  
SHOWING BREWSTER AUTOMOBILE BUILDING AND QUEENS PLAZA COURT BUILDING IN WHICH OFFICES OF CHAMBER ARE LOCATED.



WOODSIDE-WINFIELD CUT-OFF

## A.

*Queensboro Bridge Plaza, Long Island City.*

From this point, which will be a very important transit center and transfer point, rapid transit lines will radiate in all directions.

(1) To the north, a three-track elevated line through Jackson Avenue to Second Avenue to Ditmars Avenue, Astoria, to be operated jointly by the Interboro and the Brooklyn Rapid Transit Companies.

(2) To the east, across Diagonal Street and over the Sunnyside Yards to Thomson Avenue and Greenpoint Avenue to Woodside, a three-track line, to be operated jointly by the Interboro and the Brooklyn Rapid Transit Companies. This line will be continued out Roosevelt Avenue through Elmhurst and Corona into Flushing.

(3) To the south will be the extension of the Steinway Tunnel from its mouth at Van Alst and 4th Street, to be operated by the Interboro in connection with the present and proposed subways in Manhattan. Also the extension of the elevated lines of the Brooklyn Rapid Transit Co., known as the Crosstown line, will run southward from the Bridge Plaza, connecting with all the elevated lines in Brooklyn and giving a direct north and south route to Coney Island.

(4) To the west, across Queensboro Bridge into Manhattan will operate the trains of the Brooklyn Rapid Transit, connecting with the 59th Street, 7th Avenue and Broadway Subway, and also the extension of the 2nd Avenue Elevated line of the Interboro.

## B.

*Woodside, L. I.*

At the intersection of Roosevelt Avenue and the six tracks of the Long Island Railroad there will be a joint transfer station that will be of the

utmost importance to all Long Island. Passengers coming from any division of the Long Island Railroad, whether to the North Shore, the Main Line, the Montauk Division or the Rockaway Divisions, will be able to transfer directly at this point to the elevated lines of both the Interboro and the Brooklyn Rapid Transit, connecting with the Queensboro Bridge Plaza and the Steinway Tunnel. In other words, all Long Island Railroad passengers will have at their disposal the whole of the city's comprehensive transit system for a 5 cent fare.

### C.

#### *Jamaica, L. I.*

One of the principal beneficiaries of the rapid transit extensions from Brooklyn into Queens will be that section known as the former town of Jamaica, including Woodhaven, Richmond Hill and Jamaica, which sections will, upon the completion of the third tracking of the Broadway and Fulton Street elevated lines in Brooklyn and the extension of the elevated from Cypress Hills over Jamaica Avenue to Grand Street, Jamaica, and the extension of the City Line elevated over Liberty Avenue to Lefferts Avenue, Richmond Hill, be brought from 15 to 30 minutes nearer Manhattan for a 5 cent fare than is possible at present.

These elevated lines will be used in connection with the Brooklyn and Williamsburg Bridges and the Center Street loop in Manhattan to give all this section of Queens a rapid transit service equal to that of any other section of the city. The running time from Jamaica to Center Street loop by express trains will be 35 minutes and from Richmond Hill and Morris Park, 30 minutes.

#### *Immediate Construction Promised.*

It is estimated that all of the lines proposed for Queens can be completed and ready for operation within a year and a half after construction starts. Construction is now under way in all parts of the city on the rapid transit lines under the dual rapid transit system.

## Surface Railways

### *Trolley Lines.*



THE network of surface lines traversing the various parts of the Borough has been an important factor in its development by providing cheap transportation not only from Manhattan and Brooklyn to all parts of the Borough, but from one section to another of the Borough widely separated. Surface lines now connect Long Island City with all parts of the north side of the Borough via Elmhurst, Corona and Flushing, and Flushing is connected with Whitestone, Bayside and College Point.

Jamaica is a rapidly growing center for surface lines, and from Jamaica and Richmond Hill you can travel to Park Row, Manhattan, for a 5 cent fare either entirely by trolley or by transferring to the Elevated at Cypress Hills, which crosses Brooklyn Bridge. You can also travel to the New York end of the Queensboro Bridge at 59th Street from Jamaica for a 5 cent fare via Flushing and Long Island City. From Jamaica trolley lines also run eastward to Mineola, Hempstead and Garden City, and southward to Far Rockaway and Rockaway Beach.

The Third Avenue Railroad Company has recently inaugurated a service across the Queensboro Bridge to the Bridge Plaza, Long Island City, so that passengers can be carried from Long Island City at a 5 cent fare across Queensboro Bridge to Third Avenue, down Third Avenue to Park Row, or across 42nd Street to the North River, or northward on Third Avenue to Harlem.

The Manhattan & Queens Traction Corporation had transferred to it on October 31, 1912, the franchise held by the South Shore Traction Co. and commenced construction work on November 2nd, 1912, on the line extending from Long Island City over Queens Boulevard to Jamaica and the Nassau County line. The MacArthur Brothers Contracting Co., who have charge of construction, expect to have the line finished and cars operating from the Queensboro Bridge to Jamaica by June 1, 1913, and to the Nassau County line by January 1, 1914. This new line will give a 5 cent fare for a distance of 17 miles through the heart of the Borough.

The following are the transit companies operating all or in part in the Borough of Queens:

Name of Railway	Lines Operated		Miles of Track 1912	No. of Fare Passengers for Year Ending June, 30, 1912	Incorporated	Remarks
	From	To				
New York & Queens Co. Railway	New York via Queensboro Bridge & Long Island City	L. I. City Dutch Kills Steinway Astoria Ravenswood Calvary Elmhurst Corona & Flushing } College Point { & Jamaica	76.37	23,640,701	1896	Owned jointly by the L. I. R.R. & the Interboro R. T. Co.
New York & Long Island Trac. Co.	City Line, Brooklyn	So. Ozone Park Freeport, Ozone Park, Woodhaven & Jamaica. Hollis & Queens	41.11*	7,758,657	1894	Owned jointly by the L. I. R.R. & the Interboro R. T. Co.
	Jamaica					
Long Island Electric Railway Co.	Jamaica	Hollis, Queens & Hempstead	26.56*	3,837,468	1899	Owned jointly by the L. I. R.R. & the Interboro R. T. Co.
New York & North Shore Trac. Co.	Flushing	Whitestone, Bayside, Great Neck, Roslyn & Port Washington	37.09*	2,084,758	1902	Operation started July 1910
Ocean Electric Ry. Co.	Far Rockaway	Hammels, Belle Harbor, Rockaway Beach	14.23	2,230,951	1897	Owned by the L. I. R. R.
Manhattan & Q'ns Traction Corporation (So. Shore Traction Co.)	New York via Queensboro Bridge, Long Island	Bridge Plaza, L.I. City (Local Service) Jamaica and Nassau Co. Line	3.33	2,969,950	1903	Local Service started 1909. Line to Jamaica now under construction.
Brooklyn, Queens Co. & Suburban R. R.	B'klyn (Metrop'litan av.) B'klyn (Cypress Hills)	Middle Village (Dry Harbor Rd.) Jamaica	23.32†	1,698,816 7,860,125	1893	Owned by the Brooklyn R. T. Co.
Brooklyn Heights Railroad Co.	Bk. (Rgwd.) " "	Richmond Hill (Myrtle Ave.) Flushing	54.19†	4,193,772 2,985,899	1887	Owned by the B. R. T. Co.
	Mhtn. Delancey St.	North Beach				
Third Ave. Bridge Co.	L. I. City Bdg. Plaza	P'k Row, Manhattan, North River & 42nd St.	3.76		1909	Contr'd by 3rd Ave. R. R. Co. Operation started Jan. 1912.

\* Operated in both Queens and Nassau County.

† Operated in both Queens and Kings County.

### GROWTH OF STREET RAILWAY TRAFFIC (Borough of Queens.)

Year	No. of Fares Collected	Annual Increase	Annual Per cent Increase	Year	No. of Fares Collected	Annual Increase	Annual Per cent Increase
1898	9,128,804	.....	....	1905	20,533,487	3,831,834	22.9
1899	9,472,460	343,656	3.7	1906	25,151,054	4,617,567	22.5
1900	11,441,751	1,969,291	20.8	1907	28,514,743	3,363,689	13.4
1901	11,564,062	122,311	1.1	1908	29,797,750	1,283,007	4.5
1902	13,564,062	2,155,325	18.6	1909	30,545,776	748,026	2.5
1903	15,689,210	1,969,823	14.4	1910	34,430,074	3,884,298	12.7
1904	16,701,653	1,012,443	6.5	1911	44,410,637	9,980,563	28.8

Total Increase 1898-1911—34,281,833 or 366 Per cent.

## Steinway Tunnel—(Belmont Tunnel)



THE Steinway Tunnel will be put into operation as part of the Interborough Rapid Transit System, it is expected, within the next few months. This tunnel will connect the entire subway system of the Interborough from Times Square and Grand Central Station at 42nd Street, Manhattan, with Long Island City at its present terminal at Van Alst Avenue and 4th Street and will be extended from that point as an elevated line to the Queensboro Bridge Plaza. From this point trains will be operated both over the Astoria extension and the extension to Corona and Flushing.

The original tunnel franchise was secured by the New York and Long Island Railroad Co., incorporated July, 1887, for the purpose of building a tunnel from Long Island City under the East River to East 34th Street. Immediately after incorporation, application was made to the old city of New York for a right-of-way under 34th Street which was denied by the Board of Aldermen; but on December 30th, 1890, it secured a perpetual franchise under 42nd Street, Manhattan, from 10th Street to the easterly end of 42nd Street. The Company also received from the Mayor of Long Island City a perpetual franchise to enter that city, and received in 1891 from the Commissioners of the Law Office, for the sum of \$500.00, a grant to the right-of-way under the East River.

After obtaining a franchise the Company, which was then controlled by William Steinway, began construction, but a serious explosion occurred and work was abandoned.

Under the Railroad Law in operation at that time, the New York and Long Island Railroad Co. should have completed the tunnel and begun operation by July, 1894. This was not done and the owners applied for extensions of time, which the State Legislature granted for five years from 1895. Further extensions of time were granted by the Legislature in 1901, 1902, and 1904.

In 1905, the Steinway Estate sold its franchise to August Belmont for the sum of \$80,000.00. Work was begun again on the construction of the tunnel by the Degnon Contracting Co. on July 14th, 1905, and finished on October 14, 1907. During the time of construction August Belmont obtained an injunction restraining the city from interference, which injunction was made permanent. On November 23, 1907, the Appellate Division unanimously decided that the franchise was valid and active, after many Civic Organizations had objected to its validity. The tunnel has remained idle since that time, but it is now expected that operation of same will be commenced in the very near future.



## Government



THE Government of the City of New York has three officials elected by the whole city—the Mayor, the Comptroller and the President of the Board of Aldermen. The last is Vice-Mayor. There is a Borough President for each of the five Boroughs and certain departments are borough departments with the Presidents as Executives.

The heads of general City Departments are filled by appointees of the Mayor, who also names members of the Board of City Magistrates. The Legislative branch is the Board of Aldermen, elected by districts. Certain constitutional officers of counties are still elected, though they are paid out of the City Budget and the Counties are otherwise not considered. The Charter of 1901, which went into effect January 1st, 1902, defines the functions of all departments.

### CITY OF NEW YORK MUNICIPAL GOVERNMENT.

#### *Executive Department*

<i>Office</i>	<i>Name</i>	<i>Address</i>
<i>Mayor</i> .....	William J. Gaynor.....	City Hall, New York, N. Y.
<i>Comptroller</i> .....	William A. Prendergast.....	280 Broadway, "
<i>President Bd. of Aldermen</i> .....	John Purroy Mitchell.....	City Hall, "
" <i>Boro. of Manhattan</i> .....	George McAneny .....	" "
" " <i>Bronx</i> .....	Cyrus C. Miller .....	3d Av. & 177th St., Bronx.
" " <i>Brooklyn</i> .....	Alfred E. Steers .....	Borough Hall, Brooklyn.
" " <i>Queens</i> .....	Maurice E. Connolly .....	" Long Island City.
" " <i>Richmond</i> .....	George Cromwell .....	New Brighton, Staten Island.

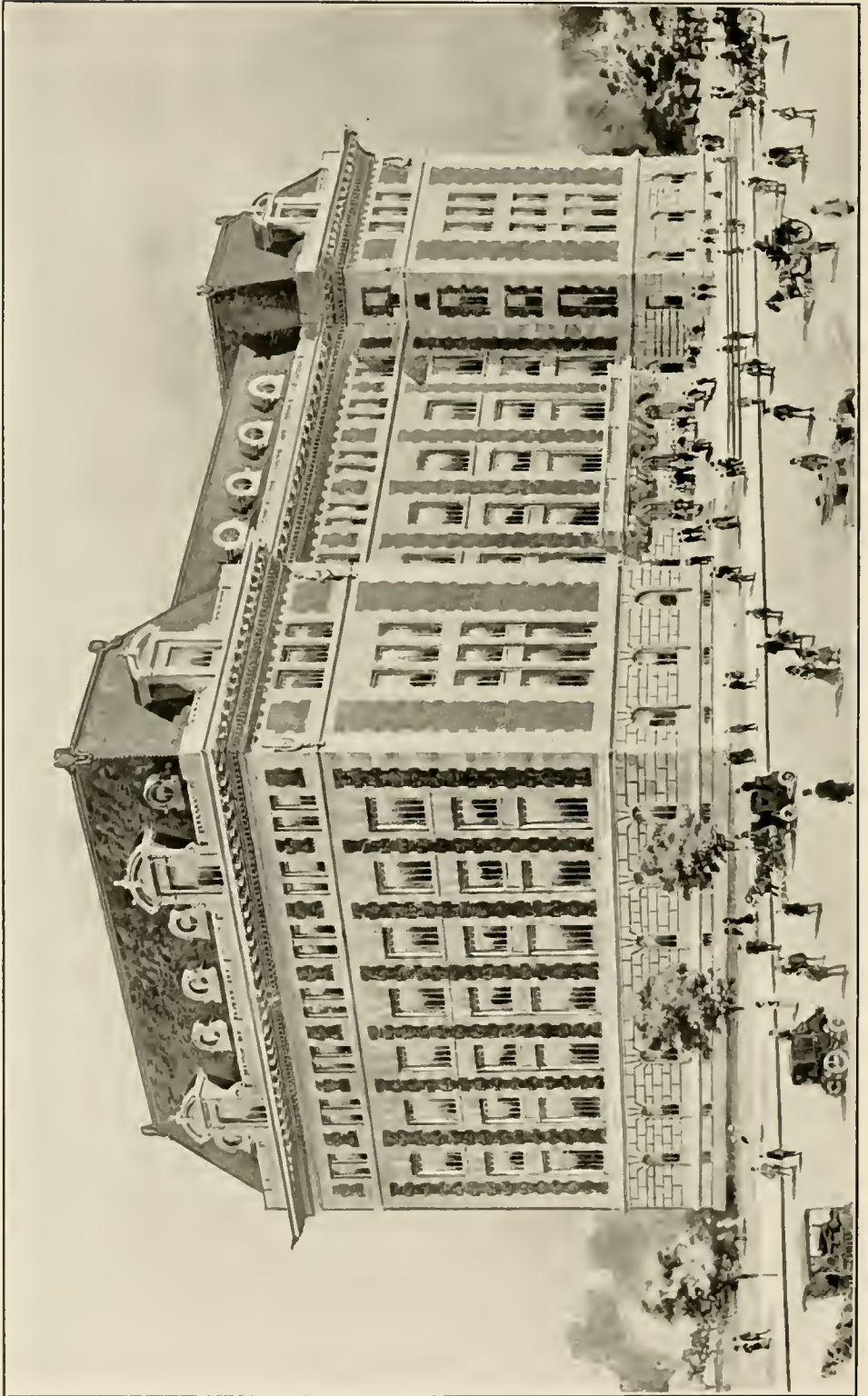
#### *City (Departments)*

<i>Commissioner of Bridges</i> .....	Arthur J. O'Keefe .....	13 Park Row, New York.
" <i>Docks &amp; Ferries</i> .....	Calvin Tompkins .....	Pier A., North River, N. Y.
" <i>Parks (Queens)</i> .....	Walter G. Eliot .....	Forest Park, Queens Borough.
" <i>Health</i> .....	Ernest J. Lederle .....	Center & Walker Sts., N. Y.
" <i>Charities</i> .....	Michael J. Drummond .....	Ft. E. 26th St., New York.
" <i>Licenses</i> .....	Herman Robinson .....	277 Broadway, "
" <i>Tax &amp; Assessments</i> .....	Lawson Purdy, Pres.....	Hall of Records, "
" <i>Water Supply, Gas &amp; Electricity</i> .....	Henry S. Thompson .....	15 Park Row, "
<i>Deputy Commissioner (Queens)</i> .....	M. P. Walsh.....	Long Island City "
<i>Fire Commissioner</i> .....	Joseph Johnson .....	157 E. 67th St., "
<i>Police</i> .....	Rhinelauder Waldo .....	240 Center St., "
<i>Tenement House Commissioner</i> .....	John J. Murphy .....	44 E. 23rd St., "
<i>Corporation Counsel</i> .....	Archibald R. Watson .....	Hall of Records "
<i>Public Service Commissioner</i> .....	William R. Wilcox, Chairman.....	154 Nassau St., "
<i>First District</i>		
<i>Public Service Commissioner</i> .....	Milo R. Maltbie.....	154 Nassau Street, New York.
" " " .....	John E. Eustis.....	" " "
" " " .....	J. Sergeant Cram.....	" " "
" " " .....	Geo. V. S. Williams.....	" " "

### LEGISLATIVE DEPARTMENT.

#### BOARD OF ALDERMEN (QUEENS COUNTY).

The Legislative power of the City is vested in the Board of Aldermen, consisting of 73 members, elected for two years; in the President of the



PROPOSED QUEENS BOROUGH HALL.

Board, and in the Presidents of the five Boroughs. The following are the Aldermen from the Borough of Queens.

#### ALDERMEN—QUEENS COUNTY.

<i>Newtown District</i>		
<i>Dist. No.</i>	<i>Name</i>	<i>Address</i>
<i>Sixty-sixth</i> .....	George M. O'Connor (D).....	33 Stevens Ave., L. I. City.
<i>Sixty-seventh</i> .....	Otto C. Gelbke (R).....	59 Dill Place, Glendale.
<i>Sixty-eighth</i> .....	Alexander Dujat (D).....	Corona, L. I.
<i>Jamaica District</i>		
<i>Sixty-ninth</i> .....	Chas. Augustus Post (R).....	Lincoln St., Flushing, L. I.
<i>Seventieth</i> .....	W. Augustus Shipley (R).....	1 Union Hall St., Jamaica.

#### LOCAL IMPROVEMENT BOARDS.

The Aldermanic Districts of the City of New York are divided into 25 local improvement districts, two of which are in the Borough of Queens known as the Newtown District and the Jamaica District.

The President of the Borough as Chairman, and the Aldermen residing in each local improvement district, constitute the Local Board. The local boards are empowered to initiate such improvements as grading and paving streets and constructing sewers, subject to the approval of the Board of Estimate, if they involve an assessment. If the improvement involves a cost of more than \$500,000, it must be approved by the Board of Aldermen. When the cost of flagging side walks, grading lots, or fencing lots is less than \$2,000, the approval of the Board of Estimate and Apportionment is not necessary and it then becomes the duty of the Borough President to execute the work. All petitions for local improvements should be addressed to the President of the Borough for presentation to the local Board having jurisdiction.

#### BOROUGH GOVERNMENT.

The Presidents of the five boroughs are elected at the same time as the Mayor; terms expiring Dec. 31, 1913. The President of the Borough presides over each local Board. The Borough Secretary is secretary of the local board. Each Borough President is a member of the Board of Aldermen and has the same right to vote as any member elected to the Board of Aldermen. The Borough President may appoint, and at his pleasure remove a Commissioner of Public Works for his Borough, whose duty it is to discharge all of the administrative powers of the President relating to streets, sewers, public buildings and supplies. The President of the Borough has cognizance and control of all matters relating to the improvement and repair of public buildings, within his borough, except schools, hospitals, fire and police stations, penitentiaries, etc. He is empowered to

exercise the supervision vested in the city over the construction of buildings in his borough, except such powers as are directly vested in the Tenement House Commission, and to that end he is authorized to appoint a Superintendent of Buildings. The Borough Presidents are also members of the Board of Estimate and Apportionment, which control's the City's finances, in which board their votes have the following value: Borough President of Manhattan, 2; of Brooklyn, 2; and Bronx, Queens, and Richmond, each 1—Total, 7.

The total vote in that Board is 16; the remaining 9 votes are divided equally among the Mayor, Comptroller and President of the Board of Aldermen. In the Boroughs of Queens and Richmond the President of the boroughs in addition to their other powers, have jurisdiction over the cleaning of streets and the removal of ashes and garbage.

### BOROUGH.

<i>Office</i>	<i>Name</i>	<i>Address</i>
<i>President</i> .....	Maurice E. Connolly .....	Jackson Av. & 5th St., L. I. C.
<i>Secretary</i> .....	Joseph Flannagan .....	"
<i>Priv. Secretary</i> .....	Hugh Hall .....	"
<i>Consulting Engineer</i> .....	Foster Crowell .....	"
<i>Commissioner of Public Works</i> ..	Denis O'Leary* .....	"
<i>Supt. of Highways</i> .....	G. Howland Leavitt .....	"
" <i>Buildings</i> .....	John W. Moore .....	"
" <i>Sewers</i> .....	John R. Higgins .....	"
" <i>Street Cleaning</i> .....	David Entholt .....	"
<i>Eng., Topographical Bureau</i> ..	Clifford B. Moore .....	Long Island City.

Congressman after March 4th, 1913.

### BOROUGH OF QUEENS.

#### WARDS.

1st—Former Long Island City. Beginning at Newtown Creek and East River, N. E. to Lawrence Point, S. E. along East River to old Bowery Bay Road (including Berrians Island), S. W. to Newtown Road Woodside Avenue, Old Bowery Bay Road, and Calvary Cemetery Road to Newtown Creek to East River.

2d—Former town of Newtown. Beginning at Newtown Creek and Calvary Cemetery Road, N. along Calvary Cemetery Road, Old Bowery Bay Road, Woodside Avenue and Old Bowery Bay Road; to Bowery Bay; South along Bowery Bay and Flushing Bay to Flushing Creek, W. from intersection of Union Turnpike and Flushing Creek to Newtown Road; and Long Island Railroad; thence to Terrace Avenue, Dexter Park to Miller Place and Crosby Avenue, West from intersection of Miller Place, and Crosby Avenue N. W., to Flushing Road and Newtown Creek to Calvary Cemetery Road.

3rd—Former town of Flushing. Beginning at Flushing Bay and East River E. along E. River, Powells Cove, Whitestone Bay, Little Bay

and Little Neck Bay to Old House Road; S. E. and S. to a point one mile E. on Lawrence Avenue, from Little Neck Road; thence to intersection of Hamilton Avenue and Jericho Turnpike W. from Hamilton Avenue and Jericho Turnpike along Rocky Hill Road to Hillside Avenue W. to Union Avenue and Flushing Creek; North along said Creek and Flushing Bay to East River.

4th—Former Town of Jamaica. Beginning at East Boundary of 26th Ward, Brooklyn, and Terrace Avenue, Dexter Park; E. to Newtown Road to Flushing Creek and Union Avenue E. to Rocky Hill Road and Hillside Avenue E. along Rocky Hill Road to Hamilton Avenue S. to Jericho Turnpike to Ocean Avenue and Rosedale Avenue, to mouth of Mott Creek, W. to center of Beach Channel to E. line of 26th Ward, Brooklyn; N. by easterly and boundary line of 26th Ward, Brooklyn, to Terrace Avenue and Dexter Park.

5th—Former Village of Far Rockaway and that part of the town of Hempstead S. W. of Norton's Creek known as Rockaway Beach. Beginning at Rockaway Inlet, E. through center of Beach Channel to McNeil Avenue E. boundary of village of Far Rockaway; S. along McNeil Avenue to Bay View Avenue to Banister Creek to Atlantic Ocean; S. & W. along Atlantic Ocean to Rockaway Inlet.

## COUNTY GOVERNMENT.

The County of Queens is the same as the Borough of Queens and has the following county officers:

<i>Office</i>	<i>Name</i>	<i>Address</i>
<i>County Judge</i> .....	Burt J. Humphrey .....	County Court House, L. I. City.
<i>Sheriff</i> .....	George Emener .....	"
<i>District Attorney</i> .....	Matthew J. Smith .....	"
<i>Commissioner of Jurors</i> .....	Thorndyke C. McKennee .....	"
<i>County Clerk</i> .....	Leonard Ruoff .....	364 Fulton St., Jamaica.
<i>Surrogate</i> .....	Daniel Noble .....	"
<i>Public Administrator</i> .....	Randolph White .....	"
<i>Coroners</i> .....	{ G. Schaefer .....	Town Hall, "
	{ A. S. Ambler .....	

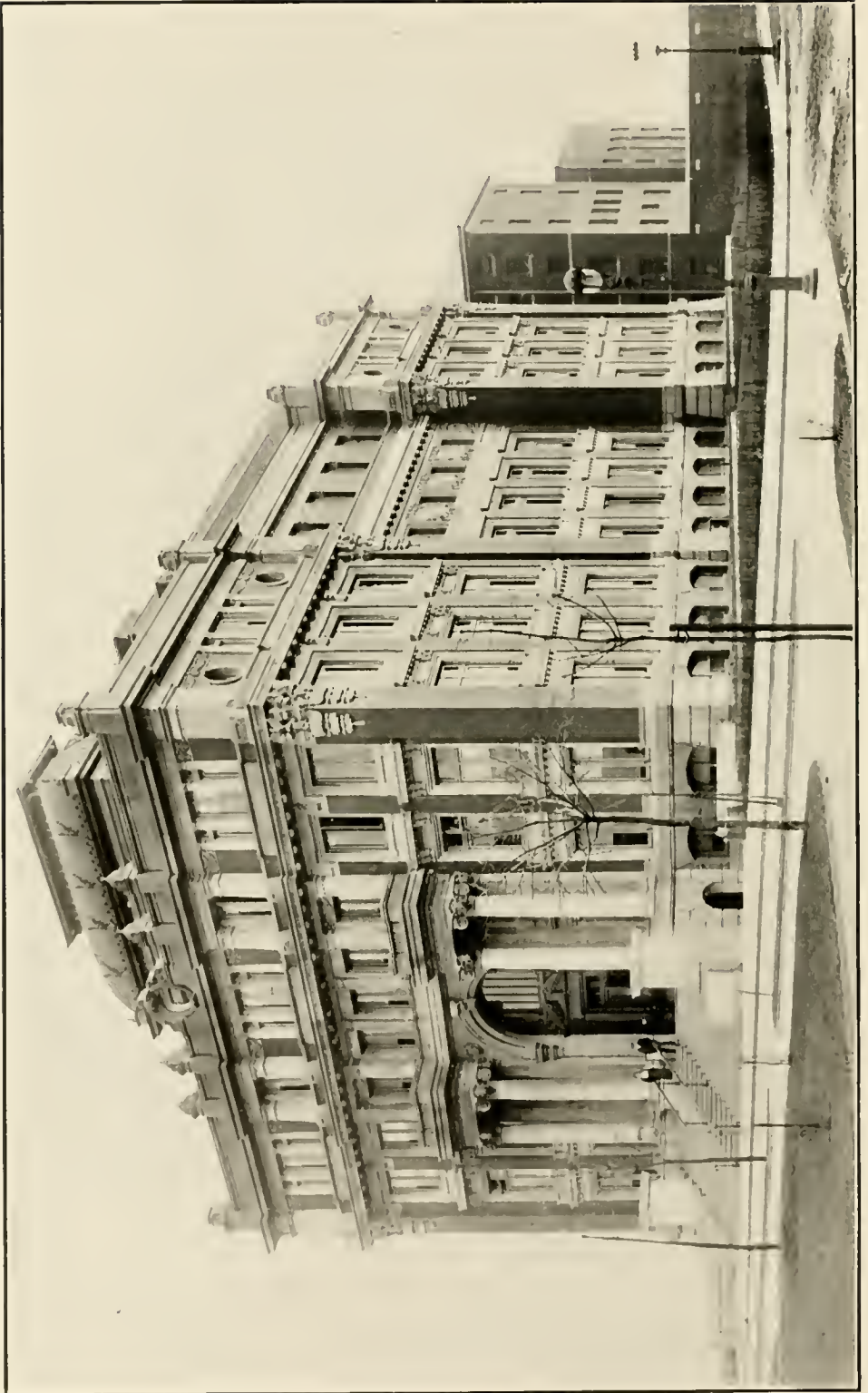
## NEW YORK STATE LEGISLATURE.

### SENATE.

The County of Queens constitutes the second Senate District of the State of New York. The present Senator from this District is Bernard M. Patten (D) of Flushing. Senators are elected every two years (even years).

### ASSEMBLY.

Assemblymen are elected every year. The following are the Assemblymen from Queens County for 1913.



QUEENS COUNTY COURT HOUSE.

	<i>Assembly Dist.</i>	<i>Name</i>	<i>Address</i>
<i>First</i>	.....	Samuel J. Burden (D)	.....Long Island City.
<i>Second</i>	.....	Alfred J. Kennedy (F)	.....Whitestone, L. I.
<i>Third</i>	.....	Alfred Benninger (D)	.....Ridgewood.
<i>Fourth</i>	.....	Howard Sutphin (D)	.....Jamaica, L. I.

## U. S. HOUSE OF REPRESENTATIVES.

	<i>District.</i>	<i>Congressman.</i>
<i>First</i>	.....	Lathrop Brown
<i>Second</i>	.....	Denis O'Leary.

## JUDICIAL GOVERNMENT (Borough of Queens.)

## JUDGE'S MUNICIPAL COURTS.

	<i>District</i>	<i>Name</i>	<i>Address</i>
<i>First</i>	.....	T. C. Kadien	.....115 5th St., Long Island City.
<i>Second</i>	.....	J. M. Cragen	.....Burz & Court Sts., Elmhurst.
<i>Third</i>	.....	Alfred Denton	.....1908 Myrtle Ave., Glendale.
<i>Fourth</i>	.....	J. F. McLaughlin	.....Town Hall, Jamaica.

## MAGISTRATES' COURTS.

CITY MAGISTRATES—JOSEPH FITCH, JOHN A. LEACH, HARRY MILLER,  
JAMES J. CONWAY.

1st Dist.—St. Mary's Lyceum, L. I. City.

2nd Dist.—Town Hall, Flushing.

3d Dist.—Central Avenue, Far Rockaway.

4th Dist.—Town Hall, Jamaica.

## CHILDREN'S COURT.

Held on Mondays and Thursday at 19 Hardenbrook Avenue, Jamaica; Clerk, Sydney Ollendorff.

## COURT OF SPECIAL SESSIONS.

Second Division, Part III, held on Tuesdays, Town Hall, Jamaica.  
Clerk—H. S. Moran.

## Building Developments



QUEENS BOROUGH is building up at the rate of about a million and a half dollars in valuation a month.

The building record of the Borough of Queens for the year 1911 exceeded that of any previous year of its history. The amount expended for new construction for the year ending December 31, 1911, was \$22,212,000, which was an increase of \$7,067,000, or 46 per cent., in

excess of the total for 1910.

The number of new buildings constructed in 1911 was 5,374, or an increase of 1,241 over the number constructed in 1910. The number of new buildings in Queens for 1911 was four times that of the Bronx, five times that of Richmond and exceeded Brooklyn's total by over 1,100.

Compared with other divisions of New York City, the showing made by Queens is still more significant. While Queens eclipsed all of its previous building records, all of the other Boroughs except Manhattan fell behind their previous records. The Borough of Bronx suffered a decrease of \$21,197,000, Brooklyn \$10,057,000, and Richmond, \$871,000.

The following is a tabulation of the total number of new buildings built in the Borough of Queens since consolidation with the City of New York. It shows a total of 38,066 new buildings at a value of \$148,745,000.

### GROWTH IN BUILDINGS—BOROUGH OF QUEENS.

<i>Year</i>	<i>No.</i>	<i>Inc. No.</i>	<i>Value</i>	<i>Increase (Decrease —)</i>	<i>Per cent. Inc.</i>	<i>Average Value</i>
1898	772	....	\$2,538,216	.....	....	\$3,290
1899	1,011	239	3,341,269	\$803,053	31.6	3,310
1900	947	—64	2,920,991	—420,278	—12.6	3,085
1901	1,450	503	4,710,492	1,789,501	61.3	3,250
1902	1,231	—219	5,159,979	448,487	9.5	4,190
1903	1,321	90	4,829,929	—330,050	—6.4	3,660
1904	1,923	602	8,863,774	2,033,845	42.1	4,600
1905	3,251	1,328	12,827,960	3,964,186	44.7	3,945
1906	4,070	819	17,003,216	4,175,256	32.5	4,180
1907	3,929	—141	15,944,259	—1,053,957	—6.2	4,060
1908	3,896	—33	13,842,300	—2,101,959	—13.2	3,560
1909	4,758	862	19,407,921	5,565,621	40.0	4,080
1910	4,133	—625	15,144,377	4,263,544	22.2	3,670
1911	5,374	1,241	22,212,258	7,067,881	46.6	4,130
Total,	38,066	....	\$148,745,941	.....	....	\$3,900
1912	4,821	—553	\$19,624,222	—\$1,570,036	....	\$4,070



*Buildings in 1911*

<i>No.</i>	<i>Classification</i>	<i>Cost</i>	<i>Average Cost</i>
2658	Frame Buildings	\$7,657,641	\$2,880
1105	Brick Buildings	4,082,305	3,700
70	Frame Store and Dwelling	194,900	2,775
226	Brick Store and Dwelling	1,003,850	4,450
30	Frame Tenements	135,500	4,500
329	Brick Tenements	3,001,700	9,130
121	Brick Store and Tenements	1,146,500	9,470
45	Amusement Halls	238,200	5,290
2	Public Bldg. (Municipal)	90,000	45,000
65	Factories and Workshops	1,223,200	18,820
7	Churches	45,900	6,550
7	Schools	467,000	66,700
20	Hotels and Boarding Houses	404,000	20,200
4	Hospitals	1,250,000	312,500
37	Warehouses	714,485	19,300
19	Office Buildings	185,140	9,750
147	Garages	148,451	1,010
122	Stables	79,980	655
360	Other Frame Buildings	143,503	399
5374		\$22,212,255	\$4,130

*Buildings in 1911 by Wards*

<i>Ward</i>	<i>Buildings</i>	<i>Cost</i>
First	357	\$3,571,237
Second	1886	7,511,440
Third	578	2,075,282
Fourth	2117	6,938,115
Fifth	436	2,116,181
5374		\$22,212,255

*New Buildings 1909-11 in different Sections of Borough*

	1909	1910	1911	Total 1909-11
Arverne	60	57	34	151
Bayside	77	82	138	297
Belle Harbor	58	55	...	113
Broadway (Flushing)	37	116	41	194
Bushwick Junction Maspeth & Middle Village	151	224	242	617
College Point	113	36	42	191
Corona	177	547	372	1,096
Douglaston	28	34	33	95
Edgemere	7	15	28	50
Elmhurst	54	96	165	315
Far Rockaway	129	132	45	306
Flushing	282	180	291	753
Forest Hills	...	29	113	142
Hollis	72	81	100	253
Jamaica	543	487	701	1,731
Kew	...	31	7	38
Laurel Hill	8	6	9	23
Little Neck	5	8	20	33
Malba	17	19	21	57
Morris Park	51	59	325	435
Queens	45	85	29	209
Richmond Hill	401	326	527	1,254
Rockaway Beach	438	330	303	1,071
Rockaway Park	57	49	...	106
St. Albans	9	7	11	27
Springfield	83	44	51	178
Whitestone	61	64	45	195
Winfield	19	29	36	284
Woodhaven Sect.	422	355	387	1,164
Woodside	9	26	16	51

*New Buildings—Greater New York*

1898-1911 Inc.

<i>Borough</i>	<i>No.</i>	<i>Value</i>	<i>Avg. Value</i>
Manhattan .....	18,577	\$1,270,669,879	\$67,600
Bronx .....	23,875	303,772,239	12,720
Brooklyn .....	62,774	392,358,906	6,260
Queens .....	38,066	148,745,941	3,900
Richmond .....	7,701	27,998,883	3,640



NIGHT VIEW OF BUILDING OF NEW YORK AND QUEENS ELECTRIC LIGHT AND POWER CO., QUEENSBORO BRIDGE PLAZA.

## Waterfront Developments



WHEN the plans for the reorganization of the development of New York Harbor have been completed, the importance of the 200 miles of waterfront of the Borough of Queens will be greatly increased. Many improvements are now being made to the waterfront of this Borough by the City, State and National Governments and by private syndicates. Two great forces are impelling these changes; one is the Panama Canal and the other the State Barge Canal, both of which are near completion. The first will bring more commerce from the sea and the second more commerce from the interior, especially the Great Lakes section. The accompanying picture shows clearly their nature and their relation to the improvements of New York Harbor.

The following tables give a comparison of the length of waterfront of the Borough of Queens and the other Boroughs of New York City.

### WATER FRONT.

#### *New York City*

<i>Borough</i>	<i>Length of Natural Waterfront (Shore Line &amp; Bulkheads)</i>	<i>Length Around Shore Line, Bulkheads &amp; Piers</i>	<i>Length of Improvements (Distance Around Piers)</i>
1. Brooklyn .....	200.64 miles	256.57 miles	55.93 miles
2. Queens .....	196.83 "	217.09 "	20.26 "
3. Bronx .....	80.00 "	88.26 "	8.26 "
4. Richmond .....	57.11 "	81.33 "	24.22 "
5. Manhattan .....	40.11 "	91.55 "	51.44 "
Total .....	574.69 "	734.80 "	160.11 "

#### *Waterfront of Borough of Queens*

East River, Flushing Bay, etc. ....	52.75 miles	64.99 miles	12.24 miles
Jamaica Bay & Atlantic Ocean .....	86.58 "	94.60 "	8.02 "
Islands—Jamaica Bay .....	57.50 "	57.50 "	.....
Total .....	196.83 "	217.09 "	20.26 "

#### *Waterfront on East and North Side of Queens*

<i>Section</i>			
Newtown Creek .....	33,515 feet	38,879 feet	5,382 feet
East River (Newtown Creek to Lawrence Pt.)	28,795 "	47,150 "	18,355 "
Lawrence Pt. to Flushing Creek .....	47,385 "	70,168 "	22,783 "
Flushing Creek .....	68,875 "	71,159 "	2,284 "
Flushing Creek to City Line .....	99,996 "	115,741 "	15,745 "
Total .....	278,566 "	343,115 "	64,549 "
	52.5 miles	64.8 miles	12.24 miles

*Waterfront, Jamaica Bay and Atlantic Ocean*

Jamaica Bay (Mainland)	191,923 feet	191,923 feet	.....
Jamaica Bay (Rockaway Beach) .....	208,885 "	241,040 "	32,155 feet
Jamaica Bay (Islands)....	303,792 "	303,793 "	.....
Atlantic Ocean .....	56,085 "	66,343 "	10,295 "
Total .....	760,686 "	803,136 "	42,450 "
	143.9 miles	151.9 miles	8.02 miles

## NEWTOWN CREEK.

Newtown Creek, flowing into the East River, divides for a distance of about four miles the Boroughs of Brooklyn and Queens, and is said to be the busiest avenue of water traffic of its length in the world. The volume of products floated over its waters, 2,675,000 tons valued at \$90,000,000 in 1903, had increased by 1909, according to the statistics gathered by the United States Government to 5,000,000 tons valued at \$253,000,000. It was a miscellaneous assortment of merchandise including coal, lumber, iron, steel and products, petroleum and products, copper and products and many other articles. The products above mentioned were classified in the Federal Report as follows:

	<i>Tons</i>	<i>Value</i>
General Merchandise .....	472,280	\$33,094,600
Copper and Products .....	335,000	100,000,000
Coal and Other Fuel .....	1,447,923	5,791,692
Building and Road Material .....	1,047,690	7,333,830
Manufactures .....	12,708	381,240
Mineral Products .....	1,534,922	103,952,879
Farm Products .....	71,000	1,757,250
Ice .....	100,005	400,420
Fish .....	11,500	281,750
Ashes, Garbage, etc. ....	80,000	10,000
Total .....	5,133,628	\$253,003,661

The following table shows the traffic on the Creek for a period of 8 years from 1903 to 1910 inclusive.

<i>Year</i>	<i>Short Tons</i>	<i>Value</i>	<i>Average Value Per Ton</i>
1903 .....	2,675,025	\$90,535,640	\$33.80
1904 .....	3,771,726	108,313,377	28.70
1905 .....	3,428,404	130,812,974	40.40
1906 .....	2,803,380	214,714,751	77.00
1907 .....	3,108,374	175,229,346	56.40
1908 .....	4,181,528	229,994,000	55.00
1909 .....	5,113,628	253,003,661	49.50
1910 .....	3,861,852	139,378,323	36.00
1911 .....	5,990,266	.....	.....

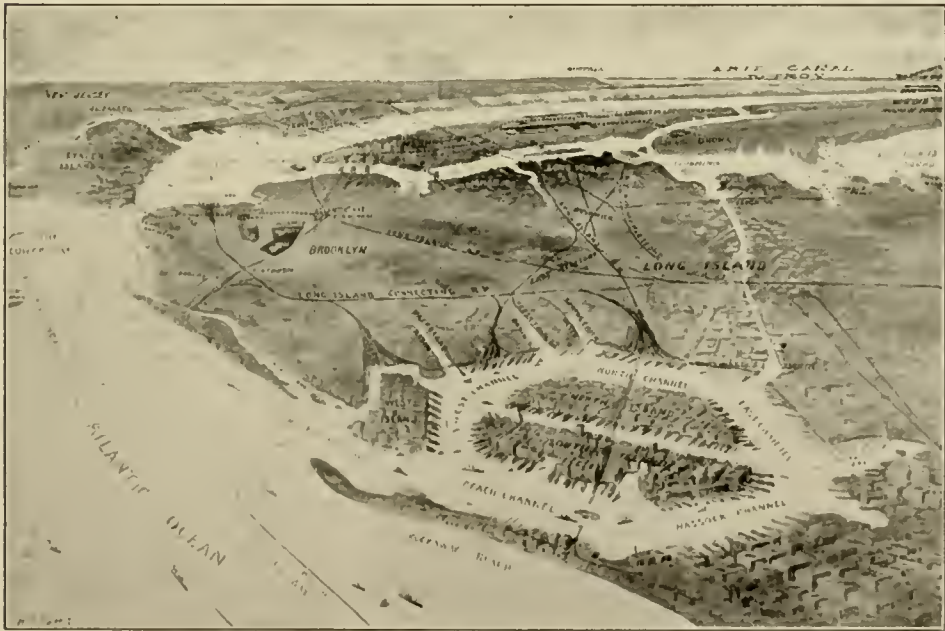
The amount of traffic on Newtown Creek is also shown by the number of times a day that the bridges are open and the number of boats passing through which for one day was as follows:

<i>Bridge</i>	<i>Openings</i>	<i>Boats Passing</i>
Vernon Avenue .....	44 .....	110
Greenpoint Avenue .....	62 .....	134
Meecker Avenue .....	41 .....	73
Grand Avenue .....	10 .....	17
Borden Avenue .....	4 .....	6

The tonnage on Newtown Creek for 1910 was greater than the combined tonnage of all the canals of the State of New York.

**EAST RIVER**—Hearings have been held by the U. S. Board of Engineers for Rivers and Harbors upon the necessity for an appropriation necessary to dredge either a 30 foot or a 35 foot channel from the Battery to Long Island Sound. It is estimated that this proposed improvement will cost over \$30,000,000 and will include the removal of shoals and reefs in the channel and along the shores, and the widening and deepening of the channel at Hell Gate. This improvement will better the shipping facilities of the various factories now located along the river front.

**FLUSHING BAY**—The United States Government has plans for the improvement of Flushing Bay up to the Main Street Bridge at an estimated



PROPOSED HARBOR IMPROVEMENTS, SHOWING PARTICULARLY THE CANAL TO BE BUILT BETWEEN FLUSHING AND JAMAICA BAYS.

cost of \$235,000 and \$5,500 annually for maintenance expenses after completion.

FLUSHING BAY-JAMAICA BAY CANAL—A Bill will be re-introduced this year in the State Legislature requesting an appropriation to pay for the expense of a survey of the proposed Canal connecting Flushing Bay with Jamaica Bay. It is estimated that the cost of such a Canal would be \$12,000,000. The Canal would connect Flushing River with Cornell Creek, a stream running into Jamaica Bay. Through the center of the Borough where land is over 125 feet above sea level it has been proposed to construct a tunnel for about two miles. This Canal will, in conjunction with the Bronx Kills and Harlem River improvements, provide a direct channel for barges from the Hudson River, across Queens Borough to Jamaica Bay and the sea. It is really an essential part of the improvement of Flushing Bay enabling vessels to pass from the Hudson River to Jamaica Bay without having to pass into the Atlantic Ocean or through Hell Gate.

FLUSHING CREEK—The initial step towards this Canal is the improvement of Flushing River, hearings upon which have been held at the request of the Chamber by the Dock Commissioner of the City of New York and the Borough President. The abutting owners have agreed to a 250 foot wide stream from the mouth of the Creek to three miles inland, and have agreed to cede enough land to the City to bring about this improvement. Bulkhead lines have already been adopted by the United States Government for this stream, but modifications will be requested which will eliminate the curves and give a straight line channel from its mouth to the head of tide water. As soon as the new bulkhead lines are adopted efforts will be made to have the United States Government dredge this channel.

JAMAICA BAY—The City, State and Nation have all combined to develop a great port at Jamaica Bay. The State of New York ceded all right and title it had to land under water in the Bay to the City of New York; and the City has made an initial appropriation of \$1,000,000 towards this improvement (\$34,000 to be spent for plans and surveys, \$750,000 for purchase of land for marginal streets and basins and \$216,000 for improvements such as bulkheading, etc.); and the National Government has made an appropriation for 1912-13 of \$300,000 towards dredging the channel. Work has been started by the Government for dredging an inside channel from Barren Island to Milk Creek Basin. The Atlantic Gulf and Pacific Dredging Co. have received this contract, and the section to be dredged is  $1\frac{1}{2}$  miles in length, 500 feet in width and 18 feet in depth.

**BARGE CANAL TERMINALS**—The State in selecting terminals for the Barge Canal has perceived the advantage of securing locations where ocean going vessels can meet and receive the cargoes from the Erie Canal and where large warehouses, elevators and store houses can be erected inexpensively as trans-shipment requires a central point where cargoes can be tended and stored. Such terminals have been selected in Queens at Newtown Creek, and Jamaica Bay by the State Barge Canal Terminal Commission and the Chamber is urging the location of a similar terminal at Flushing Bay.

**FREIGHT TERMINALS**—The City of New York has started construction on a large freight terminal on the East River at the foot of Nott Avenue, Long Island City, which will include in its layout a public pier and freight terminal with warehouses and trackage similar to freight terminals provided at other points along the harbor line. Adjacent to this municipal freight terminal will be a large terminal known as the "Queensboro Terminal" operated by the Brooklyn Eastern District Terminal Co. from which point freight can be shipped to any part of the United States or via boats to all parts of the world.

The Degnon Realty and Terminal Co. have their development along Newtown Creek on what is known as Dutch Kills Creek. This Company has dredged channels, built bulkheads, filled in land, graded streets and sewered their large property of 125 acres in extent with the object of having the sites used for factories and warehouses. This property is adjacent to the Sunnyside yards of the Pennsylvania Railroad.

The Flushing Bay Improvement Company is filling in 300 acres of the marshes between Corona and Flushing with ashes gathered under contract with the City of New York, and will develop as a factory section.

## Electric Companies and Rates

<i>Company</i>	<i>Territory Served</i>	<i>Output 1911 in K.W.Hrs.</i>	<i>Stations and Offices</i>
New York & Queens Electric Light & Power Co	1st, 2nd, 3rd & 4th Wards	12,916,848	Main Station—Astoria. Sub-stations at L. I. City, Flushing, Bayside, Jamaica and Maspeth.
Queensboro Gas & Electric Company	5th Ward (Rockaways)	2,863,668	Far Rockaway

### RATES.

*New York & Queens Electric Light & Power Co.*—Retail Lighting Rate, 12c. per k.w.h.; Incandescent Special Rate, 10c. per k.w.h.; Power Rate, 10c. per h. p. h., with deductions from 12 1-2 per cent. to 70 per cent. and 33 1-3 per cent. based on monthly consumption from 100 h. p. h. to 50,000 h. p. h.; Short Term Power Rate, 10c. per h. p. h., with deductions from 12 1-2 per cent. to 50 per cent. and 33 1-3 per cent., based on monthly consumption of 100 h. p. h. to 50,000 h. p. h.

*Queensboro Gas & Electric Co.*—Retail Lighting, 13c. per k.w.h.; Power Rate, 10c. per k.w.h., with deductions from 5 per cent. to 60 per cent. based on monthly consumption from 100 k.w.h. to 1,250 k.w.h.

*Detailed Rates Will Be Given Upon Application to Companies or the Chamber of Commerce.*

*New York & Queens Electric Light & Power Co.*—This company was formed in 1900 by the consolidation of the various local companies operating in the various towns of Queens County prior to consolidation as part of Greater New York. Its business has increased approximately 1,000 per cent. during the last twelve years. Its rates are as low, if not lower, than can be secured anywhere in the State of New York from companies generating electric current by steam. It offers exceptional facilities to the manufacturer for power as well as for lighting and heating of residences.



## Gas Companies and Rates

<i>Company</i>	<i>Territory Served</i>	<i>Rate per M.cu.ft.</i>	<i>Output 1911 M.cu.ft.</i>	<i>Miles of</i>		<i>Location of Plant</i>
				<i>Main</i>	<i>Jan.</i>	
Astoria Light, Heat & Power Co.	1st Ward	.....	4,310,768	.70		Astoria, L. I.
East River Gas Co.....	"	\$ .80	404,324	74.53		Ravenswood, L. I.
Newtown Gas Co.....	2nd Ward	1.00	584,724	138.42		Newtown, L. I.
New York & Queens Gas Co.....	3rd Ward	"	184,720	86.09		Flushing, L. I.
Jamaica Gas Light Co.....	4th Ward	"	124,355	61.54		Jamaica, L. I.
Richmond Hill & Queens Gas Light Co. ....	"	"	114,837	28.5		.....
Woodhaven Gas Light Co.....	"	"	175,985	64.17		.....
Queensboro Gas. & Electric Co.	5th Ward	\$1.10	183,036	102.28		Far Rockaway, L. I.

The Astoria Light, Heat and Power Co., located in the Northwest corner of the Astoria section, sells practically all of its output to the Consolidated Gas Co. of New York, which supplies the Boroughs of Manhattan and the Bronx. The entire plant is said to be one of the largest in the world. Unit No. 1 produces 20,000,000 cubic feet of gas daily, and one-half of unit No. 2, which has recently been completed, has a capacity of 20,000,000 more. The entire 9 units of which the plant is to be composed will have a producing capacity of 250,000,000 cubic feet of gas daily. Each unit is a manufacturing city in itself constructed at a cost of \$10,000,000 to \$12,000,000, and it is estimated that the entire plant will represent an outlay of \$80,000,000 to \$100,000,000 and will spread over an area of 350 acres.

The East River Gas Company is a subsidiary of the New Amsterdam Gas Co., which supplied in 1911 2,743,450 M. cubic feet to Manhattan in addition to that supplied in Queens.

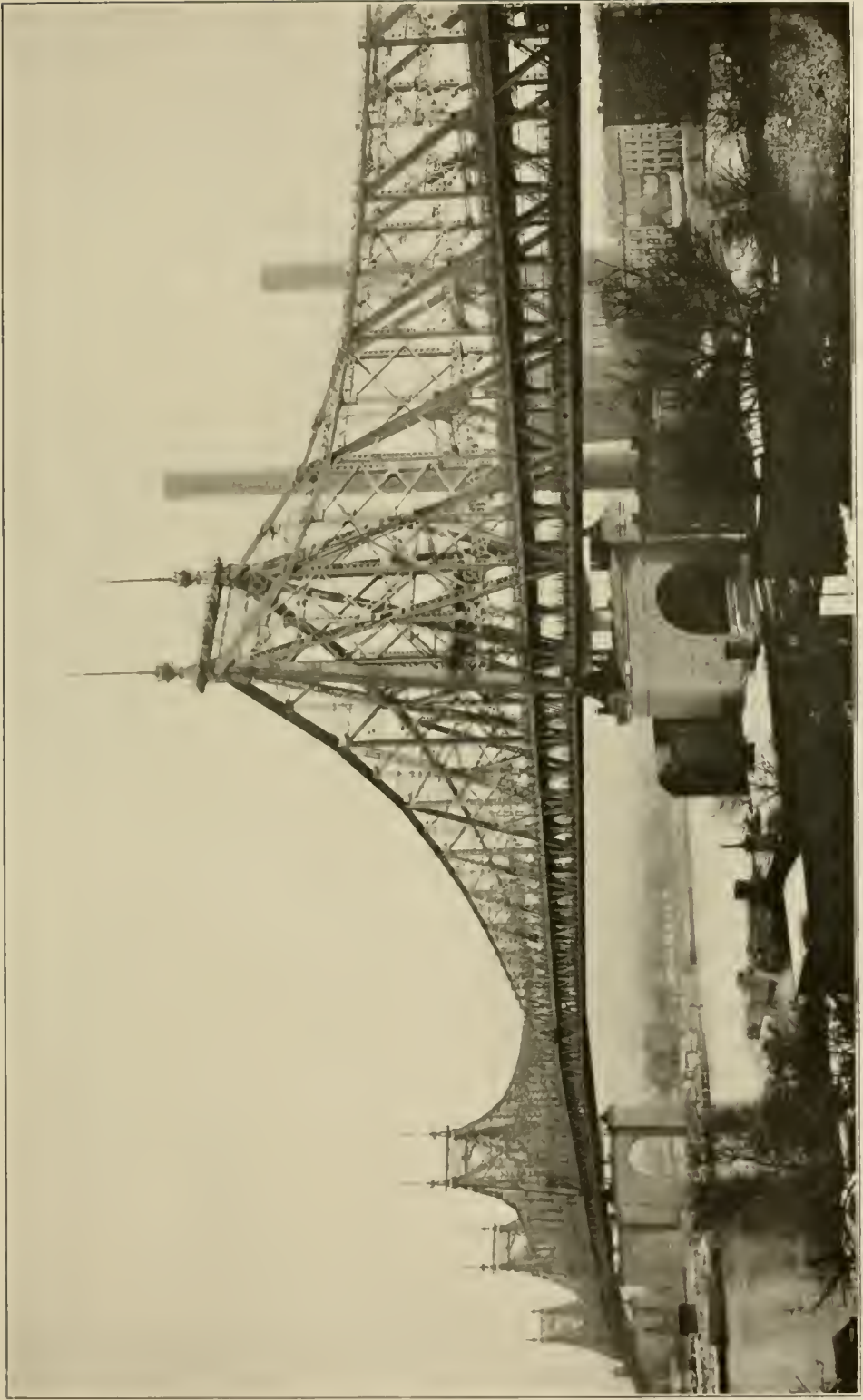
The Newtown Gas Co., the Jamaica Gas Light Co., the Richmond Hill and Queens Gas Light Company and the Woodhaven Gas Co. are all subsidiary companies of the Brooklyn Union Gas Co. The Queensboro Gas & Electric Co. operates solely in the 5th Ward and supplies both gas and electricity to the section around Rockaway Peninsula, which is outside of the \$.80 zone provided by law. They formerly charged \$1.25 to \$1.35 per M. cubic feet and voluntarily agreed to a reduction to \$1.10.

## Queensboro Bridge

### *History.*

- December 2, 1899.—The general plan for a cantilever bridge from Second Avenue, between 59th and 60th Streets, Manhattan, across Blackwell's Island to intersection with Jane Street, Long Island City, was submitted to the Secretary of War.
- November 15, 1900.—Ordinance authorizing construction approved by Mayor of New York City.
- February 23, 1901.—Plans were approved by War Department.
- March 21, 1901.—Board of Aldermen authorized condemnation proceedings for the land required.
- June 27, 1901.—Contract was let for construction of the six masonry piers to Ryan & Parker for \$745,547.
- July 19, 1901.—Construction of piers was commenced.
- February 10, 1903.—Plans for bridge approved by Municipal Art Commission.
- November 20, 1903.—Contract let to Pennsylvania Steel Co. for construction of steel super-structure at \$5,132,985.
- December 31, 1903.—Contract let to Williams Engineering & Contracting Co. for towers on piers for \$685,000.
- June 10, 1904.—Construction of piers completed at total cost of \$858,565.
- June 15, 1908.—Contract of Pennsylvania Steel Co. for steel super-structure completed.
- December 1, 1908.—Total amount of contracts awarded, \$11,974,402.
- March 30, 1909.—Bridge opened for pedestrians and vehicles.
- June 12, 1909.—Celebration of completion of bridge commenced.
- September 19, 1909.—Operation of surface cars over bridge began.
- July 18, 1911.—Bridge tolls abolished by Board of Aldermen.

Total length of bridge from east side of Second Avenue, Manhattan, to Jackson Avenue, Queens, including Queens Plaza, 8,601 feet. The length of spans are: Manhattan anchor spans, 469.5 feet; west channel span, 1,182 feet; island span, 459 feet; east channel span, 984 feet; Queens anchor span, 459 feet. The clear height over East River channels is 135 feet.



VIEW OF QUEENSBORO BRIDGE.

## Water Supply



THE total average daily consumption of water of the Borough of Queens for the year 1911 was 32,900,000 gallons, of which 28,000,000 gallons was supplied by private companies and 4,900,000 supplied by the city from its municipal plants.

The first move was taken by the city toward the acquisition of the private water companies of the Borough of Queens on June 6, 1912, when the Board of Estimate adopted a report of Chief Engineer Nelson P. Lewis, recommending the appointment of a commission consisting of one lawyer and two engineers, experts in the appraisal of water-works, to report to the Board on this subject.

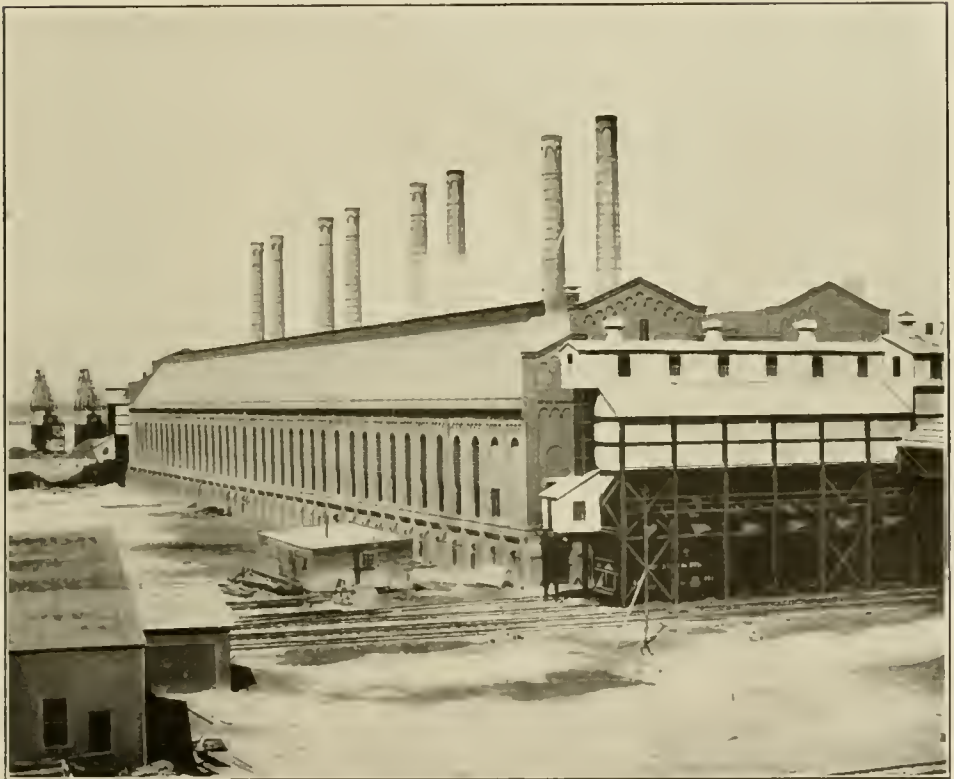
The City of New York has made ample provision for the Borough of Queens in its preparation of the comprehensive plans for the distribution of the Catskill water supply. A contract has been awarded for a big main artery of supply leading from Brooklyn to Hoffman Boulevard and Fisk Avenue, in the heart of Queens. This main will be 48 inches in diameter and will under the proposed pressure have a capacity from 40,000,000 to 50,000,000 gallons per day. This supply will be ready by 1915. Provision is also being made to lay a 48-inch water main in connection with the Consolidated Gas Company's tunnel from East 71st Street under East River to Webster Avenue, Long Island City. Capacity of this main is estimated to be 15,000,000 gallons daily, and will give immediate supply to Long Island City of the Croton water supply.

### Private Water Companies

<i>Company</i>	<i>Sections Supplied</i>	<i>Ward</i>	<i>Average daily Supply 1911</i>	<i>Remarks</i>
Citizens Water Supply Co.,	Long Island City....	1	8,000,000 gals.	Through City Mains
" " "	Glendale, Maspeth, } Corona, Ridgewood, } Newtown, Elmhurst, }	2	9,800,000 "	" " private "
" " "	Third Ward .....	3	750,000 "	" " City "
Bowery Bay Impt. Co.....	North Beach .....	2	—	" Private Use
Urban Water Co.....	Woodside .....	2	1,000,000 "	Through Priv. Mains
Jamaica Water Supply Co..	Jamaica, Hollis, Queens and Springfield .....	4	3,750,000 "	" " " "
Woodhaven W. Supply Co..	Woodhaven, Ozone Park, Rich. Hill....	4	1,850,000 "	" " " "
Queens Co. Water Co.....	Rockaway Beach and Far Rockaway ....	5	2,850,000 "	" " " "
Total .....			28,000,000	

## Municipal Plants

<i>Station</i>	<i>Section Supplied</i>	<i>Ward</i>	<i>Average daily Supply 1911</i>	<i>Remarks</i>
Van Dam & Nott Ave.....	Long Island City....	1 )	1,000,000 gals.	Through City Mains
Dryer & Laurel Hill.....	" " " ".....	1 )		
Flushing.....	Flushing, College Point, etc. ....	3 )	3,900,000 " " " "	
Bayside (Oakland Lake)	Bayside, Douglaston, etc. ....	3 )		
Whitestone.....	Not in use at present.	3 )		
Total .....			4,900,000	



ASTORIA LIGHT, HEAT AND POWER COMPANY'S PLANT.



Map of New York City showing the five boroughs: Manhattan, Bronx, Richmond, Queens, and Kings (Brooklyn). Major streets and landmarks are labeled, including the Hudson River, East River, and various parks and cemeteries.

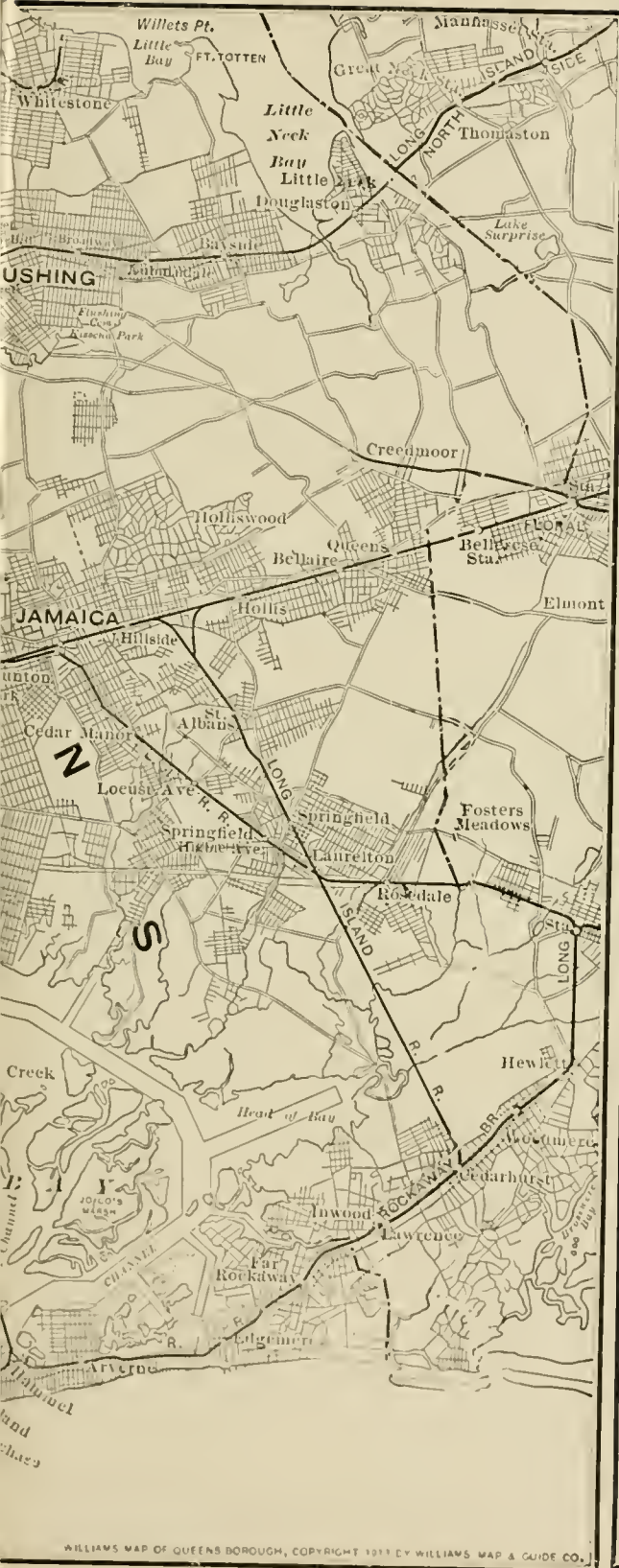
Manhattan: Grand Central Station, Pennyslvania RR Sta., Battery Park, Governors Id., Eric Lash, Gowanus Bay, Prospect Park, Greenwood Cemetery, Fort Hamilton, Gravesend Bay, Norton Pt., Seagate, Coney Island Light, Erichthon Beach, Manhattan Beach.

Brooklyn: Navy Yard, Philips Ave., Nostrand Ave., East New York, Warwick St., Bushwick, Bushwick Jc., Maspeth, Forest Hill, Richmond Hill, Woodhaven, Union Course, Ozone Park, Aqueduct, Ramblersville, Long Island City, Forest Park, Kings Highway, Rockaway Beach, Rockaway Inlet, Rockaway Point.

Queens: Flushing Bay, Corona, Elmhurst, Woodside, Winfield, Maspeth, Forest Hill, Richmond Hill, Woodhaven, Union Course, Ozone Park, Aqueduct, Ramblersville, Long Island City, Forest Park, Kings Highway, Rockaway Beach, Rockaway Inlet, Rockaway Point.

Richmond: Richmond Hill, Woodhaven, Union Course, Ozone Park, Aqueduct, Ramblersville, Long Island City, Forest Park, Kings Highway, Rockaway Beach, Rockaway Inlet, Rockaway Point.

Bronx: College Pt., College Point, Flushing Bay, Corona, Elmhurst, Woodside, Winfield, Maspeth, Forest Hill, Richmond Hill, Woodhaven, Union Course, Ozone Park, Aqueduct, Ramblersville, Long Island City, Forest Park, Kings Highway, Rockaway Beach, Rockaway Inlet, Rockaway Point.



# Queens Borough Facts

1. Estimated population, January, 1913—359,891.
2. Assessed valuation, 1913—\$460,377,523 (not including special franchises). A gain of over \$350,000,000 over 1899.
3. Area—129.5 square miles, or 40 per cent. of the area of the City of Greater New York.
4. Value of manufactured products for } 1899—\$ 35,427,000  
year } 1909—\$151,680,000  
an increase of 314 per cent. in ten years.
5. Ranks 17th among principal cities in the United States, and 4th in New York State as to value of manufactured products (exceeded only by Manhattan, Brooklyn and Buffalo).
6. Over 196 miles of natural waterfront and 20 miles of docks on Newtown Creek, East River, Jamaica Bay and Atlantic Ocean.
7. Plans filed for 4,821 new buildings in 1912, at an estimated cost of \$19,642,222, which was as great as any city in the United States, except Greater New York, Philadelphia, Chicago and San Francisco.
8. 968 acres of public parks.
9. Over 10 miles of beaches on Atlantic Ocean.
10. 10 National Banks, 15 State Banks, 2 Trust Companies and 4 Savings Banks, with total resources of over \$150,000,000.
11. Lowest death rate of any Borough of New York City, or of the first 20 cities in size in United States.
12. Over 100 miles of repaved highways in 1912.
13. Circulation of Public Library for year ending June 30, 1912, was 14th largest in United States.
14. Estimated number of manufacturing establishments in 1912—1,000.



# Topographical Map

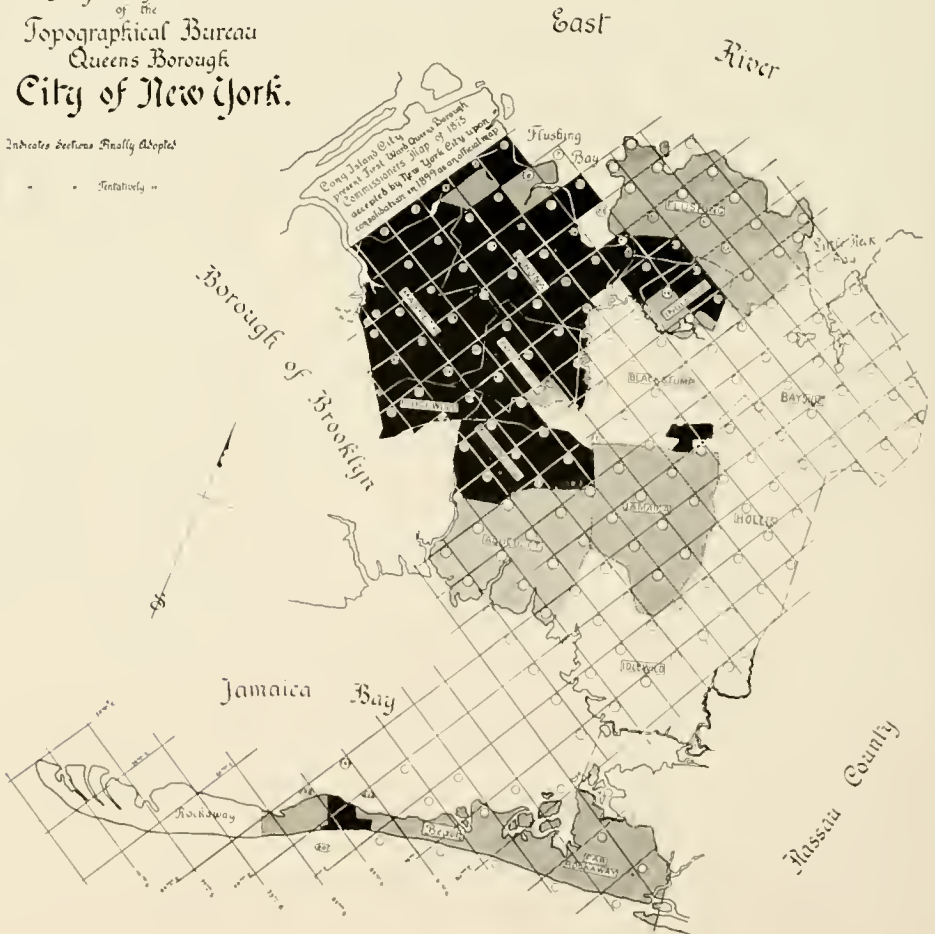


UNDER the Charter of the City of New York, all improvements such as legal opening of streets, drainage systems, sewers, regulation of highways, subways, etc., must be based upon a Topographical Map adopted by the city authorities. This map is the foundation upon which the future city is built.

The accompanying map shows clearly the portions of the Borough that have been tentatively and finally mapped to date. The

## Tentative and Final Map Index Showing Progress of Work of the Topographical Bureau Queens Borough City of New York.

-  Indicates sections finally adopted
-  " " " tentatively "





co-ordinates shown are about one mile apart. This work is done under the direction of the Topographical Bureau, which scientifically plans the streets and grades in an economical and logical manner so that in the future the large population, with its increased traffic and business, can be taken care of along the lines planned for this growth.

Upon consolidation as part of the City of Greater New York on January 1, 1898, the only part of the Borough of Queens that had been officially topographically mapped and adopted was the 1st Ward, or the old Long Island City, which had been mapped in 1871-73 and was recognized by the Greater New York Charter.

Approximately 76,000 acres out of the total area of 82,883 acres of the Borough will be mapped. The following is a tabulation of the amount tentatively mapped and finally mapped to date:

*Tentatively Mapped*

Jan. 1, 1898—Oct. 4, 1911.....	21,635 acres
Oct. 4, 1911—Dec. 4, 1912.....	<u>24,242</u> “
Total .....	45,877 acres, or 61% of Borough

By the end of 1913 it is expected that the entire Borough will be tentatively mapped.

*Finally Mapped*

Jan. 1, 1898—Oct. 4, 1911.....	13,946 acres
Oct. 4, 1911—Dec. 4, 1912.....	<u>12,088</u> “
	26,034 acres, or 36% of Borough

It is estimated by the end of 1913, 10 to 15 per cent. more of the Borough will be finally mapped.

## Population—Borough of Queens



HE Borough of Queens in 1910 had a population of 284,041, and considered as a City by itself ranked 19th in size among the principal cities of the United States, having jumped from 25th in rank in 1900 and 30th in rank in 1890. The population in 1910 was greater than any of the States of Arizona, Delaware, Nevada or Wyoming.

The increase in population for the 20 years from 1890 to 1910 was 195,000 or 224 per cent. It is estimated that the increase in population for the next ten years to 1920 will be over 600,000 or an increase of over 200 per cent.

The following table shows the relation in population of the Borough of Queens to the principal cities of the United States:

Rank	City	Population		Increase in Numbers	Per cent. Increase
		1910	1900		
1st	New York City .....	4,766,883	3,437,202	1,329,681	38.7
2nd	Chicago .....	2,185,283	1,698,575	486,708	28.7
3rd	Philadelphia .....	1,549,008	1,293,697	255,311	19.7
4th	St. Louis .....	687,029	575,238	111,791	19.4
5th	Boston, Mass. ....	670,585	560,892	109,693	19.3
6th	Cleveland, Ohio .....	560,663	381,768	178,895	46.9
7th	Baltimore, Md. ....	558,445	508,957	49,528	9.7
8th	Pittsburg, Pa. ....	533,905	451,512	82,393	18.2
9th	Detroit, Mich. ....	465,766	285,704	180,062	63.0
10th	Buffalo, N. Y. ....	423,715	352,387	71,328	20.2
11th	San Francisco, Cal. ....	416,912	342,782	74,130	21.6
12th	Milwaukee, Wis. ....	373,857	285,315	88,542	31.0
13th	Cincinnati, Ohio .....	363,591	325,902	37,689	11.6
14th	Newark, N. J. ....	347,469	246,070	101,399	41.3
15th	New Orleans .....	339,057	287,104	51,971	18.1
16th	Washington, D. C. ....	331,069	278,817	52,351	18.8
17th	Los Angeles, Cal. ....	318,198	102,479	216,719	211.5
18th	Minneapolis, Minn. ....	301,408	202,718	98,690	48.5
19th	<b>BOROUGH OF QUEENS..</b>	<b>282,041</b>	<b>152,999</b>	<b>129,042</b>	<b>84.5</b>
20th	Jersey City, N. J. ....	267,779	206,433	61,346	29.6
21st	Kansas City, Kans. ....	248,341	163,752	84,589	51.7
22nd	Seattle, Wash. ....	237,194	80,671	156,523	194.0
23rd	Indianapolis, Ind. ....	233,650	169,164	64,486	38.1
24th	Providence, R. I. ....	224,336	175,597	48,730	27.8
25th	Louisville, Ky. ....	223,928	204,731	19,197	9.4
26th	Rochester, N. Y. ....	218,149	162,608	55,541	34.2
27th	St. Paul, Minn. ....	214,774	163,065	51,709	31.7
28th	Denver, Col. ....	213,381	133,859	79,522	59.4
29th	Portland, Ore. ....	207,214	90,426	116,788	124.0
30th	Columbus, Ohio .....	181,511	125,560	55,988	44.6
31st	Toledo, Ohio .....	168,497	131,822	36,675	27.8

Estimated population 1912 is 334,297.

The following table gives the population of the towns comprising the County and Borough of Queens from 1800. Queens County consisted of five townships, all of which, with the exception of part of Hemp-

stead were consolidated as the Borough of Queens into Greater New York City in 1897. The part of the town of Hempstead now in the Borough of Queens is known as the Fifth Ward or the Rockaway Section.

### COUNTY OF QUEENS

Long Island City was formed in 1870 from the town of Newtown. The other towns were formed in 1788.

<i>Ward</i>	<i>Township</i>	<i>Year</i>						
		<u>1800</u>	<u>1810</u>	<u>1825</u>	<u>1830</u>	<u>1840</u>	<u>1850</u>	<u>1860</u>
1st Long Island City.....	.....	.....	.....	.....	.....	.....	.....	.....
2nd Newtown .....	.....	2,312	2,437	2,478	2,610	5,054	7,208	13,725
3rd Flushing .....	.....	1,818	2,230	2,325	2,820	4,124	5,376	10,189
4th Jamaica .....	.....	1,661	2,110	2,401	2,376	3,781	4,247	6,515
5th Hempstead and Rock- aways .....	.....	.....	.....	.....	.....	.....	.....	.....
<i>Ward</i>	<i>Township</i>	<u>1870</u>	<u>1875</u>	<u>1880</u>	<u>1890</u>	<u>1900</u>	<u>1910</u>	
1st Long Island City .....	.....	.....	15,587	17,129	30,506	48,272	61,763	
2nd Newtown .....	.....	20,724	10,614	9,804	17,549	40,903	105,219	
3rd Flushing .....	.....	14,650	15,357	15,906	19,803	30,761	37,171	
4th Jamaica .....	.....	7,745	8,983	10,088	14,441	71,193	67,412	
5th Hempstead and Rock- aways .....	.....	.....	.....	.....	23,756	27,066	12,476	

The following table gives the population of each Borough of Greater New York from 1790, according to United States Census reports and also an estimate of the future population of each Borough up to 1950 at which time it is predicted that the Borough of Queens will have a population as great as that of the Boroughs of Manhattan, Bronx, and Richmond combined.



## Parks—Borough of Queens



THE Park system of the Borough of Queens was formerly under the jurisdiction of the Brooklyn Park Department, but is now under a separate Park Commissioner, Walter G. Eliot, as provided by a law passed in 1911. The office of the Park Department of the Borough of Queens is in the northeasterly end of Forest Park. The following is a tabulation of the parks and their areas in the Borough of Queens for 1912:

<i>Name</i>	<i>Area in Acres</i>	<i>Location</i>
Forest Park .....	536.00.....	Richmond Hill & Woodhaven
Telewana (or Rockaway Beach Pk.).....	262.58.....	Rockaway Beach
Kissena Lake Park .....	65.00.....	Flushing
Highland Park .....	59.60.....	East New York
Rockaway Park .....	17.87.....	Rockaway Beach
Rockaway " (Beach Frontage) .....	17.50.....	" "
King's Park .....	11.50.....	Jamaica
Upland-Jamaica .....	5.50.....	"
Rainey Park .....	4.05.....	Astoria
Linden " .....	3.00.....	Corona
Wayanda Park .....	2.00.....	Queens
College Point Park.....	1.14.....	College Point
Flushing " .....	1.02.....	Flushing
Ashmead " .....	.27.....	Jamaica
Unnamed " .....	.11.....	Long Island City
" " .....	.08.....	" " "
" " .....	.05.....	" " "
Poppenhausen " .....	.01.....	College Point
Unnamed " .....	.01.....	Long Island City
" " .....	.01.....	" " "

Total Area, 968.24 Acres.



VIEW IN HIGHLAND PARK



VERNON AVENUE BRIDGE OVER NEWTOWN CREEK.

FOREST PARK, comprising 536 acres, is the largest park in the Borough and is 10 acres larger than the celebrated Prospect Park in Brooklyn, and at present is covered with forest, as its name implies. Owing to its long and narrow shape it is available for an immense number of people, occupying as it does a wide area. It has one of the best eighteen-hole golf links that can be found in any park, and is provided with a handsome club house with lockers and conveniences, all of which are open to the public free under proper restrictions. From the ridge of this park there is a magnificent view extending out over Jamaica Bay to the Rockaways and the Atlantic Ocean.

TELEWANNA or ROCKAWAY BEACH PARK, comprising 263 acres, was acquired March 21, 1912, by the City of New York and consists of a strip of land along Rockaway Beach on the Atlantic Ocean. Its purpose is to provide a reservation at the seashore for hospitals and an immense playground for water sports by the public. This park is a great strip of sand dunes extending west from the most westerly of the Rockaways, known as Neponsit and Belle Harbor, and covers the westerly end of the Rockaway peninsula. It extends from Jamaica Bay on the north to Atlantic Ocean

on the south, extending for nearly a mile east and west. The width of the park is about half a mile.

ROCKAWAY PARK was ceded to the city within recent years and has a frontage on Atlantic Ocean of  $17\frac{1}{2}$  acres. It consists of nearly a half-mile of seafront, bordered by detached residences where grass lawns come to the edge of the boardwalk.

HIGHLAND PARK, comprising approximately 60 acres, is situated on the border line between Brooklyn and Queens, the principal part being in the Borough of Queens. It is a picturesque park, having within it the early Dutch house known as the Schenck Mansion, a distributing reservoir, base ball fields, music stands, where concerts are given during the summer, and very attractive walks and places of rest.

KISSENA PARK, comprising about 65 acres, part of which is a lake fed by springs, is between Flushing and Jamaica. This park is in its natural state and is capable of wonderful development.

In addition to the above parks, there are several small parks from one-half acre to five acres in extent throughout the Borough. The handsomest is KING'S PARK in the centre of Jamaica, which contains the Colonial homestead of Gov. John A. King, built 125 years ago. This building is now occupied as a Colonial museum in charge of the King Manor Association, comprised of public-spirited men and women of Jamaica and vicinity. On the hillside of Jamaica there is a small park of  $5\frac{1}{2}$  acres. Similar parks are also located in College Point, Corona, Flushing and elsewhere that are available as playgrounds for the children of these sections.



MUNICIPAL CLUB HOUSE AT FOREST PARK

## Assessments and Assessed Valuations



OR the purpose of assessment the Borough of Queens is divided into eighteen districts to each of which a deputy tax commissioner is assigned. These deputies are supervised by a Deputy Tax Commissioner in charge of the office of the Borough of Queens. The following shows the steps necessary in making up the assessment for 1913.

*April 1st, 1912;* Deputy Tax Commissioners commence to assess real estate.

*Oct. 1st, 1912;* Assessments completed and the books of assessment called "The Annual Record of Assessed Valuation of Real Estate" are open for public inspection.

*Nov. 16th, 1912;* Objections to assessments must be filed prior to this date.

*Dec.-Jan. 1912-13;* Tax Commissioners pass upon applications for reductions in assessments filed prior to Nov. 16th, 1912.

*Feb. 1st, 1913;* Annual Record is closed for correction and preparation of Assessment Rolls.

*Mar. 1st, 1913;* Assessment Rolls delivered to the Board of Aldermen.

*Mar. 3rd, 1913;* Board of Aldermen fixes Tax Rate.

*Mar. 28th, 1913;* Tax Department delivers Assessment Rolls with taxes against each parcel to the Receiver of Taxes.

*May, 1913;* Half of tax is payable in May. If second half is paid a rebate is allowed at the rate of 4 per cent. per annum to Nov. 1, 1913.

*June 1st, 1913;* Interest commences to run at 7 per cent. per annum from May 1st on the unpaid taxes due in May.

*Nov. 1st, 1913;* First and second half of taxes is payable.

*Dec. 1st, 1913;* Interest commences to run at 7 per cent. on unpaid taxes due in November.



## ASSESSED VALUATION AND TAX RATE.

## BOROUGH OF QUEENS.

<i>Year</i>	<i>Tax Rate Per \$100</i>	<i>Total Real Estate Assmt.</i>	<i>Annual Increase</i>	<i>Per Cent. Increase</i>	<i>Personal Property Assmt.</i>
1899	\$3.2744	\$103,752,600	.....	.....	\$6,314,032
1900	2.3421	104,427,772	\$675,172	.65	5,498,681
1901	2.3570	107,179,620	2,751,848	2.63	10,826,810
1902	2.3187	108,859,704	1,680,084	1.56	9,026,134
1903	1.4750	123,781,723	14,922,019	12.07	10,176,900
1904	1.5722	131,379,723	7,598,000	6.17	7,477,425
1905	1.5552	140,404,990	9,025,267	6.86	9,094,738
1906	1.5548	159,446,205	19,041,215	13.55	9,694,428
1907	1.5339	217,668,775	58,222,570	36.4	11,191,262
1908	1.6603	296,458,980	78,790,205	26.5	9,908,830
1909	1.7253	308,112,605	11,653,625	3.8	9,673,200
1910	1.81079	334,563,960	26,451,355	7.9	5,358,480
1911	1.73645	446,569,352	112,005,392	33.4	5,339,875
1912	1.84	456,750,539	10,181,187	2.2	6,396,750
*1913	.....	460,377,523	.....	.....	.....

\* Tentative and does not include special franchises.

## ASSESSED VALUATIONS—BOROUGH OF QUEENS.

<i>Year</i>	<i>Ordinary Land Value</i>	<i>Value of Improvements</i>	<i>Special Franchises</i>	<i>Real Estate of Corporations</i>	<i>Total Real Estate &amp; R. E. Corpor. &amp; Franchises</i>
1899	No	\$96,890,100	.....	\$6,861,500	\$103,752,600
1900	Separate	96,087,980	\$4,036,817	4,303,075	104,427,872
1901	Land	97,029,826	5,768,494	4,381,300	107,179,620
1902	Values	99,263,154	4,331,650	5,264,900	108,859,704
1903		113,731,213	5,528,000	4,522,510	123,781,723
1904	\$76,588,315	45,147,250	5,496,600	4,147,060	131,379,225
1905	79,803,605	50,113,225	6,232,600	4,255,560	140,404,990
1906	81,270,450	65,144,845	8,333,300	4,697,610	159,446,205
1907	123,585,700	73,354,150	11,698,700	8,030,225	217,668,775
1908	182,629,206	88,111,404	15,902,070	9,816,300	296,458,980
1909	185,899,546	96,557,609	14,876,700	10,778,750	308,112,605
1910	200,180,317	107,770,243	14,917,800	11,695,600	334,563,960
1911	276,089,172	131,268,935	16,400,400	22,810,845	446,569,352
1912	277,644,346	140,794,590	15,031,989	23,279,614	456,750,539
*1913	284,480,561	155,562,262	.....	26,334,700	.....

\* Tentative.

## ASSESSMENTS FOR LOCAL IMPROVEMENTS.

When land is condemned for public purposes awards are made by three Commissioners appointed by the Supreme Court who also spread the assessments to pay for the improvements. When improvements are made in an open street such as regulation, grading, paving, and sewerage, the assessments to pay for the improvement are laid by the department of Taxes and Assessments. Local improvements are initiated by the Local Improvement Boards.

A new corporation known as the Realty Notice Corporation, 51 Chambers Street, New York, has been formed to notify owners of property of all steps taken by the city authorities in connection with the initiation and subsequent assessments for local improvements of all kinds.

## Queens Boulevard

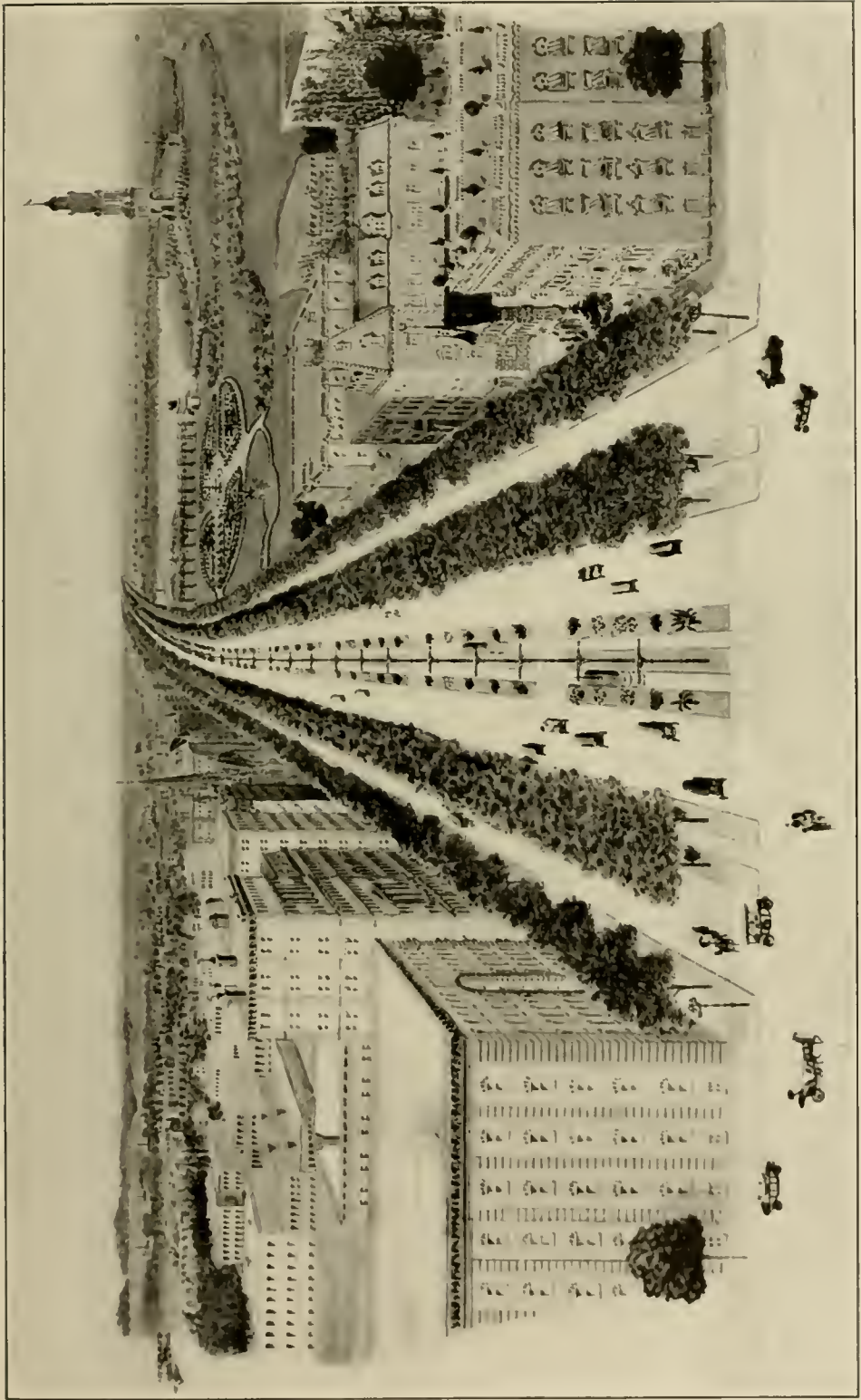


THE most conspicuous improvement in the Borough, known as the Queens Boulevard—a highway 200 feet in width, extending 8 miles in length from the Queensboro Bridge Plaza, Long Island City, through the heart of the Borough to Jamaica—is now under way. The highway will be 150 feet in width from Union Turnpike to Jamaica. The rule map for the entire length and the damage map for the first mile from Van Dam Street to Greenpoint Avenue were adopted by the Board of Estimate September 19, 1912. Condemnation commissioners (Leander B. Faber, John Connolly, and Harry R. Gelwicks) have been appointed and it is expected their work will be completed within one year's time, and the actual widening within three to four years. One-half the cost of the improvement will be paid by the city at large, 30 per cent. by the Borough of Queens and 20 per cent. as a local assessment.

When this boulevard is finished it will be one of the finest highways in the world and will compare with the famous boulevards of Paris, Vienna and Berlin, Eastern Parkway and Ocean Boulevard in Brooklyn, and the Grand Concourse in Manhattan and the Bronx.

It will be a great automobile highway from Manhattan not only to Queens Borough, but to all Long Island, for it will connect with broad avenues reaching eastward to Nassau County and southward to the Atlantic Ocean. Over the first mile of this boulevard an ornamental elevated railway will be built connecting with the Subway system of New York. Over its entire length a double track trolley will be operated.

According to one of the plans prepared by Clifford B. Moore, Chief Engineer of the Topographical Department, the boulevard has been divided into 11 parts, and this treatment includes at the extreme sides 10 foot sidewalks adjacent to the property line, next to which, nearer to the center will be 6 foot strips of grass on which trees are to be planted. Then will come on either side 25 foot strips for local vehicular traffic on which it will be possible to travel in either direction. Adjoining this roadway, nearer the center will be a 19 foot strip for a bridle path, each side of which will be lined with grass and trees. Then will come on either side a 25 foot strip of great importance for through, swift-passing traffic, principally automobiles. Here the traffic will move in but one way, and divided in this manner it will be possible for automobiles to travel rapidly without danger to anyone. Then will come the center section, 30 feet wide, which will be of the greatest importance, for here it is planned to locate the



PROPOSED QUEENS BOULEVARD.

transit lines. This strip will be improved by the surface and elevated roads that will make use of it.

Another treatment suggested especially for that section of the boulevard which is crossed by the tracks of the Long Island Railroad is to subdivide the boulevard into one central driveway 44 feet wide with parking places on each side 30 feet wide, outside of which will be local or service roadways 28 feet wide and sidewalks 20 feet wide.

## Areas



THE Borough of Queens is the largest of the five Boroughs of New York City, comprising as it does 129.5 square miles, or 82,883 acres, and represents 39.7 per cent. of the total area of the City of New York.

Queens is almost as large as the combined area of the Boroughs of Manhattan, Brooklyn and Bronx, and is as large as the City of Philadelphia; three times as large as Boston; lacks only six miles of being as large as Buffalo, Baltimore, Albany and San Francisco combined.

Jamaica Bay includes 14,400 acres; parks take 968 acres and cemeteries about 2,500 acres. It is estimated that 40,000 acres available for building development is still undeveloped.

The following table gives a comparison of the area of Queens and the other Boroughs of the City, and also the areas of the five wards into which the Borough of Queens is divided.

### AREAS.

Area	Borough of	Total		Total	Available	
		Sq. Mi.	Acres		Sq. Mi.	Acres
	Queens	129.5	82,883	39.7	109.3	70,000
"	" Manhattan	21.9	14,083	6.7	18.7	12,000
"	" Brooklyn	77.6	49,680	23.7	62.5	40,000
"	" Bronx	40.6	26,017	12.4	31.2	20,000
"	" Richmond	57.2	36,600	17.5	46.9	30,000
"	Greater New York	326.8	209,218	100.0	268.6	172,000
			<i>Acres</i>		<i>Sq. Miles</i>	<i>% Total</i>
Area	First Ward of Queens		4,650		7.26	5.6
"	Second " " "		14,700		22.97	17.7
"	Third " " "		22,600		35.31	27.2
"	Fourth " " "		36,000		56.25	43.5
"	Fifth " " "		4,933		7.78	6.0
"	Borough of Queens		82,883		129.58	100.0

## Express Rates (to New York City)

### OFFICES OF THE LONG ISLAND EXPRESS COMPANY.

Column No. 1 applies from points in Manhattan, 72nd St. and South, and from points in Brooklyn (Bushwick, Flatbush Ave., E. N. Y., 333 Fulton, Vandever Park, 4113 Third Avenue, 501 Broadway).

Column No. 2 applies from points in Manhattan above 72nd Street to 135th St. East and 150th St. West.

Rates per 100 pounds.

To	Column		To	Column	
	1	2		1	2
Arverne .....	\$.50	\$.75	Lawrence .....	\$.50	\$.75
Bayside .....	.50	.75	Little Neck .....	.50	.75
Broad Channel .....	.50	.75	Long Island City .....	.40	.40
Bushwick Jct. ....	.40	.50	Morris Park .....	.40	.50
Cedarhurst .....	.50	.75	Ozone Park .....	.40	.50
College Point .....	.40	.50	Queens .....	.40	.50
Corona .....	.40	.50	Richmond Hill .....	.40	.50
Douglaston .....	.50	.75	Rockaway Beach .....	.50	.75
Edgemere .....	.50	.75	Rosedale .....	.50	.75
Elmhurst .....	.40	.50	St. Albans .....	.50	.75
Far Rockaway .....	.50	.75	Springfield .....	.50	.75
Floral Park .....	.40	.50	Whitestone .....	.40	.50
Flushing .....	.40	.50	Winfield .....	.40	.50
Glendale .....	.40	.50	Woodhaven Jct. ....	.40	.50
Great Neck .....	.50	.75	Woodmere .....	.50	.75
Hollis .....	.40	.50	Woodside .....	.40	.50
Jamaica .....	.40	.50			

### EXPRESS RATES (NEW YORK CITY) TO VARIOUS CITIES.

To	Co.	Rate	To	Co.	Rate
Albany, N. Y.....	Am., Nat.	\$.75	Passaic, N. J.....	All	\$.50
Boston, Mass.....	Ad., U.S.	1.00	Philadelphia, Pa.....	Ad., U.S.	.75
Baltimore, Md.....	Ad., U.S.	1.00	Pittsburgh, Pa.....	Ad., U.S.	1.50
Buffalo, N. Y.....	Ad., U.S.	1.25	Providence, R. I.....	Ad.	1.00
Chicago, Ill.....	Ad., U.S.	2.50	Rochester, N. Y.....	Ad., U.S.	1.15
Cleveland, O.....	Ad., U.S.	1.75	Schenectady, N. Y....	Am., Nat.	.85
Cincinnati, O.....	Ad., U.S.	2.00	Scranton, Pa.....	Ad., U.S.	.75
Detroit, Mich.....	Ad., U.S.	2.00	Springfield, Mass....	Ad., U.S.	.75
Elizabeth, N. J.....	Ad., U.S.	.50	Syracuse, N. Y.....	Ad., U.S.	1.00
Hoboken, N. J.....	All	.50	Toledo, O.....	Ad., U.S.	2.00
Jersey City, N. J....	All	.50	Troy, N. Y.....	Am., Nat.	.75
Newark, N. J.....	Am., U.S., W.F.	.50	Utica, N. Y.....	Ad., U.S.	1.00
New Haven, Conn....	Ad.	.60			

## Ferries (Borough of Queens)

<i>Company</i>	<i>From (Queens)</i>	<i>To</i>	<i>Passengers Carried June 30, '11</i>	<i>Schedule</i>
Long Island R. R.	Borden Ave., L. I. City .....	E. 34th St., Manh....	8,941,204	10 minutes.
N. Y. & E. River Ferry Co. ....	Fulton St., Astoria...	E. 92nd St., Manh....	3,713,999	10 minutes.
N. Y. & College Pt. Ferry Co. ....	North Beach, Astoria.	E. 99th St., Manh....	.....	.....
do .....	North Beach, Astoria.	E. 134th St., Bronx..	.....	.....
do .....	North Beach, Astoria.	First Ave., College Point .....	.....	.....
do .....	First Ave., College Point .....	E. 99th St., Manh....	569,869	1 hour .....
Twin City Ferry Co.	No. 10th St., College Point .....	Clason Point Road, Bronx .....	.....	1-2 hour .....
Canarsie & Roxbury Ferry .....	Rockaway Pt. ....	Canarsie, Brooklyn..	.....	.....
Sheepshead Bay & Rockaway Ferry Co. ....	Rockaway Pt. ....	Sheepshead Bay, Brooklyn .....	.....	.....



ROCKAWAY BEACH, OCEAN FRONTAGE

## Beaches



THE great popularity of New York City as a Summer Resort is due to the great stretches of beaches that lie at its very door on the South side of Long Island extending from Coney Island to Montauk Point, and the picturesque Harbors and Bays on the North side of the Island from Astoria to Port Jefferson.

The Rockaway Peninsula at the Southern portion of the Borough of Queens is about ten miles in length and lies between Jamaica Bay and the Atlantic Ocean. All of the built up section of the Peninsula is 30 to 40 minutes from Wall Street, Manhattan, via the electric trains of the Long Island Railroad, and from 40 to 50 trains are run each way on week days and twice this number on Sundays. All of this section is one of the finest sea side resorts along the Coast, with its board walk on the ocean and its broad macadamed streets, magnificent hotels, handsome residences and public parks.

Seaside Boulevard at Belle Harbor skirting Jamaica Bay, where yachts by the score may be tied up, makes this a noted resort. Seaside, Holland and Hammel are filled with amusement resorts of many kinds and its hotels and bathing pavilions cater to a floating population that often reaches from 75,000 to 100,000 a day. The hotels have accommodations for 2,000 boarders and are filled every season. Here is a board walk fronting the ocean for two or three miles. Arverne—15 1-2 miles from Manhattan, has 14 or 15 hotels for the accomodation of about 1,400 people. Edgemere, 17 miles from Manhattan, has a magnificent hotel club house which accomodates 250 guests who must be approved by the club members. There are a great many all the year round residents in this section.

Far Rockaway, 18 miles from Manhattan, has a large permanent population of over 10,000 people and many fine business blocks. Hundreds of fine cottages are rented at prices ranging from \$750 to \$3,000 per season. This is a prominent business of the place. Its hotels accommodate over 2,000 guests. There is one of the largest bathing pavilions to be found in the country at Far Rockaway Beach.

Visitors of Rockaway Peninsula have the advantage of fine surf, bathing at the ocean front and still water and aquatic sports on Jamaica Bay.

# Mortgages Recorded in Queens Borough

<i>Company</i>	<i>Amount Loaned</i>	
	<i>July 1st 1908 to July 1st 1911</i>	<i>July 1st 1911 to July 1st 1912</i>
Title Guarantee & Trust Co.....	\$14,457,600	\$3,826,630
Queens Co. Bond and Mortgage Co. & } Lawyers Title Insurance Co. }	918,850	865,900
First Mortgage Guarantee Co.....	116,000	834,000
United States Title Guarantee Co.....	105,600	773,250
Nassau & Suffolk Bond Surety Co.....	445,825	398,550
Long Island Bond & Mortgage Co.....	894,550	367,050
Home Title Insurance Co. ....	.....	145,450
Bond, Mortgage & Surety Companies.....	213,082	904,250
Realty Construction & Investment Companies.....	2,298,114	416,810
Miscellaneous Companies .....	347,420	218,739
Life Insurance Companies .....	303,150	637,900
Title Insurance Company of New York.....	985,100	37,500
Banks, Bldg. Loan Ass'ns. & Trust Companies, (except Title Companies) .....	.....	5,227,032
Trust Mortgages .....	.....	13,534,750
All Others .....	.....	10,840,910

BANK OF  
LONG ISLAND  
BUILDING, JAMAICA



QUEENS COUNTY  
TRUST COMPANY  
BUILDING, JAMAICA



# Banks

## National Banks

Bank	President	Resources	Capital	Surplus and Undivided Profits	Deposits	Date of Statement
First National of Jamaica.	Starr Brinkerhoff	\$943,233	\$100,000	\$35,989	\$757,243	Nov. 26, 1912
National of Far Rockaway.	H. G. Heyson	770,850	50,000	37,914	666,683	Nov. 26, 1912
Ridgewood National	Louis Berger	1,016,783	100,000	39,114	776,893	Oct. 12, 1912
First National of Corona	Wm. J. Hamilton	697,385	100,000	44,469	506,610	Nov. 26, 1912
First National of Ozone Park	J. B. Reimer	566,559	50,000	29,671	436,810	Nov. 26, 1912
Flushing National	A. Nesbitt	481,315	100,000	13,390	163,219	.....
Bayside National	Frederick Storm	271,745	25,000	11,861	208,838	Nov. 26, 1912
First National of Whitestone	E. P. Roe	250,000	50,000	22,500	170,000	Dec. 19, 1912
Commercial Nat'l of Long Island City	Ernest V. Connolly	.....	200,000	.....	.....	To open 1913
<b>Total</b> .....		\$4,997,865	\$775,000	\$234,908	\$3,696,196	
<b>State Banks</b>						
Corn Exchange (a).....	W. E. Frew	\$79,077,115	\$3,000,000	\$5,555,818	\$70,521,287	Nov. 1, 1912
Bank of Long Island (b).....	Saml. R. Smith	8,227,357	750,000	522,710	6,934,376	Sept. 9, 1912
Woodhaven Bank	Wm. F. Wyckoff	738,117	25,000	40,450	663,480	.....
Hillside Bank (Richmond Hill).....	Joel Fowler	586,221	100,000	33,769	450,824	Sept. 9, 1912
<b>Total</b> .....		\$88,628,810	\$3,875,000	\$6,152,747	\$78,569,967	
<b>Trust Companies</b>						
Queens County Trust Company (c)....	Robt. B. Austin	\$2,733,318	\$600,000	\$134,236	\$1,990,996	Sept. 9, 1912
Title Guarantee and Trust Co. (d)....	C. H. Kelsey	46,121,888	4,375,000	11,846,112	28,876,016	June 30, 1912
<b>Total</b> .....		\$48,855,206	\$4,975,000	\$11,980,348	\$30,867,012	
<b>Savings Banks</b>						
Long Island City Savings	W. J. Burnett	\$6,701,651	.....	\$647,435	6,054,216	Dec. 15, 1912
Jamaica Savings	Wm. A. Warnock	4,952,046	.....	367,571	4,584,475	July 1, 1912
Queens County Savings (Flushing)...	L. M. Franklin	3,283,745	.....	172,000	3,111,745	Dec. 20, 1912
College Point Savings	F. W. Grell	1,537,177	.....	135,883	1,401,294	July 1, 1912
<b>Total</b> .....		\$16,474,619	.....	\$1,322,889	\$15,151,730	

(a) — Main Office, Manhattan.	Branches at	Location	Manager
1—Flushing	.....	1—College Point	C. L. Travis
2—Astoria	.....	2—Richmond Hill	D. W. Ketcham
3—Bridge Plaza, L. I. City...	.....	3—Long Island City	T. B. Hanson
4—Jackson Ave., L. I. City...	.....	4—Flushing	A. Bjoruson
5—Borden Ave., L. I. City...	.....	5—Far Rockaway	V. W. Smith
		6—Rockaway Beach	Geo. W. Craft
		7—Elmhurst	Wm. E. Fee
		8—Seaside	W. S. Milan

(b) — Main Office at Jamaica.	Branches at	Location	Manager
1—College Point	.....	1—Main Office at Jamaica.	
2—Richmond Hill	.....	2—Jamaica	Robeson L. Low
3—Long Island City	.....	2—Long Island City	John W. Pencheon

(c) — Main Office, Jamaica.	Branch	Location	Manager
Long Island City	.....	1—Main Office, Manhattan.	
		1—Jamaica	Robeson L. Low
		2—Long Island City	John W. Pencheon

(d) — Main Office, Manhattan. Branches at  
 1—Jamaica  
 2—Long Island City

# Clubs and Associations

Among the prominent clubs and associations of the Borough of Queens are the following:

### Commercial

<i>Name</i>	<i>President</i>
Chamber of Commerce of the Borough of Queens.....	W. H. Williams
Queens Plaza Court Luncheon Club.....	W. Elmer Payntar
Queensboro Fire Insurance Exchange.....	Andrew McTigue
Queens County Bar Association.....	George A. Gregg
Real Estate Exchange of Long Island.....	James Frank
United Civic Associations of Queens Borough.....	Julius F. Harder
Queensboro Real Estate Exchange.....	A. J. Eno

### Social

<i>Name</i>	<i>Location</i>
Jamaica Club.....	Jamaica
Niantic Club.....	Flushing
Columbia Club.....	Whitestone
College Point Club.....	College Point

### Golf and Country Clubs

Oakland Country Club.....	Bayside
Flushing Country Club.....	Flushing
Forest Park Club.....	Woodhaven
Edgemere Country Club.....	Far Rockaway
West Side Tennis Club.....	Forest Hills

### Yachting

Jamaica Bay Yacht Club.....	Jamaica Bay, Rockaway Beach
Belle Harbor " ".....	" "
Jefferson " ".....	" "
College Point " ".....	Flushing Bay, College Point
Whitestone " ".....	East River, Whitestone
Beechhurst " ".....	" "
Bayside " ".....	Little Neck Bay, Bayside



OAKLAND  
GOLF CLUB  
HOUSE

JAMAICA BAY  
YACHT CLUB



## Health



THAT the Borough of Queens is a healthy place to live is shown from the records of the Department of Health of the various cities of the United States. For instance for the year ending September 30, 1911, the Borough of Queens not only had the lowest death rate per thousand of any of the five Boroughs of the City of New York, but also of the twenty leading cities of the United States.

<i>City</i>	<i>Death Rate 1911 Per 1,000</i>	<i>City</i>	<i>Death Rate 1911 Per 1,000</i>
1 New York City—		9 Detroit .....	16.16
Borough of Queens.....	11.30	10 Buffalo .....	15.47
Brooklyn .....	12.20	11 San Francisco .....	13.38
Manhattan & Bronx .....	13.15	12 Milwaukee .....	13.90
Richmond .....	14.70	13 Cincinnati .....	17.36
2 Chicago .....	15.14	14 Newark .....	16.64
3 Philadelphia .....	17.29	15 New Orleans .....	19.43
4 St. Louis .....	15.76	16 Washington, D. C.....	18.68
5 Boston .....	17.18	17 Los Angeles .....	13.77
6 Cleveland .....	13.63	18 Minneapolis .....	12.40
7 Baltimore .....	17.41	19 Jersey City .....	12.
8 Pittsburg .....	17.90	20 Kansas City .....	17.



VIEW OF MAIN STREET, FLUSHING

Many things combine to bring about this healthful condition within Queens Borough. Not only the Borough of Queens but all Long Island has an abundant supply of pure water. It can be obtained almost anywhere by sinking a pipe in the ground. Its accessibility, low cost and abundance have given healthful conditions and decent sanitary cleanliness.

Queens is swept by ocean breezes and has the purest air. Through the center of the Borough extends the ridge that forms the backbone of Long Island from which one commands a view of both the Atlantic Ocean and Long Island Sound. The efficient collection and disposal of garbage, the disposition of sewage, the Tenement House Laws which do not permit of dark rooms, the large proportion of the population that live in detached houses, and the excellent work of the Board of Health in its supervision of all diseases in schools and homes, all combine to bring about this healthful condition.

The office of the Department of Health for the Borough of Queens is No. 372 Fulton Street, Jamaica. John H. Barry, M.D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M.D., Assistant Registrar of Records.

## Newspapers—Borough of Queens

<i>Paper</i>	<i>1ST WARD Editor</i>	<i>Address</i>
1. Long Island City Star	T. S. Weeks	39 Borden Ave., L. I. City
2. L. I. Beobachter	John Hering	532 Broadway, Astoria
<b>2ND WARD</b>		
1. Newtown Register	Chas. F. White	Elmhurst, L. I.
2. Ridgewood Times	George Schubel	816 Cypress Ave., Ridgewood
3. Queensboro Press	J. F. DeLorme	Corona, L. I.
<b>3RD WARD</b>		
1. Flushing Journal	J. H. Ridenour	Flushing, L. I.
2. Flushing Times	C. H. Sholes	" "
3. Borough Bulletin	Harry Sutphin	" "
4. Queensboro Reporter	Henry Bornemann	College Point, L. I.
5. Whitestone Herald	Alfred L. Gould	Whitestone, L. I.
6. Queens Magazine	George U. Harvey	Flushing, L. I.
<b>4TH WARD</b>		
1. L. I. Farmer	Mr. Kennahan	Jamaica, L. I.
2. Richmond Hill Record	Thomas Coates	Richmond Hill
3. Leader-Observer	Messrs. Ball & Conway	1133 Jamaica Ave., Woodhaven
<b>5TH WARD</b>		
1. Rockaway News	J. F. MacNamara	Far Rockaway
2. Rockaway Journal	Harvey Beagel	" "
3. The Wave	D. W. Murray	Rockaway Beach
4. The Argus	John P. Young	" "

# Highways



THE condition of the highways upon which everything must travel, has been greatly affected by the rapid growth of the Borough, and thirty main highways or over one hundred miles of roads have now been entirely repaved with asphaltic macadam under a five year guarantee of maintenance form of contract. This type of repavement costs about \$1.00 to \$1.20 per square yard including maintenance for five years and the preparation of the macadam base while the old style water bound macadam costs about 60 cents to 65 cents per square yard with no maintenance. This type of pavement will sustain the heavy automobile traffic over the roads of Queens Borough as thousands of machines pass daily over these roads.

The following is a tabulation of the total mileage of new pavement from July 2, 1912, to Dec. 15, 1912.

### Repavement, July-Dec., 1912.

89.31	Miles of Asphaltic Concrete Pavement
6.93	Miles of Improved Granite Block
3.25	Miles of Asphalt Block Pavement
1.83	Miles of Sheet Asphalt
0.68	Miles of Wood Block
<hr style="width: 10%; margin-left: 0;"/>	
102.00	Miles. Total.

The following is a list of the principal roads repaved in 1912.

<i>Highway</i>	<i>Ward</i>	<i>From</i>	<i>To</i>	<i>Length In Feet</i>	<i>Cost</i>
Thompson Avenue .....	1-2-4	Diagonal Street .....	Grand Street .....	15,300	\$49,959.00
Hoffman Boulevard .....	"	Grand Street .....	Jamaica Ave. ....	22,200	78,703.50
	1	Borden Ave. ....	Thomson Ave. ...	3,560	111,437.00
	1	Thomson Ave. ....	Woodside Ave. ...	19,900	152,451.00
Jackson Ave. ....	2	Woodside Ave. ....	Trains Meadow Road .....	5,800	21,420.00
	2	Trains Meadow Rd. .	Shell Road .....	11,000	57,801.75
	2	Shell Road .....	Flushing Bridge ..	4,200	31,474.00
Flushing & Astoria Road...	1-2	Bowery Bay Road ...	Jackson Ave. ....	13,500	66,766.50
Laurel Hill Boulevard....	2	Newtown Creek .....	Thomson Ave. ...	15,300	51,215.00
Cooper Avenue .....	2	Kings Co. Line .....	Myrtle Ave.		
	2	Montauk Div. L.I.R.R.	Woodhaven Ave. .	12,900	39,332.50
Woodhaven Avenue and Trotting Course Lane	2-4	Hoffman Boulevard ..	Forest Pk. Drive } Forest Park Drive....	18,800	58,420.00
			Jamaica Ave. ....		
			Rockaway T'op'k }		
Shell Road .....	2	Thomson Ave. ....	Fulton Ave. ....	15,400	30,728.00
Metropolitan Ave. ....	2-4	Newtown Creek .....	Julien St., Jam...	20,000	56,525.00
Strongs Causeway .....	2-3	Lawrence St., Flush...	Corona Av., Coro...	5,600	52,000.00
Corona Ave. ....	2	Broadway (Newt.)...	Strongs Causeway.	9,900	170,000.00

<i>Highway</i>	<i>Ward</i>	<i>From</i>	<i>To</i>	<i>Length In Feet</i>	<i>Cost</i>
Third Ave. & 18th St.....	3	13th St., College Pt..	11th Av.,Whitest.	17,710	54,486.50
Whitestone Ave. & Fourth Avenue .....	3	18th Street .....	Broadway .....		
Union Turnpike .....	2+3	Metropolitan Ave. ...	Flushing Road ...	9,200	35,895.00
Rocky Hill Road .....	3+4	Queens Ave. ....	Hillside Av. ....	20,200	56,742.50
Bell Ave. ....	3	Willets Point Road...	Rocky Hill Rd..	32,560	93,888.00
Willets Point Road .....	3	11th Ave. ....	Bell Av. ....		
14th Street .....	3	11th Ave. ....	Willets Pt. Rd..	19,000	59,797.50
11th Ave. ....	3	Boulevard .....	Willets Pt. Rd..		
Little Neck Road .....	3	Broadway .....	Jericho Turnpike }	24,600	86,658.00
Floral Park Road .....	3	Little Neck Road ...	City Line .....		
Parsons Ave. ....	3+4	Broadway, Flushing ..	Jamaica & Hempstead Turnpike. }	5,200	11,932.75
Queens Ave. ....					
Queens Road .....	3	Broadway, Flushing ..	13th St., Col. Pt..	19,700	104,325.00
College Point, Causeway & Lawrence Street.....					
Broadway .....	3	Murray Lane .....	10th St., Bayside..	4,400	44,150.00
Broadway .....	3	10th St., Bayside .....	Main St., Douglas	5,030	58,075.00
Lawrence Street .....	3	Broadway .....	No. Hempstd. Tpk.	9,600	31,075.00
Locust Avenue .....	4	Rockaway Road .....	Farmers Av. ....	5,100	16,580.00
Hillside Avenue .....	4	Myrtle Avenue .....	Hoffman Blvd. ...	23,500	90,515.00
Rockaway Plank Road.....	4	Kings Co. Line .....	Locust Av. ....	19,500	81,255.00
Springfield Road & Lincoln Avenue .....	4	Rockaway Road .....	Hillside Ave. ....		
Alsop St. & Rockaway Rd...	4	Hillside Ave. ....	Rockaway Plk. Rd.	13,200	32,635.00
Merrick Road .....	4	Fulton St., Jamaica....	1,500 Feet So. of Central Av. ....	8,250	17,490.00
Central Avenue .....	4	Merrick Road .....	City Line .....	15,545	28,479.50
Hempstead & Jam. Turnp'k..	4	Grand Street .....	City Line .....	19,500	55,148.00
Mott Avenue .....	5	Bayview Ave. ....	L. I. R. R. ....	8,100	50,865.00
“ .....		Central Ave. ....	Rockaway Tpk.. }		
Central Ave. ....		Nostrand Ave. ....	City Line .....	3,500	10,420.00
Washington Ave. ....		Boulevard .....	Pelham Av. .... }		
Broadway & Rockaway Tpk.	5	City Line .....	Cornaga Av. ....	17,200	10,773.00
Seaview Ave. ....	5	Cornaga Ave. ....	Atlantic Av. .... }	10,600	35,110.00
Atlantic Ave. ....	5	Seaview Ave. ....	Norton's Creek }		
Boulevard .....	5	Norton's Creek .....	Park Av. ....		

## Hotels

### ARVERNE.

Arverne Hotel, Remington Avenue,  
 Bay View Hotel, Bowker Place,  
 Britton Hotel,  
 Carlton Hotel,  
 Colonial Hall, Amerman Avenue,  
 Majestic Hotel, Boulevard and Remington.

### ASTORIA.

Eagle Casino, North Beach,  
 Eldorado Hotel, North Beach,

### BAYSIDE.

Bellstone Inn, Bell Avenue.



BUSINESS SECTION, FAR ROCKAWAY.

## FAR ROCKAWAY.

The Bevedere, Broadway and Lockwood Avenue,  
 Delevan House, H. Evans, White Street and Cornaga,  
 Edgemere Hotel, Edgemere, L. I.,  
 Hotel Montauk, Jos. Jenny & Son, opp. Trolley Depot,  
 Manhattan Hotel, G. Koenig, Prop., Central Av., opp. Depot,  
 New York Hotel, M. W. Burns, Greenwood Avenue,  
 Tack-a-Pou-Sha, South Street.

## FLUSHING.

Flushing Hotel, 84 Broadway, New York,  
 Fountain House, J. F. Haubeil, 14 Main Street.

## JAMAICA.

Minden, Fulton and Washington,  
 Roosevelt Hotel, Twombly Place.

## LITTLE NECK.

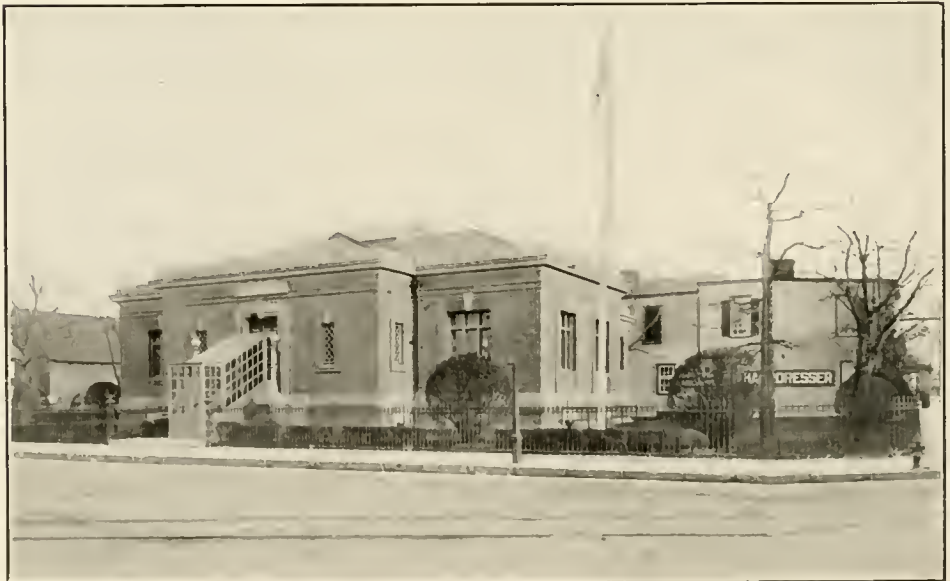
Douglas Manor Inn, Douglaston.

## LONG ISLAND CITY.

The Arlington, 301 Jackson Avenue,  
 Astoria Schuetzen Park, Broadway and Steinway Avenue,  
 Miller's Hotel, Borden Avenue.

## WHITESTONE.

Garrison Hotel, Fort Totten.



PUBLIC LIBRARY, FAR ROCKAWAY.



## Public Libraries



THE Queens Borough Public Library is one of the three public libraries of the City of New York. It is supported by the people, for the people, as a part of the educational and recreative system of Greater New York; but for the particular pleasure and profit of the citizens of Queens Borough, whose right and privilege it is to use it, free of cost. It contains 159,216 volumes, including all classes

of reading.

The work of the library is carried on in twenty branches, located throughout the Borough in urban, suburban, seaside and rural communities, the branch work being supplemented by the Traveling Library Department, which is placing library stations, 12 at present, in the large areas of the Borough well populated, but without branch service.

In 1896 there was opened in Long Island City a public library, with a nucleus of 4,000 volumes, the gift of Mr. William Nelson.

The following year, a free library in Steinway was consolidated with the Long Island City Public Library, and in 1898 a new branch was opened at Astoria.

In 1899 the three Long Island City branches—Nelson, Steinway and Astoria—became by act of legislature the Queens Borough Library.

In 1901 the Queens Borough Library received as its share of the Carnegie gift to New York City \$240,000, with which to erect eight library buildings, six of which have been erected. At this time also the free circulating libraries of Hollis, Queens, Richmond Hill and Ozone Park became branches of the Queens Borough Library.

Later, 1902-1908, the Flushing Free Library, the Library of Poppenhusen Institute at College Point, and the free library at Whitestone became a part of the corporation; while new branches were opened at Far Rockaway, Elmhurst, Bayside, Broadway, Jamaica, Whitestone, Seaside and Woodside.

During 1911, three new branches were opened at Corona, Brooklyn Manor, and Ridgewood.

In 1907, by act of Legislature, the Queens Borough Library became the Queensboro Public Library for which the City of New York agreed to provide adequate maintenance.

Its field of work is the whole of Queens Borough and the Administrative Department is located at 402 Fulton Street, Jamaica. The chief librarian is Miss J. F. Hume.



ADMINISTRATION BUILDING—QUEENS BOROUGH PUBLIC LIBRARY, FULTON STREET, JAMAICA

<i>Branch</i>	<i>Location</i>	<i>Started</i>	<i>Circulation</i>
			1911
Nelson	101 East Ave., Long Island City	1886	32,259
Steinway	923 Steinway Ave., Long Island City	1897	35,670
Astoria	Main and Woolsey Sts., Long Island City	1899	55,986
Ozone Park	Broadway, Ozone Park	1900	34,573
Richmond Hill	Hillside Ave., Richmond Hill	1901	76,403
Hollis	Iroquois and Fulton Aves., Hollis	1901	15,314
Queens	Railroad Ave., Queens	1901	12,896
Flushing	Main Street, Flushing	1902	66,550
Poppenhusen	13th Street, College Point	1903	46,861
Far Rockaway	Central Ave., Far Rockaway	1904	43,459
Elmhurst	Broadway and Cook Ave., Elmhurst	1906	55,757
Bayside	Elsie Place, Bayside	1906	25,693
Broadway	252 Steinway Ave., L. I. City	1906	47,987
Jamaica	402 Fulton St., Jamaica	1906	71,581
Whitestone	30 Eighth Ave., Whitestone	1907	25,125
Seaside	Boulevard, Rockaway Beach	1908	44,419
Woodside	Greenpoint and Betts Ave., Woodside	1910	26,894
Ridgewood	501 Seneca Av., Ridgewood Heights	1911	40,341
Manor	1229 Jamaica Ave., Brooklyn Manor	1911	43,114
Corona	13 Locust Street, Corona	1911	24,226

*Traveling Library Stations*

Springfield	Higbie Ave., Springfield Development Co., Springfield	1909	18,781
Evergreen	1450 Myrtle Ave., Emener, Evergreen	1910	22,448
Winfield	Lenox & Woodside Aves., Zrubeck, Winfield	1910	4,702
Broadway	Broadway & 22d St., Rickert & Finlay Co. Office, Broadway, Flushing	1911	8,886
Glendale	Myrtle Ave., near Tompkins, Breuncke, Glendale	1911	20,065
Rockaway Park	Fifth Ave., near Washington, Chubbuck, Rockaway Park	1911	4,990
Maspeth	30 Grand St., Frontera Law Office, Maspeth	1911	12,084
Middle Village	2177 Metropolitan Ave., Middle Village	1911	5,522
Union Course	Atlantic Ave., near Benedict, Union Course	1911	3,630
South Ozone	Rockaway Road, South Ozone Park	1912	
Forest Hills	Windsor Place, Forest Hills (Thornton's)	1912	
Louona Park	42 West Jackson Ave., Corona (Trebilcock)	1912	
Total Circulation		1911	983,213

The circulation for the year ending June 30, 1912, amounts to 1,037,749, which was fourteenth largest in United States.

OTHER QUEENS LIBRARIES.

Christian Science Reading Rooms, Jamaica and Jefferson Avenues, Richmond Hill, and Post Office Building, Flushing; Queens County Bar Association Library, Court House, Long Island City, 1,200 volumes.

## Post Offices

### LONG ISLAND CITY POST OFFICE, 51 JACKSON AVENUE

Postmaster, John Wagner, June 25, '10, \$3,400; Asst. Postmaster, Jas. B. Keegan.  
Collections begin at 5, 7, 10.30, 11.20 A. M., 2, 3.40, 6 P. M., 12 M. Due at Post Office  
one hour after time of beginning. Sundays, 2 P. M.  
Deliveries begin at 7, 10, 11 A. M., 2, 5 P. M.

#### STATIONS

- |   |                                   |
|---|-----------------------------------|
| 1. Astoria Station, Fred. Wagenstein,<br>Supt., Van Alst Avenue and John. | 5. 438 Jackson Avenue.            |
| 2. 515 Broadway.  | 6. 95 Greenpoint Avenue.          |
| 3. 922 Steinway Avenue.   | 7. 133 Fulton Avenue.             |
| 4. Corner Webster and Vernon Avenues.                                     | 8. Steinway and Flushing Avenues. |

### JAMAICA POST OFFICE, 302 FULTON STREET

Postmaster, Warren B. Ashmead, Jan. 28, '07, \$3,400; Asst. Postmaster, Skidmore Pettit,  
Jr.

#### BRANCHES

- |                |                      |
|----------------|----------------------|
| Richmond Hill. | Queens.              |
| Woodhaven.     | Springfield Gardens. |

#### SUB-STATIONS

- |                      |                      |
|----------------------|----------------------|
| 1. Ozone Park.       | 7. Woodhaven.        |
| 2. Morris Park.      | 8. Woodhaven.        |
| 3. Brooklyn Hills.   | 9. Aqueduct.         |
| 4. Union Course.     | 10. Jamaica.         |
| 5. Hollis.           | 11. South Woodhaven. |
| 6. South Ozone Park. | 12. Richmond Hill.   |

### FLUSHING POST OFFICE, 103 AMITY STREET

Postmaster, T. B. Lowerre, March, '05, \$3,400; Asst. Postmaster, Herman Notbohm,  
\$1,700.

#### INDEPENDENT STATIONS

Bayside, College Point. Corona, Elmhurst, Woodside, Maspeth, Whitestone.

#### SUB-STATIONS

- |                       |                    |
|-----------------------|--------------------|
| 1. Flushing.          | 5. Middle Village. |
| 2. Winfield Junction. | 6. Corona.         |
| 3. Coroa.             | 7. Elmhurst.       |
| 4. Laurel Hill.       |                    |

#### OTHER QUEENS POST OFFICES

Broad Channel, Alf. Shaw, Apr. 24, '07.  
Creedmoor, M. C. Graf, Jan. 2, '96, \$344.  
Douglaston, John Reid, Dec. 4, '91, \$789.  
Far Rockaway, G. R. Vreeland, Feb. 5, '10, \$3,100.  
Fort Totten, G. H. Martens, July 8, '07, \$990.  
Little Neck, W. N. Williamson, \$486.

## Public Halls—Borough of Queens

- Archer's—Fulton, cor. Bergen Ave., Jamaica.  
 Arcanum—41 S. 11th Ave., Whitestone.  
 Arion—370 Boulevard, Rockaway Beach; 1680 Myrtle Ave., Evergreen  
 Arlington—301 Jackson Ave., L. I. City.  
 Astoria Assembly Rooms—22 Flushing Ave., L. I. City.  
 Broadway—458 Broadway, L. I. City.  
 Broadway Lyceum—43 Broadway, Flushing.  
 Central—80 Central Ave., Corona.  
 College Point Turn.—401 Thirteenth, College Point.  
 Colonial—402 Fulton, Jamaica.  
 Corona Assem.—20 Main, Corona.  
 Cypress—Cypress Ave., cor. Willow, Evergreen.  
 Denning's—159 Amity, Flushing.  
 Elm Palace—38 Elm Ave., Ridgewood Heights.  
 Foresters—401 Thirteenth, College Point.  
 Fraternity—22 Herriman Ave., Jamaica.  
 Fritz's—924 Steinway Ave., L. I. City.  
 Good Citizenship League Bldg.—171 Sanford Ave., Flushing.  
 Good Templar—Springfield Ave., Springfield.  
 Hollis Ass'n—Fulton, Hollis.  
 Jacksonville—432 Steinway Ave., L. I. City.  
 Knights of Columbus—75 Main, L. I. City.  
 L. I. City Turn.—347 Steinway Ave., L. I. City.  
 Masonic—162 Broadway, Flushing; 165 Fulton Ave.; 246 Jackson Ave.,  
 L. I. City.  
 Masonic Temple—46 Union Ave., Jamaica.  
 Mechanics—92 Broadway, Flushing.  
 Nebenzahl—275 Central Ave., Far Rockaway.  
 New Arion—Grand, cor. Flushing Ave., Maspeth.  
 New Century—Grafton Ave., cor. Morris, Woodhaven.  
 Newtown—Broadway and Court, Elmhurst.  
 Odd Fellows—University, cor. Clinton, Woodhaven; 71 Broadway, Flush-  
 ing; 96 Third Ave., L. I. City; 39 W. 18th, Whitestone; 13th, Col-  
 lege Point.  
 Queens Co. Athletic—56 Flushing Ave., L. I. City.  
 Rockaway—117 Rockaway Road, Jamaica.  
 Royal Arcanum—10 Main, Corona.  
 Sachsen—Lafayette Ave., near Cypress Ave., Evergreen.  
 Saenger—4th, near Anderson Ave., Woodside.

- Singer—319 Freeman Ave., L. I. City.  
St. Mary's Lyceum—117 Fifth, L. I. City.  
St. Mary's Lyceum—Flushing and Shelton, Jamaica.  
Turn.—380 Ninth Ave., L. I. City.  
Tyroler—Cypress Ave., cor. Norman, Evergreen.  
Warwick—83 Grand Ave., Corona.  
Washington—Pleasure Ave. and Lawrence, L. I. City; 370 Washington Ave., L. I. City.  
Whitestone Pavilion—East River, near Bayside Ave., Whitestone.



THE HISTORICAL KING MANOR, JAMAICA.

# Telephones



THE New York Telephone Company has three commercial or branch offices in the Borough of Queens, located at Jamaica, Flushing and Far Rockaway; a fourth—Williamsburg—although located in Brooklyn, handles the business of the Long Island City section. This company spent \$556,000 in 1910, \$662,000 in 1911 and \$752,000 in 1912 for the extension and improvement of its plant in the Borough of Queens.



Eight years ago there were only 2,836 telephones in Queens Borough. Four years later the number had almost tripled, bringing the number to 8,113. In 1910 the number had increased to 11,181 stations, and there are now over 17,000 telephones carrying messages to the people of Queens—an increase of 500 per cent. in eight years.

In 1907 new central offices were opened in Jamaica, Flushing and Hammels. This was followed in 1908 by the opening of new central offices in Far Rockaway and Newtown. In 1910 the Richmond Hill central office was erected, and Astoria in 1911.

Of the 43 telephone exchanges in the five boroughs of Greater New York, 11 are located in the Borough of Queens as follows: Astoria, Cypress, Far Rockaway, Flushing, Forest Hills, Hammels, Hunters Point, Jamaica, Newtown, Richmond Hill, Springfield.

The accompanying picture shows the five and ten cent zones for telephone messages from Manhattan to Queens and Brooklyn.



POST OFFICE BUILDING, JAMAICA.



# Churches

## QUEENS

Name of Church and Location.	Name of Pastor and Address.	Or-gan-ized	Con-trib's Mem.	S.S. Mem.	Total Am't Raised	Value Ch'ch Prop.
<b>Baptist.</b>						
Ebenezer (colored), S. Prince, Flushing.	Vacant	1876	227	56	\$2,900	\$14,000
Elmhurst, Whitney av., cor. 3d.	G. Rittenhouse, Whitney av., Cor. 3d	1900	131	103	3,517	25,000
First, 11th near Ely av., L. I. City.	E. P. Hall, 1st av. & B'way, R.H.II	1892	325	185	4,897	40,000
First, Flushing, Stamford av. & Union.	George Douglas, 206 Franklin pl.	1856	185	175	5,500	40,000
First, Grove, nr. Flushing av., Jamaica	Jas. L. Coote, 113 Grove, Jamaica.	1869	189	168	2,400	25,000
First, Woodside, L. I. C.	A. G. Lawson, 175 Lexington av., Mh'n	1890	95	176	1,898	10,000
Ravenswood, 389 Hancock, Ravenswood.	J. T. Wilkins, 111 Marion, L.I.C.	1897	36	16	400	.....
Richmond Hill, Fulton av. & Elm, Rich.	Hill, H. D. Coe, 3111 Fulton av.	1898	321	363	5,820	20,000
St. Stephen's (col'd), 133 Camelia, L.I.C.	W. G. Crooks, 133 Camelia st., L.I.C.	1895	55	35	1,800	8,000
Shiloh (colored), 100 Douglass, Jamaica.	J. A. Jordan, 18 Evergreen, Jam'ca	1875	54	35	1,500	4,500
Union C'se, 1st & Shaw av., Union C'se	J. Donaldson, 4015 Ferris, W'd'h'vn	1891	246	575	6,522	27,500
Wyckoff Av., Wyckoff av., Evergreen.	B. C. Case, 600 W. 120th st., Mh'n	1884	68	250	611	5,000
<b>Christian Science.</b>						
Christian Science Soc., Jamaica and Jef-ferson avs., Richmond Hill.	Mrs. M. W. Haring, 402 Lefferts av., Richmond Hill, 1st Reader.	1910	50	.....	.....	.....
First Church of Christ, Scientist, P. O. Building, Flushing.	E. J. Wright, 1st reader, Bayside.	1912	42	15	.....	.....
<b>Congregational.</b>						
Broadway, 22d st., Flushing.	Vacant	1904	25	100	1,000	4,000
Christ, Columbia av. & Ferris, Wood'h'n.	P. S. Van Epps, 120 Elmwood, Wood'h'n	1911	125	284	2,575	9,000
First, Van Wyck av., Linton.	L. H. Ringe	1894	103	150	1,000	10,000
First, Bowne av. & Lincoln, Flushing.	Geo. D. Egbert, 77 Bowne av.	1851	300	276	9,000	80,000
First, R'k'way B'ch Blvd. & Academy	A. J. C. Green, 305 Boulevard.	1885	123	259	2,178	17,500
First, Walker & Grafton avs. W'd'haven	R. E. Butterfield, Walker av., W'd'hvn	1863	210	325	5,200	25,000
Forest Parkview, Glendale	R. McElroy, 80 Covert, Ekin.	1912	74	150	1,500	3,000
Pilgrim, Wyckoff av., Brooklyn Hills.	T. Williams, 4401 Orchard av., R.H.	1903	252	469	4,500	30,000
Union, Oak & Orchard, Richmond Hill.	George A. Liggett, 3106 Chestnut.	1886	310	438	4,453	12,000
<b>Disciples of Christ.</b>						
Ridgewood Hgts Ch., Forest and Linden avs., Queens	.....	.....	.....	.....	.....	.....
<b>Evangelical.</b>						
Emmanuel (German), Eigelow pl. and Broadway, Woodhaven	P. Egger, 481 Benedict av., W'd'hvn	1879	115	165	\$2,447	\$10,000
Evangelical Mission, Myrtle av. & F.P.Rd	C. Phillipbar, 125 Harrison av., Bkin	1912	.....	50	.....	.....
North Corona, Smith & National avs.	W. J. Peck, 36 Mulberry av.	1907	100	200	300	2,500
St. John's (German), Linden, Ridgew'd	D. Bast, 479 Linden	1904	120	475	4,040	26,000
Union, 45 Grand av., Corona.	W. J. Peck, 36 Mulberry av.	1868	400	300	3,000	15,000
<b>Jewish.</b>						
Anawth Israel, N.Wash. & Fulton, Jam	alica, E. Spitzer, Pres.	.....	.....	.....	.....	12,000
Derech Emunah, Vernon & Ocean avs., Arverne	I. Unterberg, Pres.; A. H. Nieto, cantor	1905	400	150	10,000	75,000
Independent Israel of Corona, Corona	.....	.....	.....	.....	.....	.....
Rockaway Beach, B'lyd and Dodges.	J. Kohn, Boulevard and Dodges.	1894	60	40	6,000	25,000
Temple Israel, Roanoke st., Far R'k'way	Ephraim Frisch	1898	63	115	1,800	1,600
Temple Israel, 10 S. Fairview av., R'k'way	Av. Beach, H. Germansky.	1895	60	60	2,500	20,000
<b>Lutheran.</b>						
Bethany (Norwegian), 6th & N12th av.	Vacant	.....	.....	.....	.....	.....
Christ, 14 5th st., Woodside.	M. T. Holls, 141 5th, Woodside.	1896	100	141	1,600	7,000
Christ, Jerome av., Woodhaven.	G. A. Baetz, 3510 B'way, W'd'h'vn	1881	83	160	1,255	18,000
Covenant, Elm and Buchmann avs.	Rew'd. J. H. Stolljes, 2409 Hughes	1910	99	410	1,085	7,000
Emmanuel, High & Sycamore av., Corona	E. G. Holls, 35 Oak, Corona	1887	100	176	1,770	16,000
Emmans, Dasher av. & Jefferson, Glendale	ale, T. S. Frey, 20 Doscher av.	1904	286	300	.....	11,000
Good Shepherd, Ashby & Horan avs., Hill	Oz. Pk. P.J. Alberthus, 75 Boss av.	1911	102	180	3,950	14,000
Gustavus Adolphus (Swedish), Rich.Hill	G. Anderson	1912	.....	.....	.....	.....
Holy Spirit, 13th & 1st av., College Pt'nt	N. P. Grose, 514 13th.	1906	51	87	1,003	7,000
Holy Trinity, Hollis	C. H. Yettru, Hollis	1908	52	89	800	6,000
Immanuel, 21st, bet. 7th & 8th avs., Whit	estone, Theo. Kuehn, 41 N. 6th av.	1894	70	100	1,800	8,000
Rodeemer, Cooper & Fosdick avs., Glendale	J. C. Baur, Glendale	1909	100	250	.....	8,500
St. Bartholomew, Corona.	N. P. Grose, 514 13th.	1909	45	99	596	4,500
St. Jacobus, Winfield, Grove & Prospect	P. E. Tilly, 51 Prospect, Win'd Jet.	1867	80	290	.....	.....
St. John's, 6th av. & 14th, College Point	Arthur E. Halfman, College Point	1857	250	225	1,600	20,000
St. John's, 186 Percy, Flushing.	C. Geo. Kaestner, 134 Percy st.	1894	54	80	.....	10,000
St. John's, Stoothoff av., Richmond Hill	A. L. Benner, 627 Briggs av., R.Hill	1903	246	375	3,528	26,000
St. Luke's, Suydam & 2d., Woodhaven.	E. R. Jaxholmer, 169 2d, Woodhaven	1909	160	260	450	26,000
St. Mark's, Jamaica.	Max Irling	1909	85	102	4,650	11,000
St. Paul's, Elm st., Richmond Hill.	P. B. Frey, 324 Beach st.	1902	300	350	2,018	12,000
Sal-m (Swedish), Potter av., L. I. C.	G. Nelsenus, 418 46th, Ekin.	1897	22	30	505	6,000
Trinity (Swedish), Clinton nr. Shell rd.	Corona, G. Nelsenus, 418 46th, Bkin	1905	35	30	936	6,000
Trinity, Luth. Cemetery.	erson, 12 Juniper av., Mid. Vil'ge.	1863	170	700	4,000	80,000
Trinity, 8th av., nr. Jamaica av., L.I. City	C. Merkel, 345 8th av., L. I. C.	1890	300	400	3,000	25,000
Trinity, Maspeth	Wm. H. Pretzsch, 35 Andrew	1899	150	455	1,813	15,000
<b>Methodist Episcopal.</b>						
Bayside, Palace av. & West, Bayside.	V. G. Mills, Bayside	1891	100	130	1,350	20,000
Corona Italian Mission, 52 Moore	A. M. D. Riggio, 52 Lincoln, Astoria	1910	95	90	.....	.....
Elmhurst, Medina pl. and Grove	W. M. Hughes, 121 4th, Elmhurst	1839	197	176	2,733	25,000
Epworth, 8th av. and 20th, Whitestone.	Vacant	1870	84	134	1,286	6,500
First, Amity st., Flushing.	R. L. Forman, 188 Amity	1811	300	230	7,500	30,000
First, Locust and Sycamore av., Corona	W. W. Weller	1880	125	123	1,800	16,000
First, Temple & Crescent, Astoria.	J. J. Foust, 238 Temple	1841	355	277	4,017	74,000
First, Belmont av., cor. Hatch, Oz. P'k	A. B. Lathbury, 1269 Hatch av., Oz. P'k	1891	167	150	1,498	23,000
First, Minnetonka av., Hollis.	V. B. Smith, Woodhull av., Hollis	1894	100	120	2,850	15,000
First, Johnson av. & Beaumont, Morris P'k	J. S. Chadwick, 124 Johnson av., R.H.	1890	350	750	5,000	30,000
First German, 73 Academy, L. I. City.	W. Heskamp, 73 Academy, L.I.C.	1887	60	140	800	2,000
First Italian, Van Alst av. & Lincoln, Asto	ria, A. M. D. Riggio, 52 Lincoln, Ast'nt	1905	200	200	1,850	25,000
Glendale, Washington av.	F. Gunton, Simpson, Forest Park.	1896	25	150	1,500	10,000

Name of Church and Location.	Name of Pastor and Address.	Or-gan-ized	Con-trib-ut'g Mem.	S.S. Mem.	Total Am't Raised	Value Ch'ch Prop.
Jamaica, 430 Fulton st., Jamaica.....	S. O. Curtice, 428 Fulton, Jam'ca.....	1807	415	700	8,050	90,000
Jamaica, Italian .....	A.M.D. Biggio, 52 Lincoln, Astoria.....	1912	40			
Maspeth, Lincoln pl., Maspeth.....	E. S. Jackson, Maspeth, L. I.....	1864	125	267	7,278	28,000
Middle Vil'ge, Metropolitan av., Mid. Vil. ....	M.W. Brown, 1424 Metropolitan av.....	1768	50	96	702	11,000
Ridgewood Hts. (Ger.), Woodward av. & O	rove, H. Schuckal, 1769 Madison, Bkln	1893	120	180		30,000
Shaw Avenue, Union Course.....	Vacant .....	1822	193	361	2,549	12,500
Springfield Gardens, Farmers av. and						
Merrick road, Springfield.....	E. D. Bassett, Springfield Gardens	1866	250	300	6,469	29,500
Trinity, Lincoln & Orchard avs. Rich.H.	C.M. Coile, 5 Waterbury av., R. Hill.	1906	210	215	2,580	20,000
Van Alst av., 192 Van Alst av., L.I.C.....	W. C. Blakeman, 190 Van Alst av.....	1900	160	167	2,000	42,500
<b>Methodist Episcopal—African.</b>						
Allen Chapel, Washington, Jamaica.....	C. E. Wilson, 23 Railroad av.....	1844	75	55	1,116	7,000
First U. A. M. E., 147 B'way, Astoria.....	J. H. Mason, 147 B'way, Astoria.....	1898	114	18	800	8,000
Macedonia A.M.E., 159 Lincoln, Flush'g	J. Stiles, 54 Douglas, Jamaica.....	1810	100	75	2,100	9,000
St. Mark's A. M. E., Elmhurst.....	J. D. Shepherd, 54 Union av. Elmh'st	1820	49	50	2,000	50,000
<b>Methodist Protestant.</b>						
Centreville Avenue, Aqueduct, L. I.....	C. E. Vall, Woodhaven .....	1856	75	125	1,600	7,000
Springfield Gardens, Springfield Gardens.	Jas. H. Brower .....					
<b>Presbyterian. (Presbyteries of Bro</b>						
<b>oklyn and Nassau.)</b>						
Astoria, 364 Boulevard, Astoria.....	D. Willis, Jr., 354 Boulevard .....	1846	210	225	4,000	25,000
Eglise Evan., Francaise, Univ. pl., W'dhvn	vn. G. Baechler, Univ. pl., W'dhvn	1887	78	92	909	12,000
First, Central av., Far Rockaway.....	R. G. Leetch, Central av.....	1888	250	265	9,000	190,000
First, 28-40 Prospect av., E. W'msburg.....	John Dietz, 34 Prospect av. Everg'n	1863	500	750	10,682	110,000
First, Flushing .....	A. Currie, 142 Wilson av.....	1906	84	114	1,363	
First, Greenw'd av., nr. Atlantic, Rich.H.	L. P. Armstrong, 413 Greenw'd av.	1906	221	256	3,400	10,000
First, Fulton & Clinton av., Jamaica.....	A. Magill, 25 Clinton av.....	1862	525	341	8,041	65,000
*First German, Forest av., Everg'n.....	J. G. Hehr, 261 Forest av., Everg'n	1903	300	500		
First of Newtown, Hoff'n Blvd., Elmh'st	G. H. Felus, Hoffman Blvd., Elmh'st	1852	267	342	5,690	150,000
Jamaica First German, Fulton & Harv'd	H. G. Blaschke, Fulton & Howard	1904	76	75	1,400	30,000
Ravenswood, B'way & Webster av., Rav	ensw'd. G. M. Powell, 110 Webster av.	1888	29	130	498	
Springfield, Springfield av. & Broadway	S. H. Barrett, Springfield Gardens.	1866	235	300	5,500	10,000
Cedar Manor Chapel, Cedar Manor.....	S. H. Barrett, Springfield Gardens.	1908	235	300	5,000	5,000
Whitestone, 7th av. & 14th, Whitestone	R. Bramfit, 21 W. 13th, Whitestone	1872	26	80	1,176	2,500
Woodhaven First, B'way & Walker, W'd	haven. F. LeRoy Brown, 11 Shat-					
	tuck av., Woodhaven.....	1866	158	193	2,997	20,000
<b>Protestant Episcopal.</b>						
All Saints', Montauk av., Bayside.....	Chas. A. Brown, Bayside.....	1892	200	170	4,500	50,000
All Saints', Lefferts av., Morris Park.....	John Graham, 343 S. Boech st.....	1906	117	146	1,937	
Annunciation, Cooper, nr. Webster av., G	lendale, R.F. Dunfield, Garden City	1828	67	130	219	
Epiphany, McCormick & Belmont avs., O	lender, G. T. Baker, McCormick av.	1889	210	106	2,300	30,000
Grace, Corona .....	A. G. Roberts, 546 7th av., L. I. C.		85	119	637	
Grace, 314 Fulton st., Jamaica.....	R. T. Homans, 62 Clinton av.....	1702	532	275	12,372	200,000
Grace, 11th av. and 18th, Whitestone.....	Wm. Jenkins, Whitestone, L. I.....	1859	150	154	2,753	50,000
Redeemer, Crescent & Temple, Astoria.....	L. R. Urban, 565 Crescent, Astoria.	1862	573	709	6,921	78,000
Resurrection, Church st., Richmond Hill	tonia, L. R. Urban, 705 Crescent, Ast'a	1901	38	161	4,986	35,000
St. Andrew's-by-the-Sea, Belle Harbor.....	W. P. Evans, 40 Church, R. H.....	1874	350	150	5,022	30,000
St. Andrew's-by-the-Sea, Belle Harbor.....	Chas. A. Brown, Bayside.....	1906	50	30	422	12,000
St. Gabriel's, Fulton st., Hollis.....	H. N. Bowne, Hollis .....	1888	118	75	2,508	40,000
St. George's, Franklin st., Astoria.....	Herman Lilienthal, 212 Franklin.....	1827	351	327	4,531	
St. George's, Main st., Flushing.....	H. D. Waller, 45 Locust .....	1705	606	262	14,055	100,000
St. James', B'way & Corona av., Elmh'st	E. M. McGuffey, Elmhurst.....	1744	310	250	10,312	250,000
St. John's, Mott av., Far Rockaway.....	W. A. Sparks, Far Rockaway .....	1882	310	130	7,913	60,000
St. John's, Van Alst av. & 10th, L.I. City	Vacant .....	1866	132	137	1,615	15,000
St. John's, Sanford av. & Wilson, Flush'g	G. W. Eccles, 103 Ash .....	1911	153	125	4,400	20,000
St. Joseph's, Franklin av., Queens.....	H. W. R. Stafford, Franklin av., Q'ns	1880	75	85	1,700	20,000
St. Mary's Chapel, Laurel Hill.....	F. S. Griffin, Maspeth.....		37	38	590	
St. Mary's, Van Wyck & Wyoming avs.	Dunton, F.N. Tummson, Wicks, R.H.	1898	50	110	269	
St. Matthew's, Brooklyn Manor.....	J. S. Neill, 111 Avondale, Wdhvn.	1900	200	190	2,000	15,000
St. Paul's Chapel, 5th, College Point.....	H. D. Waller .....	1894	218	222	6,343	16,000
St. Paul's Chapel, Richmond Hill.....	M. A. Trathen, 160 N. 5th, Bkln.	1909				
St. Paul of Tarsus, Arverne .....	Chas. A. Brown, Bayside.....	1871	50	75	1,000	
St. Paul's, Striker av. & Kelly, W'dsid	J. C. Sturges, 423 W. 46th, Mhnt.	1873	40	142	1,200	20,000
St. Saviour's, Maspeth .....	F. S. Griffin, Maspeth.....	1812	151	210	1,788	
St. Stephen's (col'd), Grand & N. 1st, J	am'ca. E. N. Hollings, 41 Grand.....	1820	38	280	4,500	
St. Thomas', Vernon av., Ravenswood.....	A. G. Roberts, 546 7th av., L.I.C.	1829	120	100	875	15,000
Zion, Douglaston .....	A. E. Bentley, Douglaston.....	1830	110	102	3,317	70,000
<b>Reformed (North Classis of L. I.)</b>						
First, 1st av. & 10th, College Point.....	A. C. V. Danglemond, 611 10th.....	1871	180	158	3,196	40,000
First German, Far Rockaway.....	P. H. Hopf, John st, Far Rock'y.	1909	118	82	2,355	40,000
First, 100 Academy st., L. I. City.....	Alexander Shaw, 102 Academy.....	1875	70	200	2,000	6,000
First Newtown, B'way & Union av., Elm	Forest Park, Hillside av. & Ferry, Wdhvn	1871	225	125	6,000	50,000
Forest Park, Hillside av. & Ferry, Wdhvn	F. L. Cornish, Woodhaven.....	1829	275	320	6,000	45,000
Flushing, Bowne av. & Amity, Flush'g	T. H. MacKenzie, 37 S. Parsons av.	1846	443	275	10,138	75,000
German Second, 526 2d av., Astoria.....	Dr. C.D.F. Steinfuhler, 2d av., Ast'a	1854	150	150	1,681	30,000
Jamaica Dutch, Fulton & Ray, Jam'ca.....	R. K. Wick, 221 Fulton st.....	1702	513	640	11,708	250,000
Queens, Jericho rd. & Lincoln av., Queens	J. N. N. Demarest, Queens .....	1858	107	180	2,256	
Ref. Ch. of Astoria, Remsen st., Astoria	J. C. Rauscher, 85 Remsen st.....	1826	400	275	6,000	70,000
Ridgewood, Smith & Rathjen av., Everg	n. G. R. Israel, 124 Smith, Everg'n	1891	130	175	1,175	15,000
St. Paul's G. E., Herrin'n & Hillside av.	J. ca. F. Stoebener, 120 Herriman av.	1872	320	226	2,600	60,000
Steinway, Ditmas av. & 11th av.....	Vacant .....	1878	170	476	2,196	21,000
Sunnyside, 310 Buckley st., L. I. City.....	Supply .....	1895	21	52	493	
Winfield, Thomson and Lee avs.....	Wm. T. Adams, 4 Fisk av.....	1907	50	160	969	
Zion, German, Summit av., Elmhurst.....	G. J. Schork, Prospect av., Elmh'st	1862	150	200	1,400	10,000
<b>Reformed Episcopal</b>						
Christ, South Ozone Park .....	Wm. P. Mackay, 50 Presberger av.	1909	60	100	1,200	6,800
<b>Miscellaneous.</b>						
Bethel Union S. S., Hawtree Creek rd.,	S. Jamaica. J. M. Bergen, Supt.....	1805	20	35		
Forest Hills Free Church, Forest Hills.....	J. C. Hollyman .....	1912				
Gospel Mts. Ch. (Ind.), 4th av. & 14th, Col	lege Pt. J. H. Stumpf, 635 College av.	1893	50	85	2,000	10,000
Graco Ch'l Soc., 61 Hunter av., L.I.C.....	W. W. Oswald, Spt., 65 Borden av. LIC	1870		40	36	10,000
Society of Friends, Broadway, Flushing.	Walter C. Gilbert, Clerk, Flushing	1645	50	40		20,000

Missions.

**Roman Catholic Churches of Queens.**

Name of Church and Location.	Name of Pastor.	Org- gan- ized	No. of Pri- sters	S. S. Mem	Value of Ch Prop.
*B. V. M. Help of Christians, Winfield Junction	John Bender	1874	800	310	\$50,000
*B. V. M. Mt. Carmel, Newton av., Astoria	Chas. Gibney, 2 assistants	1841	4,000	1,000	150,000
*Gate of Heaven, Ozone Park	Julius M. Six, 2 assistants	1904	1,200	200	50,000
Holy Child Jesus, Richmond Hill	Thomas A. Nunney	1910	500	200	50,000
Nativity (Italian), Woodhaven	J. E. Garbottini	1909	705	265	8,000
*Our Lady of Sorrows, Shell rd., Corona	James J. Corrigan, 1 assistant	1870	3,237	380	150,000
Sacred Heart, Bayside	William J. Dunne, 1 assistant	1895	700	160	18,000
*St. Adelbert's (Polish), Elmhurst	S. Tarnowski, O. M. C., 1 assist.	1892	2,700	165	20,000
St. Bartholomew, 4th, Elmhurst	Jeremiah J. Heafey, 1 assist.	1906	750	180	65,000
St. Benedict, 4th, Morris Park	P. J. Fahley, 1 assistant	1893	2,000	350	40,000
St. Camillus, Seaside	Joseph Brady	1873	200	75	15,000
*St. Elizabeth, Atlantic av. & 3d, Woodhaven	Gustav Baer	1873	2,000	152	25,000
*St. Fidelis, High and 15th, College Point	Ambrose Schumack, 1 assist.	1856	2,000	400	120,000
St. Francis de Sales, Belle Harbor	Francis J. McMurray	1906	500	....	85,000
St. Gerard Magella, Hollis	John S. Gresser	1906	7,000	....	15,000
St. Gertrude's, Edgemere, Summer Church	Herbert Farrell	....	....	....	....
Sts. Joachim and Anne, Hollis av., Queens	F. W. Dotzauer	1896	700	100	30,000
St. Joseph (Polish), Bayside	Gervase Kubec	1910	1,200	180	\$20,000
*St. Joseph's (German) Long Island City	C. Elsele, 1 assistant	1879	4,000	140	125,000
St. Joseph's (Polish), Rockaway rd., Jamaica	Emil Strenski, 1 assistant	1904	1,800	400	85,000
St. Leo, Sycamore av. and Elm, Corona	John L. O'Toole	1903	2,100	200	33,000
*St. Luke, 11th av., Whitestone	Thos. J. O'Brien	1870	1,200	275	100,000
*St. Margaret, Middle Village	John P. Gopp	1860	525	160	90,000
*St. Mary's, Hunter's Point, Long Island City	Patrick J. Cherry, 2 assistants	1868	5,000	700	150,000
St. Mary Magdalen, Springfield	Attended from Hollis	1907	300	60	8,000
*St. Mary's (Ger.), Flushing & Shelton, Jamaica	J. M. Scheffel, 1 assistant	1886	1,500	400	90,000
*St. Mary's Star of the Sea, Far Rockaway	Herbert Farrell, 1 assistant	1854	2,000	300	150,000
*St. Michael's, Union and Madison, Flushing	Eugene J. Donnelly, 2 assistants	1841	2,500	600	200,000
*St. Monica, Washington st., Jamaica	Phillip A. Brady, 1 assistant	1888	2,000	700	75,000
St. Pancras, Glendale	Francis O. Siegelack	1882	225	115	20,000
*St. Patrick's, Dutch Kills, L. I. C.	Edward F. Hannigan, 2 assts.	1862	2,000	600	180,000
St. Plus the V, Jamaica	M. Legnani	1909	1,000	150	15,000
St. Raphael, Blissville, Long Island City	Edward A. Holley, 1 assistant	1865	1,800	600	160,000
St. Rita, Boulevard, near Webster av.	James J. Higgins, 1 assistant	1894	900	200	40,000
*St. Rose of Lima, South, Fairy av & Cedar pl.	Jas. J. Bennett, 1 assistant	1886	1,500	100	150,000
St. Sebastian, Woodside	W. A. Kerwin	1894	1,800	300	75,000
St. Stanislaus, Maspeth	Joseph A. Bennett	1871	1,500	450	10,000
St. Thomas, Benedict av., Woodhaven	Andrew Klarmann, 1 assistant	1908	700	150	25,000
Transfiguration, Hull av., Maspeth	N. Petkus	1908	1,400	30	25,000

\*Has a parochial school.

**Recapitulation, Queens Churches.**

Denominations.	Con- trib'g Mem.	S.S. Mem- bers.	Total Amount Raised.	Value Church Property.	Denominations.	Con- trib'g Mem.	S.S. Mem- bers.	Total Amount Raised.	Value Church Property.
Baptist	1,922	2,137	\$37,755	\$217,000	Prot. Episc'l	5,504	4,700	104,805	\$1,130,500
Christ'n Science	92	15	....	....	Reformed	3,329	3,684	60,157	712,000
Congregational	1,527	2,384	28,706	220,500	Ref. Episc.	60	100	1,200	6,800
Evangelical	735	1,790	9,787	53,500	Roman Cath.	65,942	10,727	....	2,727,000
Jewish	588	363	20,500	133,600	Miscellaneous	120	200	2,035	40,000
Lutheran	2,940	5,291	41,889	333,000	Totals	\$9,499	40,701	\$425,805	\$6,854,300
Meth. Episcopal	3,720	4,332	61,878	540,500					
M. E. African	329	198	6,016	74,000					
Meth. Protest'nt	75	125	1,600	7,000					
Presbyterian	3,194	4,053	50,156	649,500					

\*Number Parishioners.



JAMAICA PRESBYTERIAN CHURCH.

First Presbyterian Church established in the United States.

# Schools

## TRAINING SCHOOLS—QUEENS.

Location.	Principals.	Janitors.	Ch'rms.	Tchrs.	Reg'lr
Jamaica Training Sch. Theory Dept.	A. C. McLachlin (B.-G.)	S. P. Bowen	..	17	216
Flushing & Hillside av. Model Dept.	A. C. McLachlin (B.-G.)	..	..	47	647

## HIGH SCHOOLS—QUEENS.

Name and Location.	Principals.	Janitors.	Director.	Ch'rms.	Teachers.	Registrar.
Bryant, Wilbur av. & Academy. L.I.C.	E. Demarest (B.-G.)	James Barnes	..	..	47	1073
Dept. in P. S. 39, State and Roanoke av., Far Rockaway	S. J. Ellsworth (B.-G.)	Wm. Scarlett	..	..	17	372
Flushing, Sanford av. and Union.	J. H. Clark (B.-G.)	Charles Boyle	..	..	29	602
Newtown, Chicago av. and Grove.	J. D. Dillingham (B.-G.)	D. R. Miller	..	..	37	1067
Elmhurst	T. C. Mitchell (B.-G.)	Wm. Fairbairn	..	..	43	917
Jamaica, Hillside av., Jamaica	L. N. Fallor (B.-G.)	John J. Luddin	..	..	42	822
Richmond Hill, Elm & Stewart avs.	..	..	..	..	..	..

## Public Schools—QUEENS.

School Number	Location. (Schools marked * have kindergartens.)	Principals.	Janitors.	Director.	Ch'rms.	Teachers	Registrar
*1	9th and Van Alst av., L.I.C.	John F. Quigley (B.-G.)	Wm. Thlesen	..	41	40	1504
*2	Hulst and Nott av., L.I.C.	Branch of No. 80	Henry Schmidt	..	11	8	..
3	Colonial av. and Euclid, Forest Hills	Jos. E. Carlin (B.-G.)	..	..	42	2	60
*4	Prospect and Crescent, near Beebe av., L.I.C.	Robert L. Conant (B.-G.)	Thos. F. Hollen	..	11	12	40 1543
*5	Academy, nr. Grand av., L.I.C.	Matthew D. Quinn (B.-G.)	Henry Gutteridge	..	42	27	28 1603
*6	Steinway av., nr. Jamaica av., L.I.C.	Thomas H. Sweeney (B.-G.)	Michael J. Sinnott	..	42	36	37 1631
*7	Van Alst, nr. Flush'g av., L.I.C.	Mamie Fay (B.-G.)	Cornelius Foley	..	42	35	27 1128
8	Steinway, nr. Ditmars av., L.I.C.	Branch of No. 84	William A. Ley	..	42	8	..
*9	Manson, nr. Fulton av., L.I.C.	Melvin Hix (B.-G.)	Irene Vanderhoff	..	43	7	7 252
10	Flushing av., Bowery Bay	Branch of No. 15	Viola Smith	..	42	4	..
*11	Woodside av., Woodside	Theophilus Johnson (B.-G.)	Alfred Frost	..	42	23	23 822
*12	Prospect, Winfield	Branch of No. 78	Jas. T. Smith	..	42	19	..
*13	Irving pl., Elmhurst	Branch of No. 89	David R. Miller	..	42	6	..
*15	Junction av., Corona	John J. Jenkins (B.-G.)	Daniel Regan	..	42	21	34 1177
*16	Sycamore av., Corona	Arthur C. Mitchell (B.-G.)	Daniel Culhane	..	42	32	42 1451
*17	Myrtle av., Corona	Josephine M. Lawlor (B.-G.)	Jos. Gelson	..	42	22	35 1315
18	Corona av., Corona	Branch of No. 17	Michael Kent	..	42	3	..
*19	Evergreen av., Corona	Branch of No. 15	Daniel Nafis	..	42	8	..
*20	Sanford av. & Union, Flushing	John H. Clark (B.-G.)	Charles Boyle	..	43	32	17 664
*21	Washington & Union, Flushing	Branch of No. 23	Thos. Kennedy	..	43	5	..
*22	Sanford av. & Murray, Flushing	Mary L. Lyles (B.-G.)	Matthew Metzger	..	43	20	27 1186
*23	Whitestone av. & State, Flush'g	Catherine Hellon (B.-G.)	Wm. J. Heaney	..	43	12	18 765
*24	Queens & Robinson avs, Flush'g	Branch of No. 22	Robt. Gorsline	..	43	5	..
25	Jamaica av., head of Vleigh, Flushing	Chas. H. Davis (B.-G.)	Daniel Mulcahy	..	43	4	3 66
*26	Fresh Meadow & Black Stump rds., Flushing	M. C. Fogerty (B.-G.)	Rose Corrigan	..	43	4	4 137
*27	13th and 1st av., College Point	George W. Dorland (B.-G.)	Morris O'Keefe	..	43	18	33 1248
*28	6th, bet 1st & 2d avs., Collere Pt	Branch of No. 27	Chas. R. Wright	..	43	6	..
*29	16th & 6th av., College Point	Branch of No. 27	Kate Egan	..	43	8	..
*30	11th av. and 19th, Whitestone	Branch of No. 79	Chas. E. Smith	..	43	8	..
*31	Bell av., Bay Side	George R. Dutton (B.-G.)	Frederick Conklin	..	43	13	14 580
*32	Lakeville rd., Little Neck	Anna Brett (B.-G.)	Wm. Kirkman	..	43	10	12 262
*33	Madison av. & Cedar, Creadmoor	Catherine Stehlin (B.-G.)	Wm. J. Whiteside	..	43	3	3 63
*34	Springfield rd & Hollis av, Q'ns	Helen T. Dailey (B.-G.)	Rufus Brown	..	43	11	12 417
*35	Palatine & Prospect avs, Hollis	Mary E. McQuirk (B.-G.)	Vincent Glazer	..	43	9	11 351
*36	Everett & Central av. St. Alb's	Branch of No. 37 (B.-G.)	Margaret Acaster	..	43	3	3 101
*37	Higbie's av. & Springfield rd., Springfield	T. S. Wells (B.-G.)	Edward H. Rhodes	..	43	11	12 428
*38	Foster's Meadow rd., Rosedale	Gertrude M. Traphagen (EG)	John Bardalmus	..	43	5	4 143
*39	State & Roanoke av, Far Bkwy	Sanford J. Ellsworth (B.-G.)	Wm. Scarlett	..	44	22	18 726
*40	Beaure & Union Hall, Jamaica	Frank K. Montfort	..	..	..	..	..
41	Divd. & Vernon av, R'kwy B'ch	Branch of No. 41	Thos. Heaney	..	44	8	..
42	Washington av., Rockaway Pk.	Branch of No. 41	Geo. Wilant	..	44	8	..
*43	14th & Academy av, Rkwy Bch	William M. Gilmore (B.-G.)	W. E. Davenport	..	44	19	42 1815
*45	Three-Mile rd., Jamaica South	Ida Ward (B.-G.)	Remsen D. Lamberson	..	43	8	17 632
46	Old South rd., Aqueduct	Isabella A. Boulton (B.-G.)	Adolphus Held	..	44	10	12 372
*48	South and Church, Jamaica	Branch of No. 56	Isaac E. Phillips	..	43	5	..
*49	Bronx av., Jamaica	Mary A. Flynn (B.-G.)	Jos. Semona	..	43	14	27 1065
*50	Wyckoff, Talford L'n, Jamaica	Margaret Scott (B.-G.)	Andrew J. Netterfield	..	43	18	30 1225
*51	Johnson av., Richmond Hill	Isabella E. Harding (B.-G.)	Timothy Spitznagle	..	44	15	9 285
*53	Elm, nr. Atlantic av, Rich'd Hill	Branch of No. 62 (B.-G.)	Conrad Kaiser	..	44	10	12 389
*54	Hillside av. and Sherman, Richmond Hill	Kate H. McWilliams (B.-G.)	Henry A. Burroughs	..	44	13	14 523

School Number	Location. (Schools marked * have kindergartens)	Principals.	Janitors.	District.	Ch's. rms	Teachers	Registrar
55.	Maure av. and Beaufort, Richmond Hill	Branch of No. 57.....	Jos. Pothergill .....	41	4	.....	.....
56.	Orchard av. & Elm, Rich'd Hill	Eliz. A. Loughlin (B.-G.).....	Eugene P. Moynihan .....	41	3	.....	693
57.	Curtis av., nr. B'way, Morris Pk.	Catherine Sheehan (B.-G.).....	John Smith .....	41	10	.....	777
58.	Walker & Grafton avs, W'dhvn	Cyrus E. Smith (B.-G.).....	P. J. Hendry.....	41	39	.....	1131
59.	University pl. & Rockaway rd., Woodhaven	Martin Joyce (B.-G.).....	Peter Belhle .....	41	13	38	1192
60.	Second, nr Shaw av., W'dhven	Branch of No. 59.....	Loretta B. Neumann .....	41	4	.....	.....
61.	Elm, nr Union pl, B'klyn Hills	Kate M. Westbay (B.-G.).....	Ella Stine .....	41	4	1	188
62.	Washington av., nr. Broadway, Chester Park, Woodhaven.....	Mary E. Markey (B.-G.).....	Wm. H. Davison .....	41	10	12	481
63.	Old S'th rd, nr Woodhaway rd., Woodhaven	Branch of No. 46.....	Jeremiah Stoothoff .....	41	4	.....	.....
64.	B'way, nr Spruce, Woodhaven.	Branch of No. 59.....	Matthew J. Fox.....	41	8	.....	.....
65.	Smedker av. & 2d, S.W'dhven	Branch of No. 59.....	Martin Bages .....	41	8	.....	.....
66.	Union pl. & Tulip, B'klyn Hills.	Frances H. Seelye (B.-G.).....	Herman J. Arendes .....	41	16	17	698
67.	Central av. and Olmstead pl., Glendale	J. Wesley Drumm (B.-G.).....	Terrence McSpirit .....	41	20	24	893
68.	Bergen & Rathjen avs, Evergrn.	Kate R. Hickey (B.-G.).....	Chas. Doering .....	41	24	24	78
69.	Trotting Course la., Whitepot, Newtown	Branch of No. 87.....	John R. Purdue .....	42	3	.....	.....
70.	Juniper av., Middle Village.....	Branch of No. 87.....	William Nugent .....	42	4	.....	.....
71.	Forrest av., E. Willamsburg.....	Maurice I. Jewell (B.-G.).....	John J. Conolly.....	41	35	47	2012
72.	Maspeth av., Maspeth.....	Robert Eadie (B.-G.).....	J. E. Lawrence .....	41	29	31	1267
73.	Lexington av., Maspeth.....	Branch of No. 72.....	Katharine Donaldson.....	41	4	.....	.....
74.	Star & Wood'd av, Metrop'tan.	Branch of No. 75 (B.-G.).....	Margaret Rothaar.....	41	5	8	225
75.	B'cker & Covert av, Ridgew'd.	Jennie L. Potter (B.-G.).....	John Brady .....	41	10	9	291
76.	Montgomery and Congress avs., Laurel Hill	J. C. Bell (B.-G.).....	Edward A. Skavin .....	41	13	12	361
77.	Covert av., Centre and George sts., Ridgewood Park	Jas. J. O'Regan (B.-G.).....	Daniel Riordan .....	41	48	48	1964
78.	Maurice av. and Carroll pl., Winfield	Fred H. Mead (B.-G.).....	Frederick Boller .....	42	19	30	1191
79.	7th av. and 14th, Whitestone.	William H. Carr (B.-G.).....	Fred. E. Berthold.....	43	18	22	699
80.	Greenpl, nr Bradley av., L.I.C.	James A. Dugan (B.-G.).....	J. F. O'Donnell .....	41	15	18	601
81.	Cypress av., Ralph & Blecker, Evergreen	William H. Dumond (B.-G.).....	Thos. F. O'Connell .....	41	69	59	241
82.	Kaplan av, Hammond & Horton, Jamaica	J. M. Whitenack (B.-G.).....	Wm. E. Mitchell .....	43	11	14	511
83.	Vernon av., bet. Pierce and Graham avs., L.I.C.	Thos. M. Donohue (B.-G.).....	W. J. Burke .....	41	30	20	1222
84.	Albert & Theodore, nr. Ditmars av., Long Island City.....	John D. Melville (B.-G.).....	Geo. H. Mellus.....	42	32	35	1311
85.	Debevoise av, nr.Woolsey,L.I.C.	John J. Dempsey (B.-G.).....	David Hart .....	42	34	26	972
86.	Old Flushing av, near Grand, Maspeth.....	B. R. Buckingham (B.-G.).....	Jos. P. McNally.....	41	25	29	1065
87.	Washington av. and Pulaski, Middle Village	Matthew A. Devlin (B.-G.).....	Daniel J. Brady .....	42	32	26	879
88.	Fresh Pond road, & Elm av., Ridgewood Heights	J. H. Rohrbach (B.-G.).....	Jos. Donnelly .....	41	31	33	1264
89.	5th, 6th & Orchard av, Elmhurst.	Almeron W. Smith (B.-G.).....	Patrick J. O'Rourke.....	42	41	37	1447
90.	Washington av, nr. Jamaica av. Parental Sch., Jamaica rd, Flush'g	J. A. Loope (B.-G.).....	Thos. F. Donohue .....	41	45	35	1460
		Hobart H. Todd (B.).....	Arthur G. Mullin .....	41	9	180	

**Queens.**

Flushing Inst.—Flushing.  
 Homestead School\*—Bay Side.  
 Jamaica Bus. School—P. O. Bldg., Jamaica.  
 Jamaica College of Music—445 Fulton, Jamaica.  
 Kyle Military Inst.—Flushing.  
 Sacred Heart Seminary\*—Whitestone.  
 St. Agnes Academy\*—College Point.  
 Star of the Sea Academy\*—Far Rockaway.

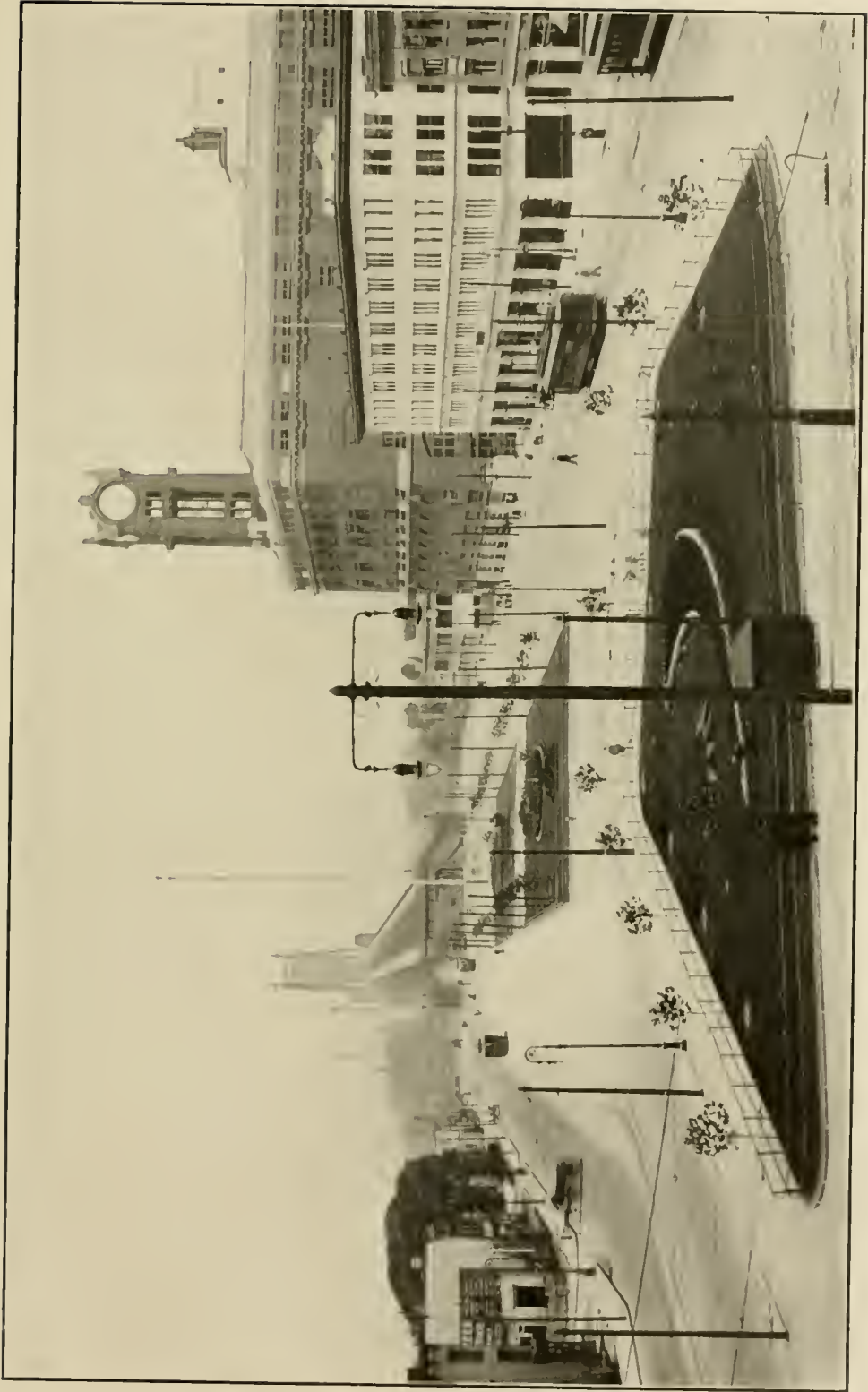
**Queens.**

41—Schools 1, 2, 4, 71, 72, 73, 74, 76, 80, 83 and 86. Board: D. F. Coughlin, Ch., 135 8th, L. I. City (1912); John Andrews, Sec., 131 8th, L. I. City (1913); J. F. McDonnell, Washington av., Laurel Hill (1915); T. F. Crough, Metropolitan (1911); H. Otten, Grand, Maspeth (1914); Mrs. A. L. Post, Mem. Bd. of Ed.; S. T. Stewart, Dist. Supt. Office, P. S. 89 Meets 1st T. each month, P. S. 1, 8 P.M.  
 42—Schools 3, 5, 6, 7, 8, 9, 10, 11, 12, 15, 15, 16, 17, 18, 19, 29, 75, 84, 85, 87 and 89. Board: C. F. Litter, Ch., Woodside (1914); Jos. Hetherington, 5 Purdy, L. I. City (1915); M. J. Shurgub, Main, Corona (1912); G. S. Ehier, Sec., 93 Lamont, Elmhurst (1916); Mrs. 19,

Wilcox, 75 6th, Elmhurst (1913); Bernard Suydam, Mem. Bd. of Ed.; S. T. Stewart, Dist. Supt. Office, P. S. 89 (P. S. 1, Wed., P.M. and Sat. A.M.). Meets 2d Thurs. each month, P. S. 89, 8 P.M.  
 43—Schools 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 45, 48, 49, 50, 79 and 82. Board: Dr. E. L. Dillman, Ch., 306 Fulton, Jamaica (1915); G. H. Higbie, Springfield, L. I. (1912); A. M. Barrett, 164 22d, Flushing (1916); H. A. O'Brien, Sec., 5 Flushing, Jamaica (1915); R. Weed, Sanford av., Flushing (1914); R. B. Thomas, Mem. Bd. of Ed.; E. D. Shimer, Dist. Supt. Office, Morris Bldg., Flushing Meets 2d T. each month, Morris Bldg., Flushing, 5:30 P.M.  
 44—Schools, 39, 42, 43, 44, 46, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 75, 77, 81, 88 and 90. Board: J. H. Leich, 6 Forest Parkway, Woodhaven (1914); L. A. Richter, Sec., Webster av., Glendale (1915); J. M. Bergen, Old South rd., Woodhaven (1913); D. M. Ebert, 350 Onderdonk av., Ridgewood Heights (1916); W. J. Morris, Jr., Clarke av., Far Rockaway (1912); A. H. Maa, Mem. Bd. of Ed.; E. D. Shimer, Dist. Supt. Office, Morris Bldg., Flushing, L. I. Meets 3d W. each month, P. S. 62, 8 P.M.

## Cemeteries—(All or part in Queens Borough)

Name	Location	Area Acres	Office	Int. 1910	Int. Total	Superintendent or Secretary	How Reached
Acacia	Woodhaven, L. I.	12	Grand, nr. Allen, Mht.	231	2,302	Mr. Edelson	Kings Co., Nassau and B'way L.
Abawate, Chased	1424 Metropolitan Av.	13	At Cemetery	75		J. M. Meyer	Metropolitan Ave. Cars.
Shaar Hashomayim	Woodhaven, L. I.	35	8 E. 14th St., Mhtn.	365	75,000	Wm. Gold	Fulton St. L. to City Line.
Bayside	Fresh Pond Road	20	5th Av. & 76th St., Mht.	83		Samuel Berliner	Brooklyn R. T.
Beth-El	Jamaica Avenue	8	At Cemetery	54	2,704	Solomon Stroock	Lexington Ave. L.
Beth-Olom Field	L. I. City, N. Y.	510	24 E. 52d St., Mhtn.	21,237	800,000	L. H. Amy	L. I. R.R., or trolley from L. I. City and E. D. Ferries
Calvary	Flushing, L. I.	200	1 Madison Av., Mhtn.	1,000	43,000	Chas. R. Query	L. J. R.R. trolley from L. I. City or Brooklyn Bridge.
Cedar Grove	Jamaica Av., Bklyn.	400	1 Madison Av., Mhtn.	1,390	167,600	A. M. Fraser	Brooklyn L. or trolley from ferries and via Brooklyn Bridge.
Cypress Hills	Flushing, L. I.	75	At Cemetery	276	9,785	E. P. Roe	L. I. R.R. or trolley from Jamaica, L. I. City and College Point.
Elmhurst	Middle Village, L. I.		Middle Village, L. I.	722	11,642	Theo. Berensohn	L. I. R.R. & Rdgwd. L. and trolley.
Flushing	Jamaica, L. I.	45	48 St. Marks Pl., Mhtn.	1,920	41,920	Henry Bruus	Metropolitan Ave. trolley.
Fresh Pond Crematory	Middle Village, L. I.	250	1837 Merpltn. Av. M.V.	5,627	322,924	David Avenus, Supt.	Trolley from Williamsburg & Ful- ton Ferries.
Grace Church	Newtown, L. I.	30	At Cemetery	200	800	Leonard Leisersohn	Same as Cypress Hills.
Linden Hill	Kew, L. I.	76	At Cemetery	257	9,166	E. P. Dwyer	L. I. R.R. and trolley.
Lutheran	Middle Village, L. I.	1/2	At Cemetery	2	500	J. F. Meyer	Metropolitan Ave. trolley.
Maclpelah	Springfield, L. I.	113	61 Delancey St., Mhtn.	979	1,474	L. H. Strugatz, Supt.	Freeport trolley.
Maple Grove	Newtown, L. I.	100	At Cemetery	891	913	M. B. Blumenthal	Same as Cypress Hills.
Methodist	Flushing, L. I.	175	329 E. Houston, Mhtn.	163	3,885	C. R. Query	Flushing Ave. car.
Montefiore	Fresh Pond Rd., L. I.	16	At Cemetery	233	40,204	Chas. Rosenfeld	Myrtle Ave. L. & Cypress Hill car.
Mt. Carmel	Maspeth, L. I.	71 1/2	At Cemetery	2,435		J. C. Howard	Trolley from L. I. City & Brooklyn.
Mt. Hebron	Maspeth, L. I.	75	41 Park Row, Mhtn.	3,605	34,657	Wm. Wellenberg	Trolley from E. 34th, Grand, Hous- ton, 23rd St. Ferries.
Mt. Olivet	Jamaica, L. I.	6	7 Union Hall, Jam.	92		J. H. Ludlum	L. I. R.R. or trolley.
Mt. Zion	Middle Village, L. I.	180	Jav & Chappel, Bklyn.	1,950	24,638	Rev. J. E. Barrett	Flushing and Graham Ave. cars.
Prospect	Astoria, L. I.	75	At Cemetery	2,500	77,000	G. D. Case	Trolley from E. 92d St. & L. I. City.
St. John's	Jamaica, L. I.	1 1/2	42 Washington, Jam.	24		Thomas Louten	L. I. R.R. and trolleys.
St. Michael's	Fresh Pond Rd., Bkln.	20	At Cemetery	37	3,037	N. T. Phillips	Same as Cypress Hills.
St. Monica's	Springfield, L. I.	5 1/2	At Cemetery	58			L. I. R. R.
Shearith Israel	Cypress Av., Bklyn.	45	At Cemetery	520		Chas. Black	Same as Cypress Hills.



QUEENSTORO BRIDGE PLAZA.

## Sewers



THE construction of sewers now under way in the Borough of Queens are second in the city only to those of the Borough of Brooklyn and will soon exceed in magnitude those of that Borough. An expenditure of \$2,500,000 has been involved in construction work now under way, some of which is near completion, and plans are well advanced on 300 new undertakings involving an expenditure of \$2,500,000 additional to the above.

In 1898 when the Borough of Queens became a part of Greater New York there were in existence 13 separate and distinct sewer systems each of which was designed to meet local needs and without thought for future development. Great strides have been made in the past ten years in the design and construction of a gigantic system of big outlet and secondary sewer mains which, when completed, will provide with those already finished and in operation, for an area of 30,000 acres, and for an estimated population of 1,500,000 within 20 years hence. The cost of the construction work will be nearly \$20,000,000.

### CONSTRUCTION OF SEWERS—1900 to 1912 INCLUSIVE.

<i>Year</i>	<i>Total Length</i>		<i>Estimated Cost</i>
	<i>Feet</i>	<i>Miles</i>	
1900	7,669	1.4	\$10,886
1901	14,168	2.7	62,238
1902	18,688	3.5	231,441
1903	36,569	6.9	285,772
1904	29,829	5.6	361,888
1905	22,212	4.2	187,785
1906	22,043	4.1	86,702
1907	48,375	9.1	597,346
1908	21,005	3.9	352,041
1909	24,213	4.6	142,031
1910	29,782	5.6	140,876
1911	48,362	9.1	582,977
1912	59,621	11.3	404,891



# United States Title Guaranty Co.

HOME OFFICE  
COURT AND REMSEN STREETS, BROOKLYN, N. Y.

GEORGE A. FLEURY, PRESIDENT

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Our guaranteed mortgages on improved real estate in New York, Kings, Queens, and Nassau Counties, netting  $4\frac{1}{2}\%$ ,  $5\%$  and  $5\frac{1}{2}\%$  are worthy of your investigation.

These mortgages are all tax exempt.

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Just before your mortgage falls due, come in and see us. We will give you prompt service at reasonable rates.

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Our title insurance policy will relieve you of all worry and anxiety as to the validity of the title to that house you are about buying.

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346 FULTON STREET, JAMAICA, N. Y.

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*Water Front Plots on the Estates of Great Neck*

10,000

LOTS IN

Long Island City, Bayside, Elmhurst, White-  
stone, Cedarhurst, Flushing and Jamaica, for  
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Acreage and Country Estates bought and sold.

*Houses and Bungalows Built to Order on Easy Terms*

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JAMAICA - - - NEW YORK CITY

**Money to Loan on Bond and Mortgage**

To Investors If you intend investing in Mortgages, we would be pleased to have you  
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New rapid transit lines have a station on this property from which all parts of the Bronx, Manhattan, Brooklyn, and Queens can be reached for one fare.

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350 FULTON STREET :: JAMAICA, L. I.

*Capital and Surplus* :: \$16,000,000

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PLEASANT AVENUE AND RAILROAD

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# Queens Borough

## A Region Unsurpassed for Suburban Homes and the Establishment of Manufactories and Commercial Industries

**W**ITH an area of about 82,000 acres, the Borough of Queens has every advantage for growth in population, commerce and manufacturing, on account of its geographical and political location, and the crowded condition of the Borough of Manhattan.

¶ The land in Queens is about equally divided between that which is now occupied, that undergoing development, and that which remains for development.

¶ From the mouth of Newtown Creek on the East River, Long Island City to Little Neck, on Little Neck Bay, there are twenty miles of water frontage suitable for all kinds of business and pleasure. From the eastern limits of Far Rockaway to the western point of Rockaway Beach there are nine miles of ocean frontage most attractive for Summer resorts and year-'round residences.

¶ From Hell Gate to Hook Creek, and from the Atlantic Ocean to the waters of Long Island Sound there is every lay of land suitable for suburban homes, the establishment of manufactories and of commercial industries.

¶ The terminal yard of the Pennsylvania Railroad at Sunnyside, embracing 173 acres, has called for the employment of more than 1,500 men who need homes in that vicinity.

¶ For places to live, for those whose daily duties are in Manhattan, for places to manufacture, for distribution to all markets, and for places to establish depots for trade with all the world, Queens affords surpassing advantages. For suburban homes there is every choice, from the outlook on the bays, Sound and East River on the north, to the ocean beach on the south, with hills and level places between, where developments to suit all classes of persons are continually progressing; and all are

## Reached by the Long Island Railroad in from ten to forty minutes

¶ For daily travel, commutation tickets are furnished at a cost little more than that of daily travel by street car lines

# New York Title Insurance Company

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The largest Title Insurance Company in the State of New York doing a purely title insurance business.

We examine titles and make searches in all the Boroughs of Greater New York and in the counties of Nassau, Suffolk, Westchester and Erie, including the City of Buffalo, and adjoining counties, at schedule rates. Titles examined throughout the State on special contract.

Money loaned on bond and mortgage.

NEW YORK OFFICE  
135 Broadway

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**FIRST MORTGAGE GUARANTEE COMPANY**  
BRIDGE PLAZA NORTH                      LONG ISLAND CITY

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WHAT A WORLD OF MEANING  
IN THAT WORD!

EACH INDIVIDUAL HAS IT, YET FEW KNOW  
HOW TO CONSERVE IT—TO USE IT!

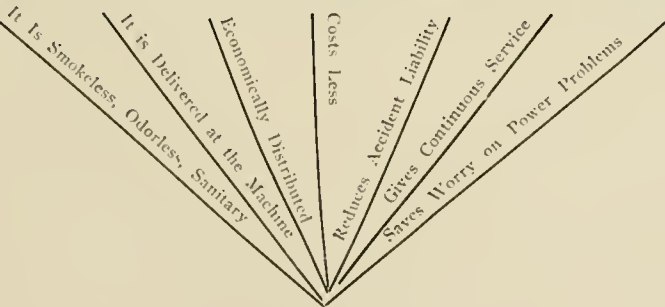
Manufacturers must have it—must generate and properly  
distribute it. Few, however, conserve or use it properly.

## ELECTRIC POWER

makes such conservation possible, and the manufac-  
turers of Queens realize it more and more each day.

Why?

## BECAUSE



### THE POINT

Move to Queens and take advantage of the lowest power rates  
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*Long Island's Handsomest and Most Perfect Residential Section.*

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WILL BE OPEN FOR THE RECEIPT AND DELIVERY  
OF FREIGHT DURING THE COMING YEAR

This property is directly on Vernon Avenue, and only one block from Nott Avenue—which leads to the Queensboro Bridge Plaza and to the roads leading out onto Long Island.

The Long Island Railroad Ferries to 34th Street, New York, are only eight blocks away.

Its conveniences and facilities will be similar to those of our present Freight Terminal in Brooklyn Eastern District, which has been in operation since 1876, and which to-day handles annually over 1,500,000 tons of freight.

At this Terminal, Freight will be received and delivered via the following :

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These lines, with their connections, include every railroad in the United States, Canada, and Mexico.

Arrangements with these lines will be such that shipments delivered to us before closing time each day will be forwarded via the Fast Freight Trains or Steamers of the respective lines, with the same despatch that is given freight from their own piers and stations in New York City.

Freight rates to all points, with a very few exceptions, are identically the same as from New York.

By shipping at the Queensboro Terminal the necessity of carting freight to EACH of the individual Rail and Steamship Lines is avoided, as we furnish the same Despatch, Service, and Freight Rates. YOU WILL SAVE CARTAGE.

We respectfully solicit your Support and Patronage.

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# Norwood

which will have a **five-cent fare** over every foot of **the dual subway system** in Greater New York, **with four hundred and eighty-six miles** of track, costing **three hundred and fourteen million dollars.** This will give Norwood **better rapid transit facilities** than any part of the Bronx, Brooklyn, or Manhattan north of 59th Street.

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IT IS NEARER to the business center of Manhattan than Harlem, and will be only FIFTEEN MINUTES from 34th Street by both the INTERBOROUGH and B. R. T. SUBWAY AND ELEVATED TRAINS.

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MANUFACTURER OF

Hollow Metal and Metal-Covered Doors, Windows and Trim.

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Cold-Rolled Steel, Brass and Bronze Moldings.

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“Superior” Store Fronts in Brass, Bronze and Copper.

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*Architectural and Art Bronze*

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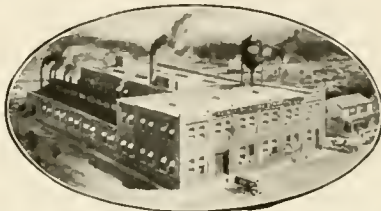
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ICE CREAM CANS  
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Sheet Metal Press and Bench Work Our Specialty

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Courtney Development  
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### 600 LOTS

Right on the very crown of Thomson Hill fronting Queens Boulevard; every up-to-date improvement including sewer, water, gas, electricity, concrete sidewalks and curbs, brick gutters and macadamized streets. Will sell at reasonable prices and on easy terms.

New trolley from 59th Street, Manhattan, now being laid on Queens Boulevard, in front of these lots.

New Dual Subway System to have station in front of these lots, on Queens Boulevard. Time to Herald Square, eight minutes; five-cent fare to any part of Greater New York.

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156 BROADWAY  
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UPRIGHTS, from \$550 UP; GRANDS, from \$750 UP  
Also Pianos For Rent

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## MOLLENHAUER BRAND EXTRA FINE GRANULATED SUGAR

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2, 3½, 5, 10, 25 and 100-lb. BAGS

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WEIGHT AND PURITY GUARANTEED

*Manufacturers of the Highest Grades of*

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ONE TWENTY-NINE FRONT STREET, NEW YORK CITY

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MIDDLE VILLAGE LONG ISLAND

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CONDENSED AND  
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PROMPT ATTENTION TO  
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## A CHEAPER WAY OF BUILDING!

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The lumber and labor waste cut out. Compare the forms here shown (which have been used over a hundred times) with the wooden forms, used but once.

These steel forms have been successfully used on hundreds of buildings, from coast to coast.

A card will bring catalogue of steel forms for houses, lofts, factory buildings, showing attractive plans of poured houses. IF YOU HAVE BUILDINGS TO ERECT, IT WILL PAY YOU TO INVESTIGATE.

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# METROPOLITAN DREDGING COMPANY

SUCTION DREDGING.

CHANNEL WORK and RECLAMATION  
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115 BROADWAY  
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Compliments of

The  
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Manufacturers of

## High Grade Six Cylinder Automobiles

6-45  
\$2000.00

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*Factory:*  
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ESTABLISHED 1895

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Queens Borough

## Real Estate

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JAMAICA, N. Y.

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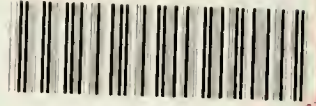








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