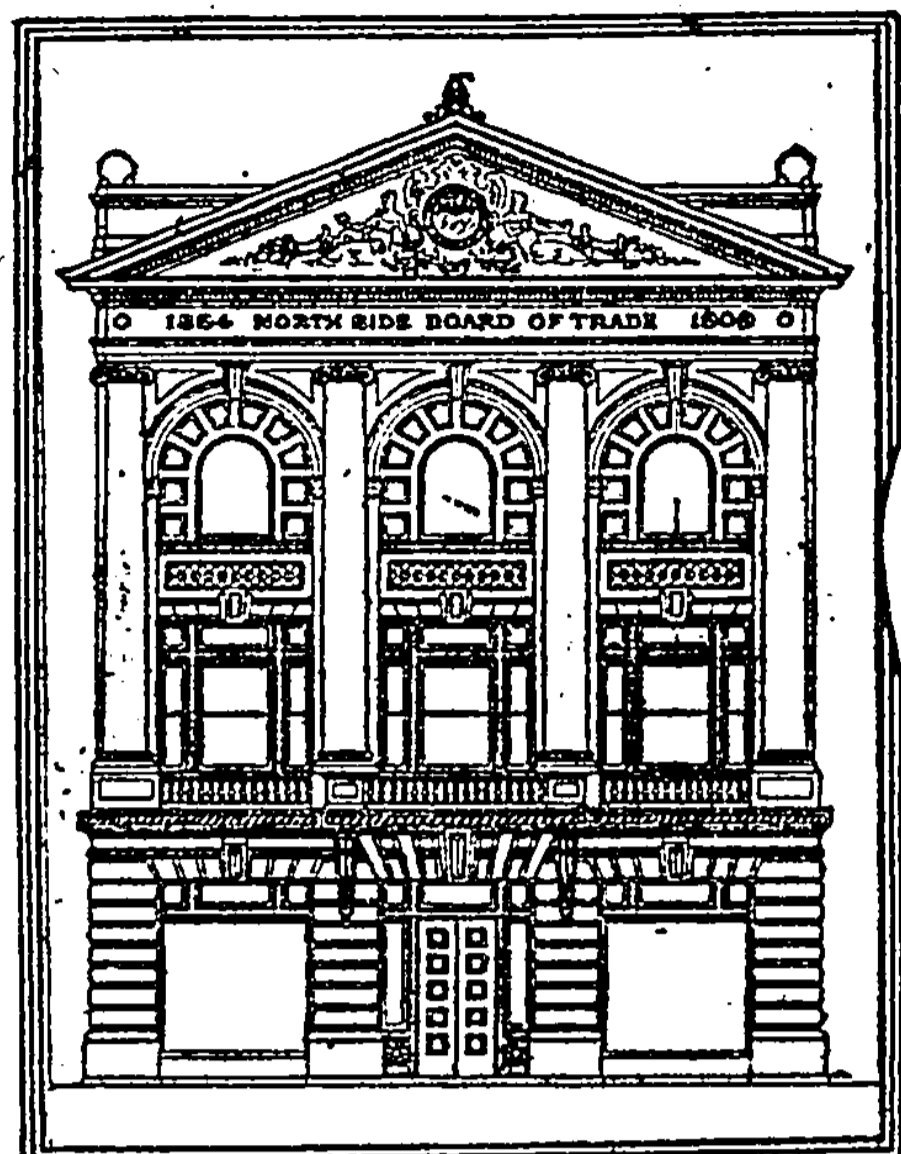
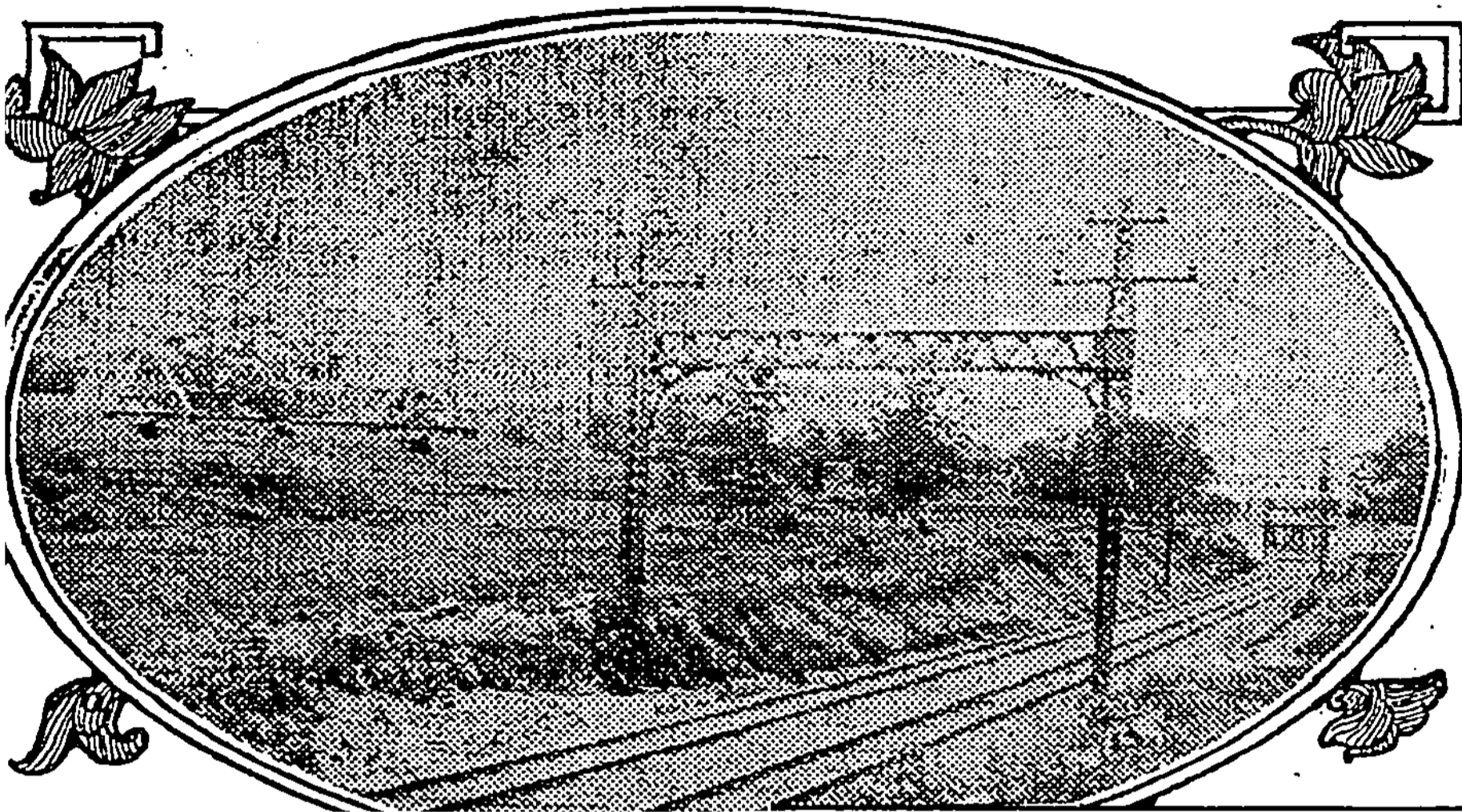


# GROWTH AND INDUSTRIAL DEVELOPMENT OF THE BOROUGH OF THE BRONX

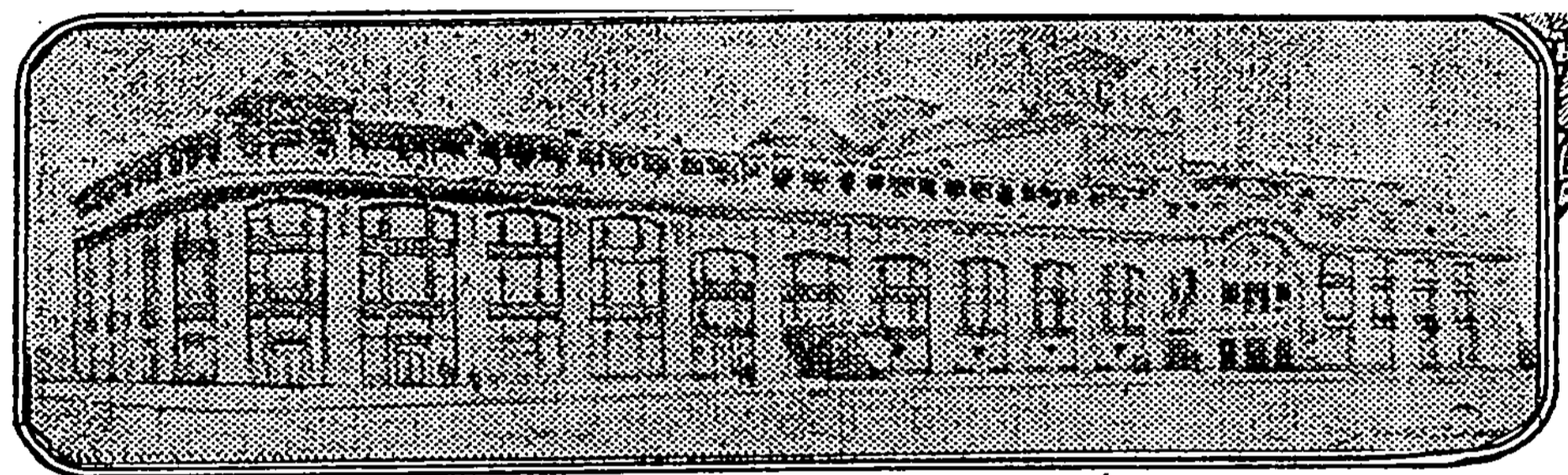
Many Big Factories Built and Being Planned for the Borough's Miles of Water Front—Housing Accommodations Built for 30,000 in the Hunts Point Section During Past Five Years—New Transit Lines Open Up Acreage to Home Builders.



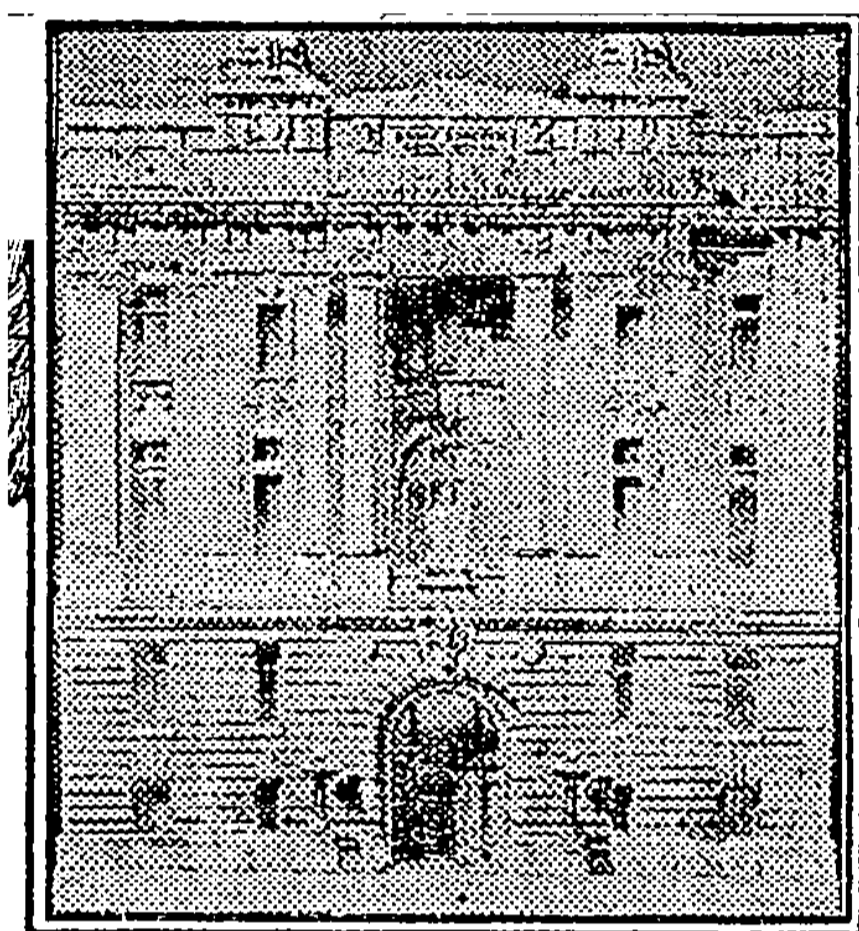
North Side Board of Trade Building, 137th & Lincoln Ave



Undeveloped Property along Line of N.Y. & Westchester Railroad



The Hunts Point Plaza Community Building



New Bronx Borough Court House, 3rd Ave. & 161st Street

The industrial development of the Bronx is one of the subjects which is now attracting unusual attention among operators and business men interested in the future growth of the borough. The recent opening of the large American Bank Note Company's factory in the eastern part of the Hunts Point section and the acquirement of neighboring property for other industrial improvements, indicate that a large commercial centre will soon be established in this locality which will mean a growth fully as important as the notable apartment house development has been in the western portion of the Hunts Point district near the subway line.

In the lower part of the borough, around the Morris Dock section, a busy industrial centre has been established for many years, and it is steadily growing in importance and value.

The Federal Government has had under consideration the project presented to Col. W. M. Black of the Army Board for the deepening of the Bronx River to a depth of 10 feet at an expenditure of \$930,000, which will be a great advantage to the entire borough, as it will permit water-freight cargoes to be unloaded at the headwater of commercial navigation of the Bronx River at 177th Street, very nearly the geographical centre in the Bronx, and from this point building materials, such as sand, brick, lime, and lath, could be distributed more economically for use in building in the central sections of the Bronx rather than having them hauled from a distance or brought up the river at a large expense.

A hearing was recently held in the Municipal Building before the Board of Army Engineers regarding the proposed improvement of the Bronx River, and data and information accumulated by the Bronx Industrial Bureau was presented and the necessity of the improvement was urged, and the matter is now under consideration.

The State is considering the location of one or more barge terminals in the Bronx, the vote at the last general election being in favor of an appropriation of \$19,000,000 for barge canal terminals and in this connection the Bronx Industrial Bureau has also co-operated and has arranged trips of inspection for the State authorities, visiting different sections of the Bronx where such terminals might be located, such as the Harlem River, the Bronx River, Westchester Creek and the Hutchinson River.

The municipal authority through the Dock Commissioner has under consideration other improvements in the Bronx and a new open municipal dock has been provided at Tiffany Street, a little east of the yards of the New York, New Haven & Hartford Railroad above Port Morris, and other open municipal docks have been proposed at East 138th Street.

Ex-Congressman J. A. Goulden, who did much during the eight years he represented this borough at Washington to further industrial improvements and politics, said, in reply to a request for his views on some of the projects now attracting attention:

"The Harlem River Ship Canal, connecting the Hudson and East Rivers, a distance of eight miles and carrying an immense tonnage aggregating 40,000,000 tons yearly, valued at more than \$400,000,000, has been under improvement for thirty-five years. The original estimated cost was \$2,000,000, 60 per cent. of which has been expended or appropriated. This is one of the most important waterways in the country, as it will be the connecting link for the new barge canal to the New England States, Brooklyn, Queens and upper New York, as well as for the Inter-Coastal Canal from Boston to Jacksonville, Florida.

"During the last ten years half a million dollars has been appropriated by Congress. This improvement should be speedily completed. The present Congress is entirely too economical in the River and Harbor Appropriation bill. The Harlem River receives but \$25,000, the East River \$100,000, and Eastchester Creek \$10,000.

"Bronx River, upon which \$53,000 has been expended, the full estimate of the United States Engineers, requires further improvement. Westchester Creek needs \$60,000 to remove the sandbar at its mouth. Ten thousand dollars of this has been appropriated and a new survey ordered. Eastchester Creek, which runs through Pelham Bay Park to Mount Vernon, needs at least \$250,000 to complete a twelve-foot depth, of which only \$10,000 is carried in this year's appropriation."

The building industry is one of the largest in the Bronx and the increase from Jan. 1 to June 1, 1912, over the corresponding period in 1911 is 109 per cent. In 1911, from January 1 to June 1, the building operations were \$8,239,382, and in the present year during the same period it has been \$17,259,849. The month of May, 1912, showed an increase of 49 per cent. over May, 1911.

The Bronx Industrial Bureau, of which W. R. Messenger is Secretary, was organized two years ago, and it has taken an active part in furthering the substantial development of the borough. Its policy, as expressed by Mr. Messenger, is "to assist in developing business activity and general prosperity throughout the borough and for the improvement of rapid transit conditions, waterway improvements, and the location of new factories and industrial plants, and it has aimed to foster and assist undertakings on the part of other organizations and individuals looking toward the improvement of the borough as an ideal residential and business community."

E. B. Boynton, in speaking of the substantial building improvements which, within a surprisingly short time, have made the Hunts Point section one of the great residential centres, says:

"The opening of the present Subway

marked a new era for the borough. The route of this line of transit from 149th Street and Third Avenue penetrated a section formerly served only by surface lines. As a result of inadequate transit this district had been developed with single and two-family houses where land was available for building operations, but a large portion of the East Bronx was still in the hands of private estates. The coming of the Subway made possible the development of these estates into finished city property as easily accessible to downtown Manhattan, as Harlem had been in earlier years."

The American Real Estate Company bought the extensive Hoe and Simpson estates and was in reality the pioneer in this new development. These estates, consisting of eighty-six acres, were converted into, approximately, 1,000 city lots ready for the builder, fronting on fully improved streets which were dedicated to the city.

With large areas of land thus made available for building operators, the building of the subway was accompanied by a movement in building construction on a large scale, and of a different character from anything previously undertaken in the Bronx. While five-story non-elevator apartment houses was the usual type of construction, many six-story elevator houses were built. Being constructed on land that was less costly than property in the older sections of the city, the rentals were much lower than those prevailing, for example, in Manhattan, and yet tenants were offered larger rooms, with more light and air and more agreeable surroundings.

The great success of this new type of construction stimulated a great movement along definite lines which has continued until the present time and with practically no abatement. Housing accommodations for 30,000 people have been built within the last five years around the Simpson Street Subway station and to-day there seems to be more activity in building construction than at any other time.

The newest type of apartment house is the five-story building, fronting 40 feet on the street and built 68 feet deep, containing two five-room apartments on each floor, providing large rooms with the apartments running through from front to rear. Some of the larger non-elevator units are built 42 feet front and are provided with suites of extra large rooms, containing shower baths, telephone, wall safes, and other refinements usually found only in the elevator house. One of the latest building operations planned is that of William Oppenheim at the corner of Hoe Avenue and East 165th Street, an eight-story fireproof house. Coincident with the development of the apartment house districts, business and amusement centres of a metropolitan character have been built up at 149th Street and Third Avenue, Prospect and Westchester Avenues and Westchester Avenue and Southern Boulevard.