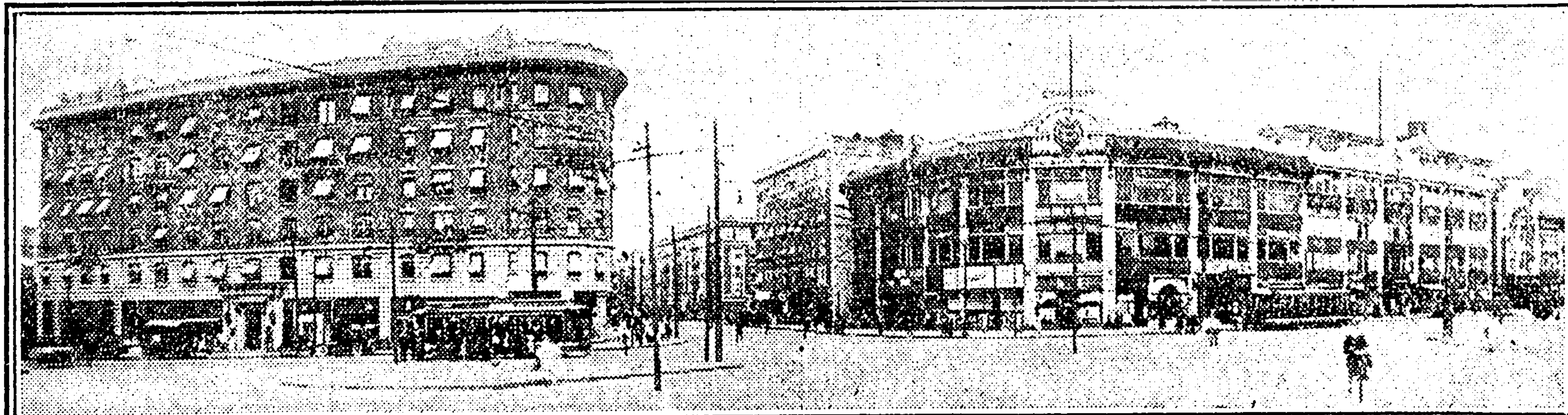


HUNTS POINT SALE FORESHADOWS BUILDING BOOM



Hunts Point Square Showing 163d Street and Southern Boulevard in Vicinity of Thousand Lots to Be Sold at Public Auction by Joseph P. Day.

There is every indication that a building boom such as the eastern section of the Borough of the Bronx has not seen since the opening of the Westchester Avenue subway extension in 1905 will follow the disposal of the English syndicate's property in the Hunts Point section at public auction on Saturday next by Joseph P. Day.

The property to be sold has an interesting history, having been held for more than thirty years by prominent English interests, who, prior to the World's Fair of 1893, purchased several hundred acres in this section in the hope of having the World's Fair locate there.

These English interests still own about 995 lots of their original purchase, and have ordered the sale of this property for whatever it may bring.

Most of the lots to be sold are paved, curbed and sewered, with assessments paid.

Today the Hunts Point section surrounding the property to be sold is one of the most active in the Bronx, as shown by the semi-annual building report published last week.

On June 30 in the Borough of the Bronx there was under construction 282 buildings containing 12,615 apartments, estimated to cost \$45,323,000.

These figures far exceeded all other boroughs and were about \$14,000,000 over the figures for the Borough of Manhattan, its nearest competitor.

The first movement of population in the East Bronx was along the route of the Third Avenue Railroad, which was extended to and beyond 149th Street in the year 1888, at which time the population of the Bronx was about 80,000.

During the next seven years the section between Third Avenue and Westchester Avenue, 149th and 169th Streets, was the scene of considerable building and a steady influx of population.

In the ten years that elapsed between 1890 and 1900 the population of the Bronx increased from 88,000 to 201,000.

The first big building movement, however, in the Hunts Point section began in 1905, when the Westchester Avenue subway was extended beyond 149th Street and Third Avenue to the east and north. The effect of the extension of

the subway was reflected in the population of the Bronx, which, by 1910, had increased to 431,000, as against 201,000 in 1900.

During this same period, in the year 1906, ticket sales at the Simpson Street station on the Lexington and Westchester Avenue, Manhattan and Bronx subway, totaled a trifle less than 600,000. Ticket sales at this same station for the year 1921 showed a huge increase, the total of sales, according to the Interborough Rapid Transit Company, being more than 6,500,000 in that year.

At the Intervale Avenue station on the same line ticket sales for 1910 were 178,488; the total for 1921 was 3,964,200.

With the intensive development of the section of Hunts Point, between Westchester Avenue and the Southern Boulevard, the population in the Bronx in 1915 had increased to 650,000, and there arose a demand for a Southern Boulevard extension of the Lexington Avenue subway.

The Southern Boulevard and Pelham Bay Park extension of the Lexington Avenue subway was constructed and put in operation, between 138th Street and Hunts Point Avenue in 1919, at which time the population of the Bronx had passed the 800,000 mark.

Ticket sales along this new transit line at the 149th Street, Longwood Avenue

and Hunts Point Road stations, in the Southern Boulevard, according to the Interborough Rapid Transit Company, in the year 1921, were as follows: East 149th Street station, 1,992,200; Longwood Avenue station, 2,350,500; and it is estimated that the population in the Bronx will reach the million mark this year.

Coincident with the building of new transit lines and the increase in the subway ticket sales, lot values in the Hunts Point section mounted steadily to higher values. Lots that sold for a few hundred dollars in the period from 1905 to 1910, when Joseph P. Day began auctioning off the old Hunts Point estates, are now valued at from \$15,000 to \$50,000 and up.

The Hunts Point section today is solidly built up and overpopulated to and beyond the Southern Boulevard.