

RICHMOND HILL AND KEW GARDENS

Fifteen Minutes from Manhattan The Backbone of Long Island Traced From 1867.



In 1867 the beautiful wooded slopes of the range of hills, commonly called the backbone of Long Island, attracted the attention of Mr. Edward Richmond, a skillful landscape architect. He proposed to Mr. Albon P. Man the purchase of the tract, afterward named by them Richmond Hill, and

civilization and combining the pleasure of country life with the convenience of the city. The beautiful shade trees planted over forty years ago are now of full growth, the streets are all paved with macadam and wooden block, and have an established beauty such as can only be obtained in a long period of years. During the entire period from 1868 to 1910 the property has remained and still remains under the same strong control, and has been steadily devel-

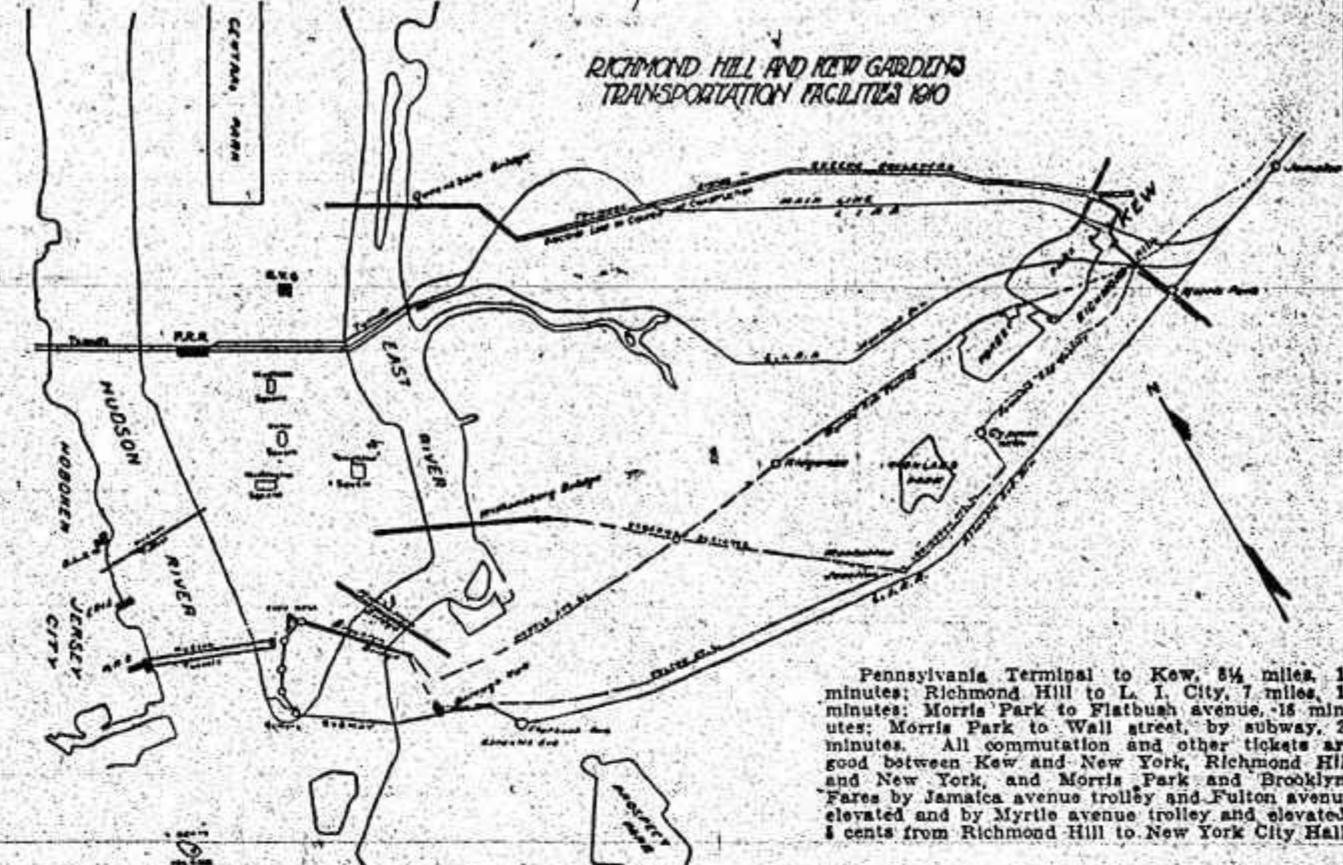
cal Gardens at Kew are contiguous to Richmond on the Thames and its famous point of view. Richmond Hill and Kew Gardens are therefore closely associated in the minds of the English public and of travelers, each suggesting the proximity of the other and each notable for its beauty. From the hills of the new Kew Gardens extensive views of the sea on the south and the Sound and the Boroughs of Manhattan and Bronx on the north are obtained. By contract with the owners the railroad company has recently completed the beautiful station, of which a cut appears on this page, and have agreed to furnish at all times a full schedule of trains at convenient hours. On and after September 8 the initial service from Kew Station to the new Pennsylvania Terminal in New York will consist of upward of twenty trains a day in each direction, many of which make no stop between Kew and Manhattan. Not many stops can be made in any case, as the railroad company's franchise provides that no passengers shall be taken on or discharged within five miles of the New York terminal. The railroad after leaving Kew Station passes through a cut fifty feet deep, and the street system of Kew is carried across the tracks by four handsome masonry bridges. This makes possible the immediate completion of the comprehensive system of roads shown upon the plan which appears upon this page. All of these will be furnished with sewers, water, telephones, electric light, macadam pavement, selected shade trees and shrubbery, and the fine natural growth of forest trees will be left untouched whenever it is possible to do so. The advantages of the street plan are apparent upon its face. All the important thoroughfares of Richmond

AS A RESIDENTIAL SECTION,

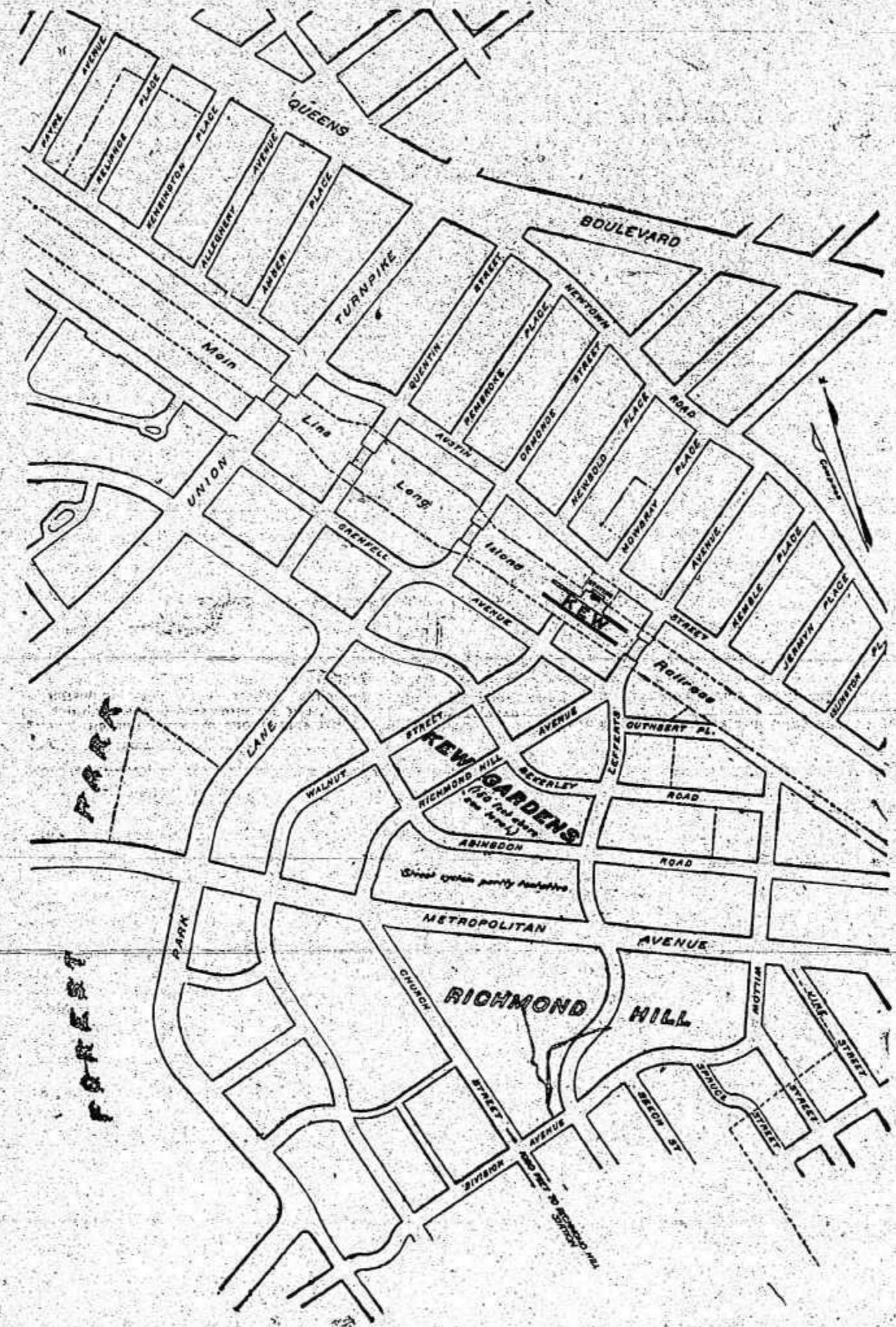
Its character as a residential section and the high social standing of the community are and have been for years fully established. In this respect it differs from the numerous enterprises where land is simply bought by the acre, gridironed with streets and sold at a profit to whoever may wish to buy. Being an established center, it is already fully equipped with churches of every Christian denomination, house to

bring this tract nearer, in point of time, to the center of activities in New York than any part of Manhattan north of Seventy-second street. Thus a resident of Richmond Hill or Kew may reach the Manhattan Opera House or the Waldorf-Astoria in twenty minutes, while it would take longer for a resident on Fifth avenue, facing Central Park, to reach the same points or the shopping district.

Kew Gardens is the nearest point to Man-



Pennsylvania Terminal to Kew, 34 miles, 15 minutes; Richmond Hill to N. Y. City, 7 miles, 15 minutes; Morris Park to Flatbush Avenue, 16 minutes; Morris Park to Wall Street, by subway, 20 minutes. All communication and other tickets are good between Kew and New York, Richmond Hill and New York, and Morris Park and Brooklyn. Fares by Jamaica Avenue trolley and Fulton Avenue elevated and by Myrtle Avenue trolley and elevated, 1 cent from Richmond Hill to New York City Hall.



house delivery of mail, clubs to suit all desires, and, in fact, every comfort and luxury which can be obtained anywhere.

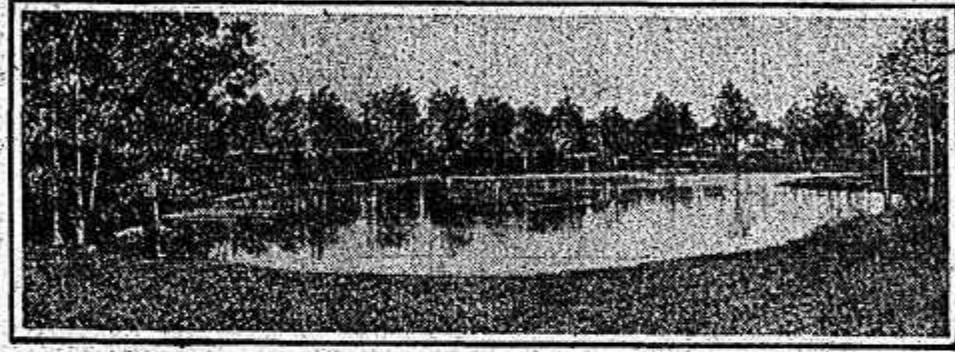
KEW GARDENS, THE GEOGRAPHICAL CENTER OF NEW YORK.

The summit of the hill which gave Richmond Hill its name is located in the middle of Kew Gardens and extends from the tennis courts west of Abingdon road along Richmond Hill Avenue eastward for about 1,000 feet. From this ridge, or rather plateau,

hatten, having a southern exposure toward the sea and enjoying the steady south breeze which makes the southern slope and shore of Long Island cool in summer.

It should not be forgotten that Richmond Hill is as convenient to the center of Brooklyn as it is to Manhattan, not only by way of the Atlantic Avenue Division and the subway, but by two direct electric lines carrying passengers past the Borough Hall and across the Brooklyn Bridge for a single five-cent fare.

It is not possible to form a just estimate of the effect upon the property of the magnificent railway accommodations which on September 8, 1910, will practically place Richmond Hill and Kew Gardens at half their former distance from the center of Manhattan. Any such forecast would fall far below the actual results. Taking into consideration the dense population of Manhattan, the fact that its most desirable sections are being rapidly converted to business purposes, driving the householders by thousands into apartment houses, and the prohibitory prices which all lots and houses

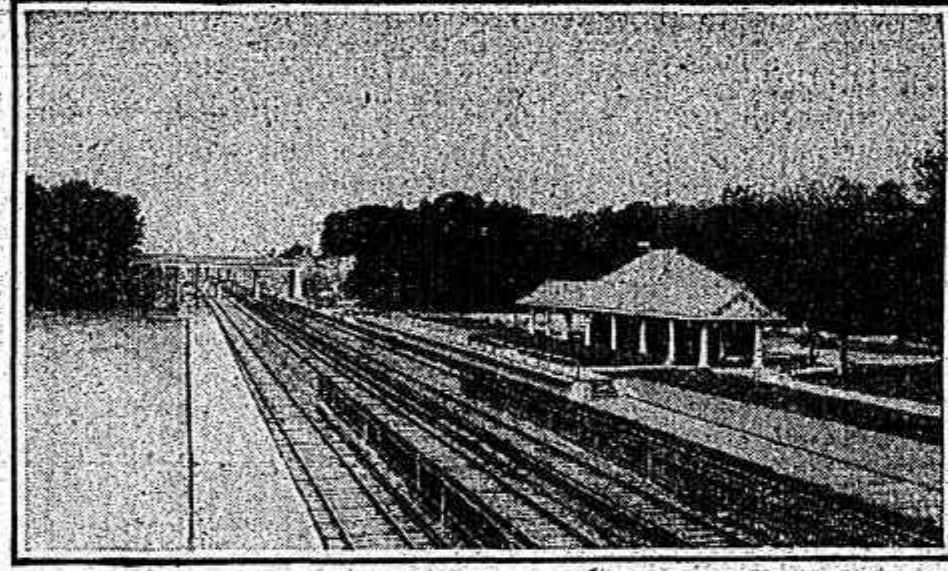


SITE OF KEW STATION, 1905.

Hill are carried through to Kew Station. Thus Lefferts Avenue, Church Street and Walnut Street render Richmond Hill Station accessible to Kew and Kew Station accessible to Richmond Hill, while the new development at Kew has all the advantages of the clubs, churches, social organizations and established community of Richmond Hill. In other words, the entire tract known as the Man tract, or Richmond Hill Estate, will form in effect a continuous settlement. On the other hand, Grenfell Avenue and Austin Street are carried through to Union Turnpike, an important Avenue of automobile traffic 125 feet wide, while Abingdon Road and Beverly Road connect all parts of Kew with Forest Park. It need hardly be said that the summits of the hills at Kew and the land fronting upon Forest Park, from Myrtle Avenue to Union Turnpike, a distance of one mile, were always the most desirable parts of the tract, and the establishment of Kew Station and the Pennsylvania tunnels bid fair, in two or three years, to make this beautiful region a center of social activities second only to the heart of Manhattan.

PROPERTY VALUES.

The present prices of plots at Kew are largely governed by the values easily obtained in Richmond Hill. Pending development these prices have not been increased. The owners maintain a system of control by restrictions and by contract over the character of the houses and other improvements, with the purpose of preventing the erection of structures unworthy of the high character of the property. The effect of personal and loving care may be observed on any of the important streets, Richmond Hill being notable for the good taste of its houses and gardens. One thing is certain: No one has ever bought property from the owners of Richmond Hill who has not realized or had the opportunity to realize a profit upon his purchase. The continuing



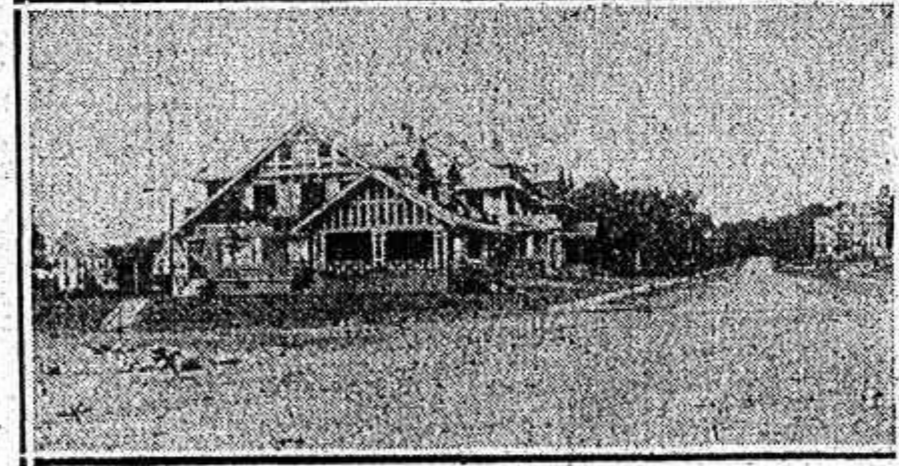
KEW STATION, MAY, 1910.
Looking Northwest From Lefferts Avenue Bridge.

extensive views in every direction are obtained, including on the south the ocean from Coney Island to Fire Island Light, and on the north the boroughs of Queens, Manhattan and the Bronx, with the Palisades in the distance.

Comprehending over 400 acres of perpetually restricted land, with a mile of frontage on Forest Park, there is no part of Richmond Hill or Kew Gardens where

command in the residence sections east and west of Central Park, the conclusion is forced that in less than five years Kew Gardens will be filled with beautiful and stately homes, and that land values will have increased with geometrical strides.

Anticipating the need of an exceptional high grade of houses in the vicinity of Kew Station, Richmond Hill, when the Pennsyl-



SHOWING TYPE OF HOMES.

a man may not spend his money freely on a home with the certainty that no nuisance or disturbing element will interfere with his quiet and comfortable enjoyment, and that his property will steadily increase in market value.

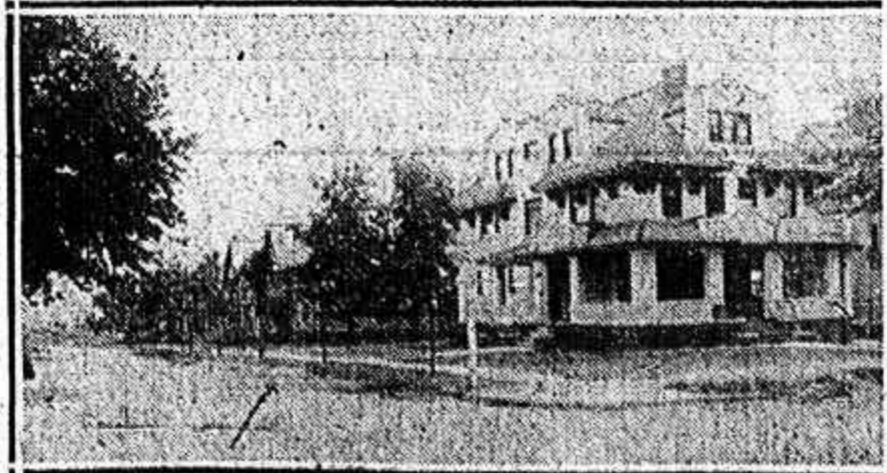
vania tunnels under the East River should be completed, the Haugaard brothers of Richmond Hill purchased a large tract of land from the Man estate and have just finished the erection of several large roomy houses, ranging from \$16,000 to \$24,000, which are situated not more than one or two minutes walk from Kew Station, and at this date have signed a contract for one costing \$17,000, and expect to close two more this week.

The Haugaard brothers are three in number—Henry E. Haugaard, the architect for these beautiful houses, with offices at 3206 Jamaica Avenue, Richmond Hill; John T. Haugaard and William C. Haugaard.

A WORD OF WARNING.

The success of Richmond Hill has been such that large areas not included in the original tract have been developed and advertised by speculators under the same name or with slight variations. Many of these tracts are remote, some are attractive in their way, but none partake of the hilly character and natural beauty of the original Richmond Hill, including what is now called Kew Gardens.

Care should therefore be taken to apply for information at the office of THE RICHMOND HILL ESTATE, at 56 Wall Street, New York (Telephone 1421 John), or the office on Myrtle Avenue, Richmond Hill, adjoining the Richmond Hill Station, in charge of Mr. Marvin B. Clark.



A FINE RESIDENCE ON THE PROPERTY.

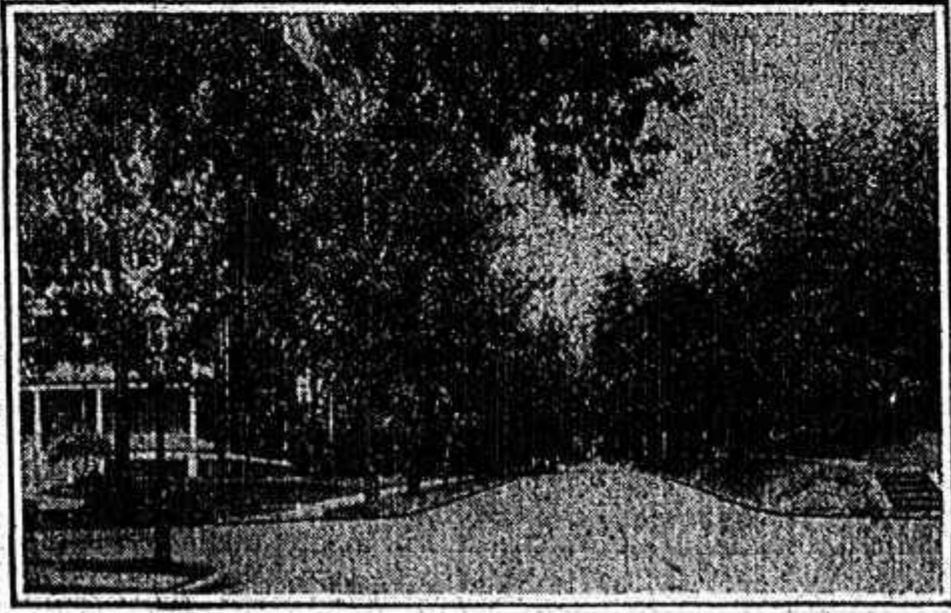
UNIQUE LOCALITY.

In this respect the locality is unique. There is not in the city limits a tract of anything like the same extent protected by perpetual restrictions. Moreover, its character as a residential section is already fully established.

The magnificent facilities afforded by Kew Station and the Pennsylvania Tunnels

its development into a suburban village of unique character. A large acreage was acquired, extending from the Jamaica plank road northward over the hills across both lines of the Long Island Railroad, and as

oped and conserved along the lines planned by the original projectors. Mr. Richmond lived only long enough to plan and initiate the development of the southern section. Mr. Albon P. Man died in 1891, but his sons



CHURCH STREET, RICHMOND HILL.
Leading From Richmond Hill Station to Kew Gardens.

far as the Union Turnpike, a distance of over one mile. On account of the beautiful views from the property, the owner named his estate Richmond Hill, after the famous point of view near London.

In 1869 work was begun by laying out the present system of streets, and the Richmond Hill post office and station were established. Many attractive cottages were built. The entire tract was artistically planted and restricted against every objectionable feature. Thus during the next few years a model settlement was formed, which has consistently developed into a congenial community supplied with every comfort of

have carried on the work and are now engaged in laying out the most desirable tract of all, lying on the summit of the hills and extending from Forest Park on the west to Kew Station and Queens Boulevard on the east. This tract and the station which has been located upon it would naturally have been called North Richmond Hill, but the owners, yielding to the wishes of the railroad company, and to avoid traffic complications which might arise from stations of similar name, have called their new development Kew Gardens.

FAMOUS ENGLISH NAMES.

It will be recalled that the Royal Botani-

development, the constant improvement by the erection of new houses, the installation of public betterments and the constant increase of transportation possibilities have advanced values in a natural steady growth, and the complete immunity of the entire tract, so far as factories and nuisances are concerned, has prevented any setbacks such as periodically occur in unprotected localities.