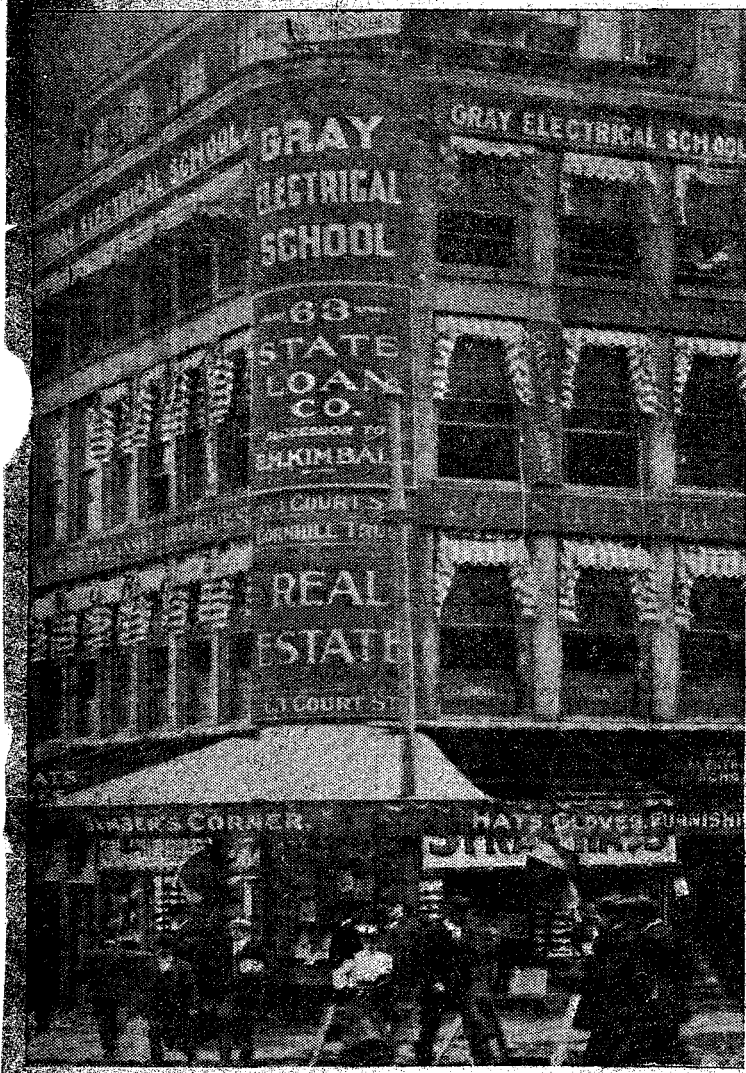


PAID IN WHEAT.

The picture looks somewhat less familiar to modern eyes than it would otherwise on account of its showing but that the building represented is the same which extends to the

MARKABLE LEASES IN BOSTON THAT



the Russian iron was not obtainable, but as money had been accepted in lieu of iron the court held that the money must be accepted. Some of these strangely made leases held in different parts of the old section of Boston are worth fortunes to the holders. There are instances where the real owners have offered as high as \$100,000 for the lease and been refused. It is only these odd leases that prevent the erection of a big hotel on the site occupied by the block bounded by Cornhill and Court street.

In 1849, when John Lilly began the erection of a business block at the corner of what is now Cornhill and Court street with the avowed intention of constructing a five-story brick structure, all the papers of the city came out with editorials regarding this tremendous undertaking, and one sheet declared it was high time that the city put a stop to the erection of such high buildings. Perhaps what gave the new building an added appearance of stupendousness was the fact that the next structure to it on the street was a 10-foot wooden building.

The Lilly building still stands on the left hand side coming up Cornhill, and the history of its lease and existence since 1849 is rather a remarkable one in that the old conditions which went with the leasing of the land and the erection of the building still hold today, and did the present owner of the property wish to enforce the terms of this lease with his heirs he could hold their rights to this valuable spot for over 900 years to come at a rental of less than \$1000 yearly.

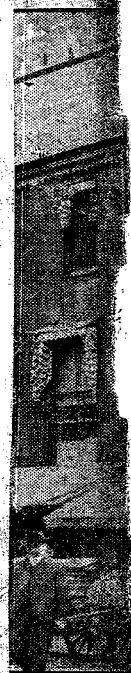
Early in the 19th century just after the close of the Revolutionary war, 50 of the wealthy merchants of Boston formed themselves into an organization known as the Fifty Associates. The members of this corporation, for it was one of the corporations of early times, were the holders of various lots of land throughout the town limits, and it was their custom, whenever there appeared a piece of land to which no claimant could be found, to erect a fence about it and lay claim to it as a part of the association's land. In many cases no claimant ever appeared and the land became the property of the association.

One of the most prominent men among these land holders was David Sears, the founder of the Sears family fortune of today, and the grandfather of David and Harry Sears of 420 Beacon street.

Mr. Sears owned a good part of the land bordering on Market street, or Cornhill, as it was known in early days, and there is a record in the registrar of deeds office in the courthouse today showing how one plot after another along the street was leased for 1000-year periods to various people, the chief person being, however, Uriah Cotting, the father of George U. Cotting and the grandfather of George E. Cotting of today. Uriah Cotting was practically the agent for the Fifty Associates, and in 1817 held the leases on nearly every block of land with buildings from 38 Market street up to 70.

These leases were to run for 1000 years from 1817, and read in part as follows: "To run for 1000 years, paying therefor yearly and every year during said term the yearly rental of 10 tons of the first quality of Russia Old Sables Iron, to be delivered on the premises in four yearly equal quarterly payments."

The reason for the stipulation of this peculiar payment was due to the fact that there was practically no American iron at the time, currency following the war was exceedingly unstable, and the



THE JOHN HILL DAY EYE YEARS WORTH

Russian iron that were the iron being quantity the pieces of per about \$650.

All these 1 caption of building at Hill, have the Lilly lease, ment of 10, to was secured the present the lease David Sears

Up to the were made iron. They came practice Sears, believe to recover ment in the at once were product, and sequently Sears and Mr. Sears was forfeited court, and the grantor in payment same must payment if chose to pay heirs still be paid in iron ton.

Russia Old early part of was made bars, each lengths of and before to be broken stated. The today for far surpass

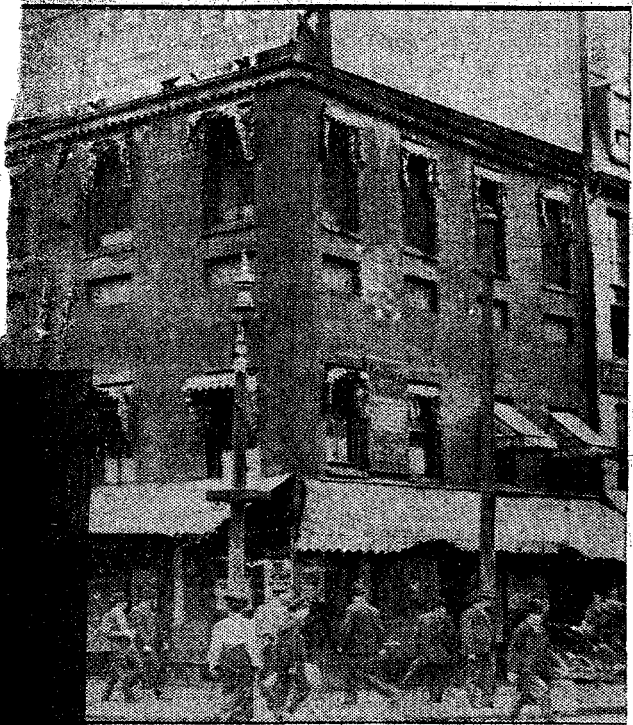
THE REV. JOHN BELLOWS ESTATE ON THE LEFT-HAND CORNER OF COURT STREET AND CORNHILL, LOOKING WEST, THE LEASE OF FROM THE FOUNDER OF THE SEARS FORTUNE, DAVID SEARS, FOR A YEARLY RENTAL OF "TWENTY-THREE BUSHELS OF WHEAT."

63 Court St. 9 Nov

know that fore the hidden wealth of Pennsylvania was unearthed by man and before the great plains of the West begun to feed the world. The of a 1000-year lease has practical ownership, and property is alone thousands of held for a sum less The owners of estate when

Cash

RE WORTH A FORTUNE TO THEIR



...ING, ON THE RIGHT-HAND CORNER OF CORN-
STREET, GOING DOWN CORNHILL, WHICH TO-
R A LEASE WHICH CALLS FOR THE UNIQUE
OF TEN TONS OF RUSSIA OLD SABLES IRON—
THAN ONE HUNDRED DOLLARS

Corn Hill

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... able in price,
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... ng the Lilly
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... the father of
... today owns
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... e, and David
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... ed the pay-
... t. Mr. Lilly
... b obtain the
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... e lease so
... Mr. Lilly's
... lated to be
... ardly \$10 a

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... n the lease
... t came in
... mposed of
... l together,
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... Ten

... of Russia iron would today amount to
... bably \$100 per year rental, but the pres-
... ent owner of the property has by volun-
... tary arrangement with the heirs of the
... grantor agreed to an annual rental of
... \$850, or \$200 more than the original an-
... nual amount of the lease would have been
... if paid in Russian iron.

... David Sears was not as fortunate in
... avoiding trouble with another of his long
... term lessees, from whom he attempted to
... compel payment in the original material,
... Russia Old Sables iron.

... Mr. Sears was one of the richest and
... most prominent men of the town and
... lived in the magnificent building on Bea-
... con street, which is now the Somerset
... Club.

... A shrewd lessee on Brattle street got
... wind of the fact that a demand was to
... be made for the payment of his lease in
... the 10 tons of iron, which was at that
... time almost unobtainable. After consid-
... erable difficulty he secured the stipulated
... metal, and when the wealthy old land-
... owner, Mr. Sears, demanded payment in
... iron, not suspecting that his lessee could
... obtain it, the lessee loaded the metal
... which he had secured into carts, and,
... driving up Beacon Hill, dumped the whole
... lot on the sidewalk in front of Mr. Sears'
... imposing residence. After that no more
... demands were made by Mr. Sears for
... the rental payments in iron.

... An interesting story is told in connec-
... tion with this wealthy old Bostonian, the
... incident of which took place at the time
... when his home was being remodelled for
... the convenience of the Somerset Club.
... While the workmen were busy digging in
... the cellar of the Sears mansion they
... came across an old brick wall without
... outlet or door. The wall was broken

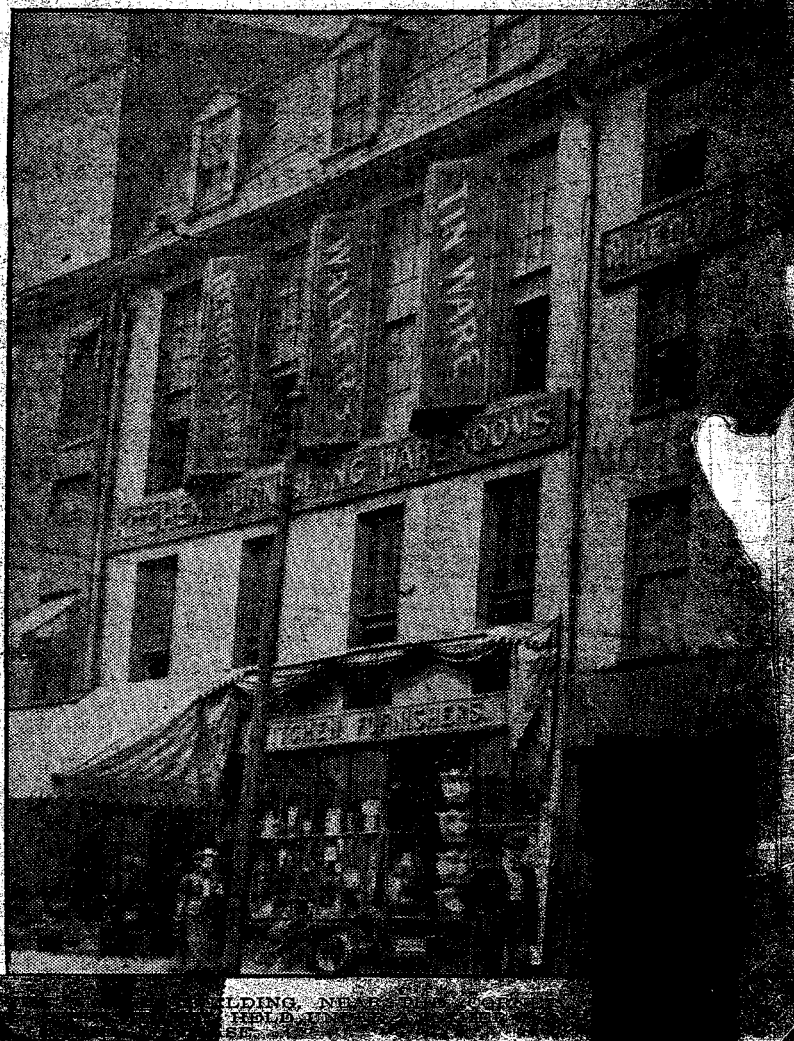
... had had thus walled up, safe from ser-
... vants and friends alike. The members of
... the Somerset began a suit to secure these
... rare old vintages, but the lot finally
... went to the heirs of Mr. Sears.

... On the opposite corner of Cornhill from
... the Lilly building stands another struc-
... ture held in lease from 1820 for 497 years
... from David Sears, to be paid in 23 bushels
... of the first quality wheat or Indian corn,
... and with the stipulation that four pounds
... be added for each day's arrears on the
... payment. In lieu of the payment of this
... grain it is stipulated that the lease may
... be paid in 30 ounces 18 pennyweights and
... 18 grains of pure gold in bullion. The
... building and land on the northerly corner
... of Court street and Cornhill still stands
... subject to these terms of lease, held by
... the heirs of the late Rev. John Bellows
... of New York, who secured the lease right
... from Benjamin Rich in 1829, the original
... lessee of David Sears, through his agent,
... Uriah Coffing.

... A third building, just below the corner
... of Court street, one of the many little
... low brick structures which created so
... much comment at the time they were first
... put up on account of their tremendous
... height, the lease of which is now held by
... Mr. Freeman A. Walker, stands as a to-
... ken of that lack of shrewdness, an ex-
... traordinary amount of which such a man

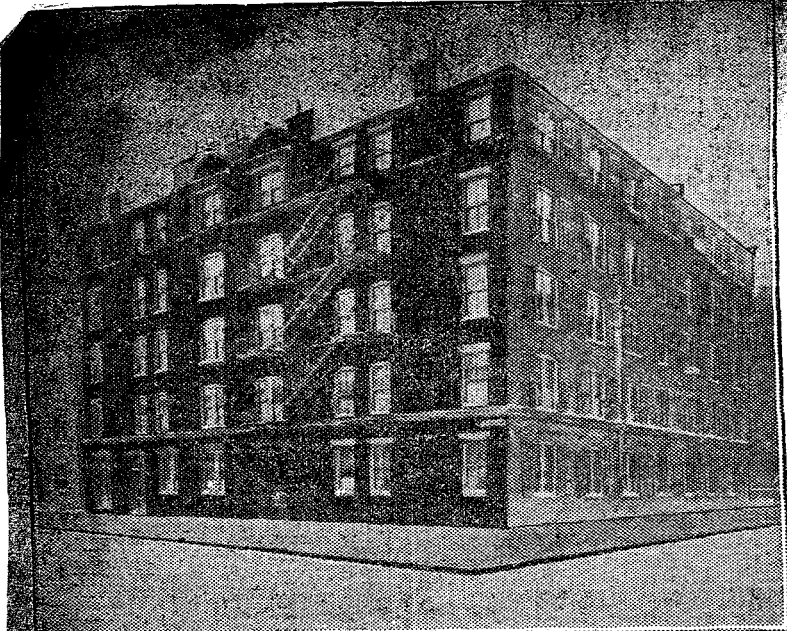
... as Joshua Sears
... famous Fifth
... to have in
... vidual

... Joshua Sears
... lease, required
... on the land
... many ounces
... per year, and
... of this deal with
... must have chucked
... the opening of the
... and Mr. Walker
... chase at that rate
... in order to pay
... The old speculator
... leasing this now vacant
... years was recently
... \$100,000 which Mr. Walker
... privilege of purchasing
... the remaining 34 years
... Mr. Walker, by the
... arrangement, pays \$1000
... and the taxes upon the
... amount to about \$1500 at
... the end of the remaining
... the lease expires, the am-
... including taxes, will amount
... \$15,000 less than the sum
... been offered to Mr. Walker
... At the expiration of this
... erty will revert to J. N. Sears
... and his heirs, who are the
... ants of old Joshua Sears



... BUILDING, NEAR CORNER OF
... FIELD IN
... ST.

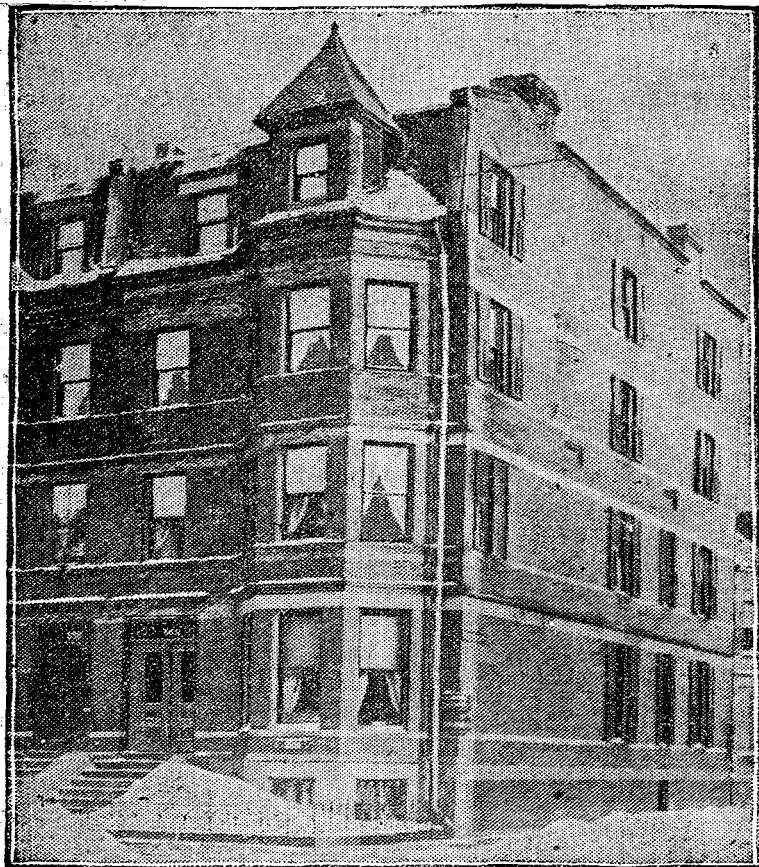
W.S.H. February, 15, 1904.



HOTEL BALDWIN, OF WHICH A HALF SHARE IS SOLD.

Among the few real estate transactions which developed yesterday there was one of more or less importance, being the conveyance of a half-interest in the apartment hotel property at No. 396 Northampton street. The place is known as the Baldwin, and is taxed on a valuation of \$72,500. The land in the parcel, which is on the corner of Watson street, extends to Camden street, and is valued at \$33,200. Five lots of land in Brookline, aggregating 544,841 feet, changed hands. The sale of No. 41 Monument square in Charlestown was effected, the purchaser intending to use the property for a rectory. Several transfers of out-of-town property are reported.

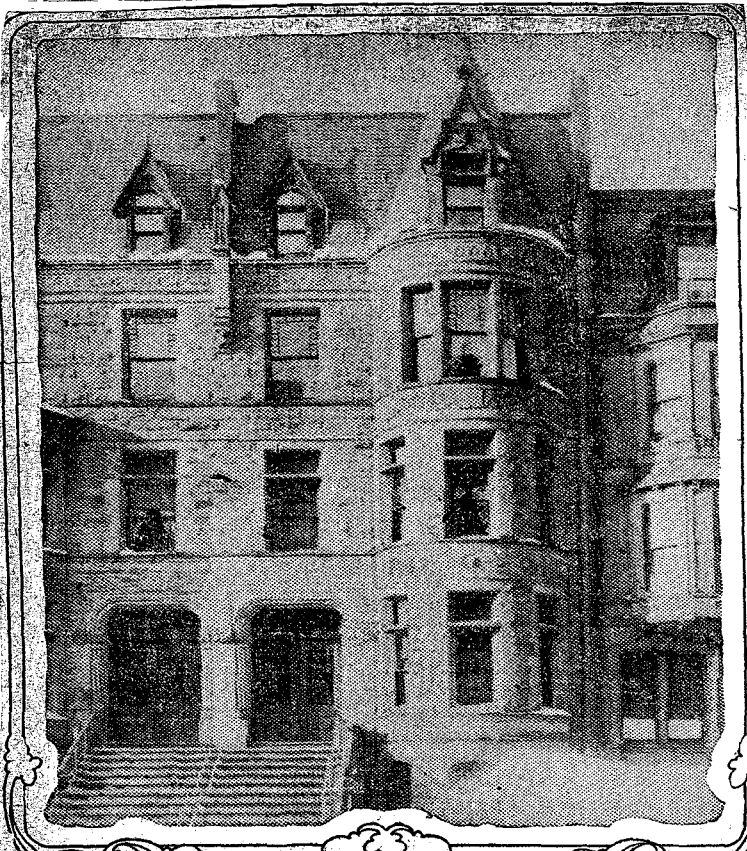
February 16, 1904



NO. 560 COLUMBUS AVENUE, WHICH HAS BEEN SOLD.

The realty developments in the city proper yesterday affected wholly properties in the South end. Estates in that section of the city have been little in demand for some years, but in the past few months the transfers made there have been so frequent as to call attention to the district as a good field for moderate investment. Most of the properties conveyed have been old-fashioned houses, many of which have been remodeled, stores being constructed on the street floors. The most important current transfer reported is that of No. 560 Columbus avenue, corner of West Springfield street, the title being taken by the New England Christian Association. Property on Wareham street, extending to Plympton street, was reported conveyed, while a parcel on West Canton street changed hands. Several urban and out-of-town dealings are noted.

February 17, 1904 C. L.

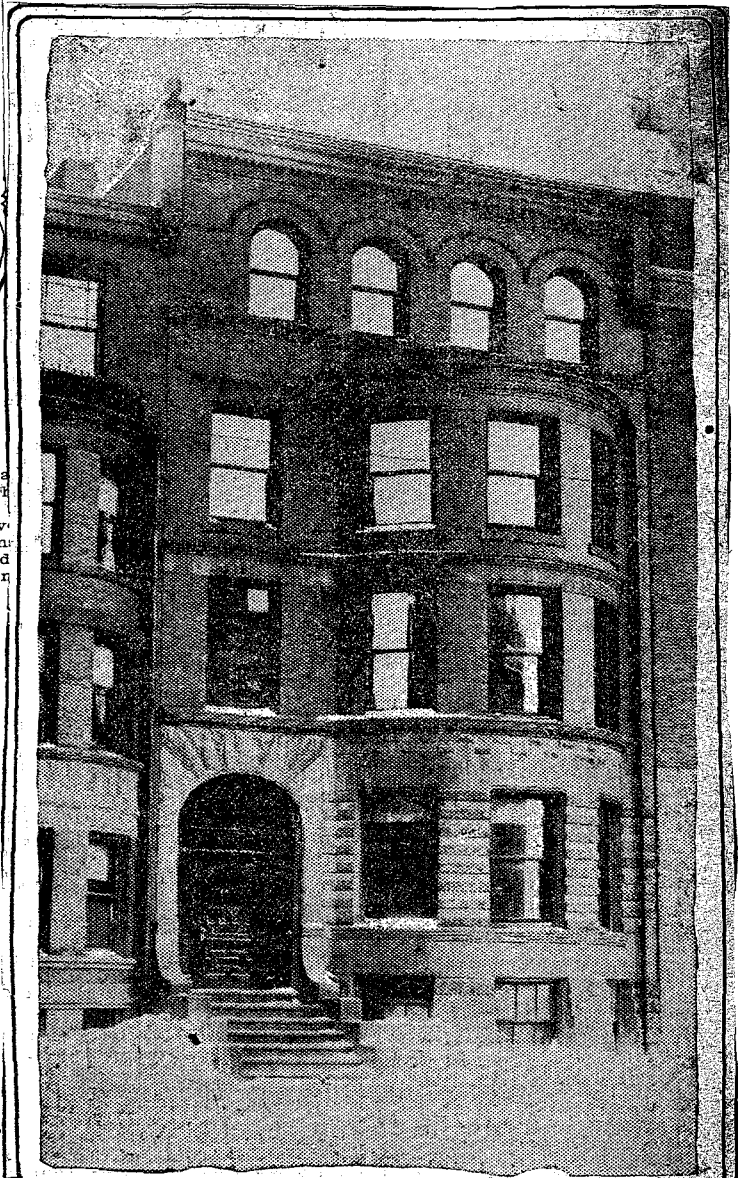


99 NEWBURY ST.

NO. 99 NEWBURY STREET, SOLD YESTERDAY.

There were one or two transactions in realty yesterday which placed the day in a favorable light, as compared with others that have passed recently. The most important development was the sale of the handsome residence at No. 99 Newbury street, the purchaser buying for occupancy. Property on Atlantic avenue, corner of Cotton place, including two commercial buildings, was transferred, and a parcel at Nos. 9 and 11 Lindall place, West end, changed hands. Another West end transfer affected the property at No. 64 Myrtle street. A number of Roxbury and Dorchester parcels were conveyed:

February 18, 1904



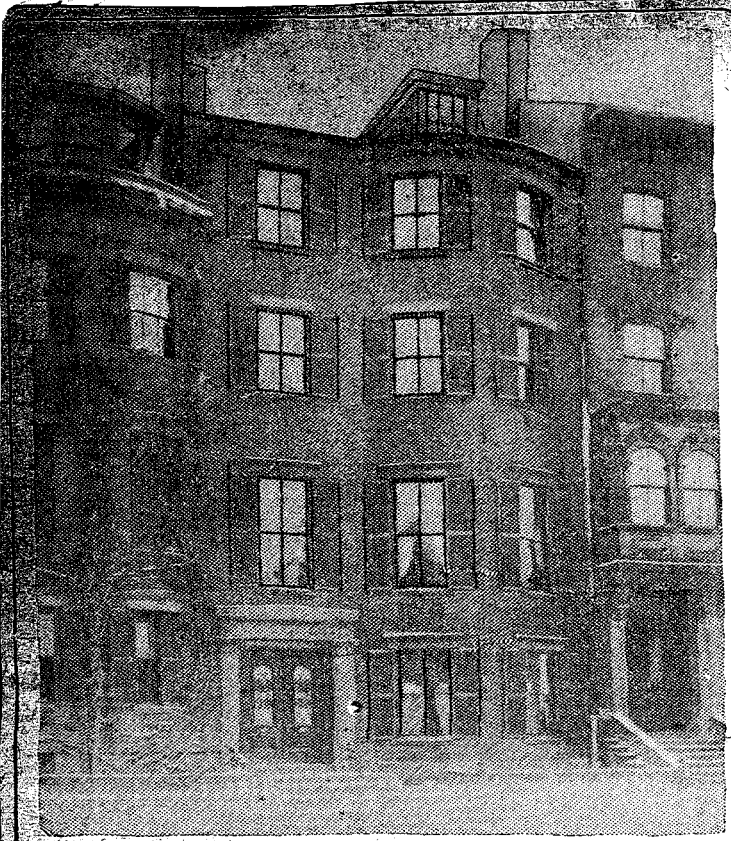
531 BEACON ST.

HOUSE ON BEACON STREET SOLD YESTERDAY.

The chief feature of the real estate developments of yesterday was again a transfer in the Back Bay, the property affected being the handsome residence at No. 531 Beacon street. The estate is near Chattergate, east, opposite the property of Thomas W. Lawson, and was bought by a Boston physician for occupancy. A parcel at No. 55 Poplar street, West end, is reported conveyed, and considerable property in South Boston changed hands. Other transactions concluded, while several others are still in progress.

Cash.

February 19, 1904.

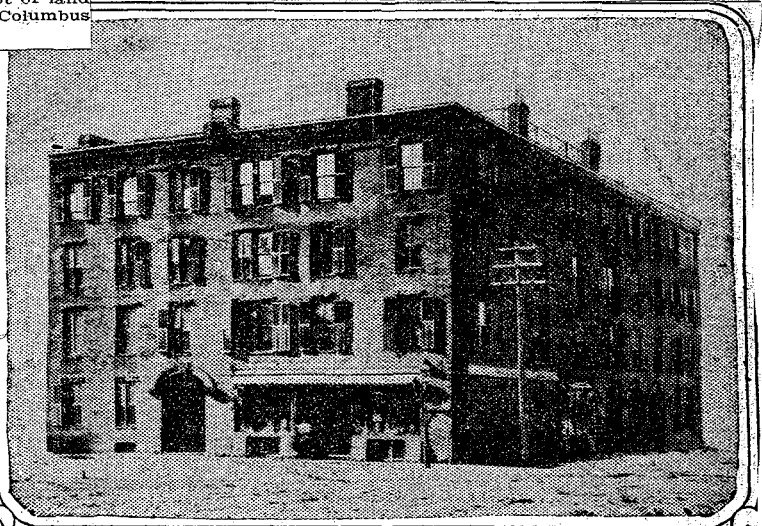


656 MASSACHUSETTS AVE.

HOUSE ON MASSACHUSETTS AVENUE TRANSFERRED.

Brookline, which is generally very productive of real estate dealings, has been lacking in this respect for some time, but, yesterday, two transactions of more or less importance there were reported to The Herald. One affected the large estate at No. 116 Longwood avenue, corner of Marshall street, including 52,841 feet of land taxed on \$38,500, the total valuation of the property being \$48,000. No. 82 Green street, corner of Dwight street, valued at \$18,300, was also conveyed. In the city a property at No. 656 Massachusetts avenue, a brick house and 1955 feet of land, changed hands. A parcel at No. 71 Brighton street was conveyed, while the announcement is made that the lot of land belonging to the Boston & Albany rail road, formerly the site of the Columbus avenue station, has been leased for improvement.

February 23, 1904.

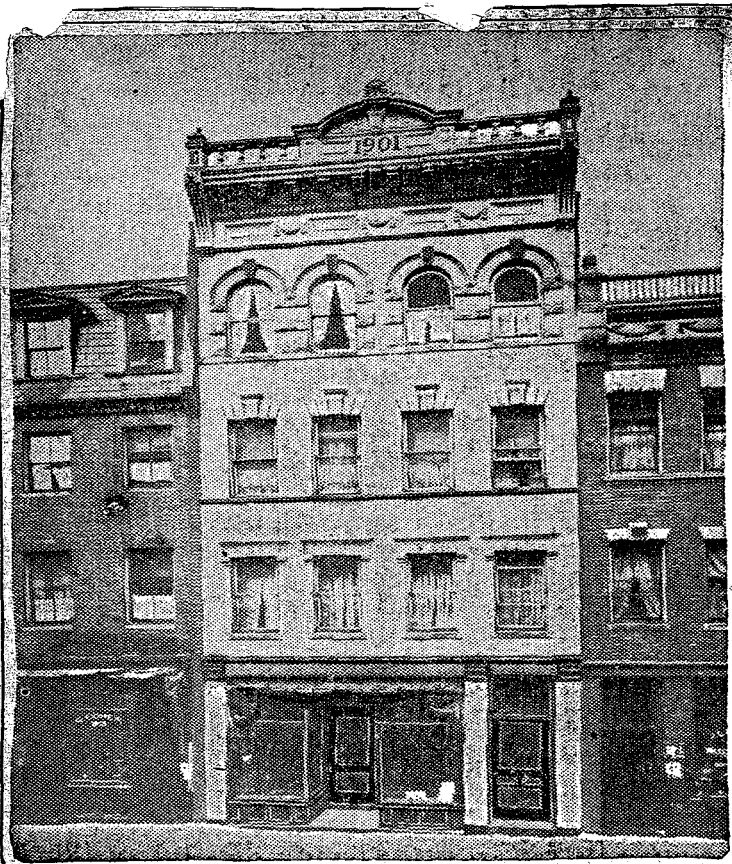


132-134 STERLING ST.
LAKE
93-95 WARWICK ST.
ROXBURY.

ROXBURY HOTEL PROPERTIES WHICH HAVE BEEN SOLD.

Business in real estate was of rather restricted volume during the holiday period, no sale of great importance having gone to record in the city proper. In the districts Roxbury came to the front, with a deal involving over \$33,000, the three hotels—Argus, Gregg and Stewart—adjoining each other on Warwick and Sterling streets, having been conveyed. Land and other property in West Roxbury and Brookline changed ownership, while sales were also made in East Boston, Hyde Park and Newton. The only city sale was in the West end, where a brick dwelling, taxed on \$6500, was transferred. The registry report for the week was but little different from that of the previous week.

Feb. February 24, 1904. Cr.

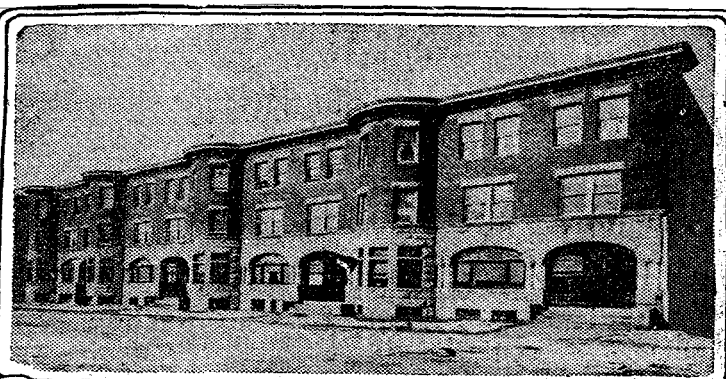


89 & 91 LEVERETT ST.

LEVERETT STREET PROPERTY RECENTLY SOLD.

There was some activity in realty transactions in yesterday's record, and what was carried to a conclusion in the city proper represented the North and West ends. In the latter, two parcels of the David Gorfinkle estate were sold to Josiah Bon, totaling in amount \$21,000. A transaction also took place in the newer Back Bay, H. C. Birtwell buying a Montfort street dwelling from A. E. Marks. A North end property on Ferry street, sold to Helen Gray, is assessed on \$10,900. Parcels in Charlestown, Dorchester and Roxbury represented the district transactions, while Newton sales numbered three. In Chelsea, the Walnut Street Methodist Church and parsonage were sold to a Hebrew society, the price paid being over \$13,000.

February 24, 1904.

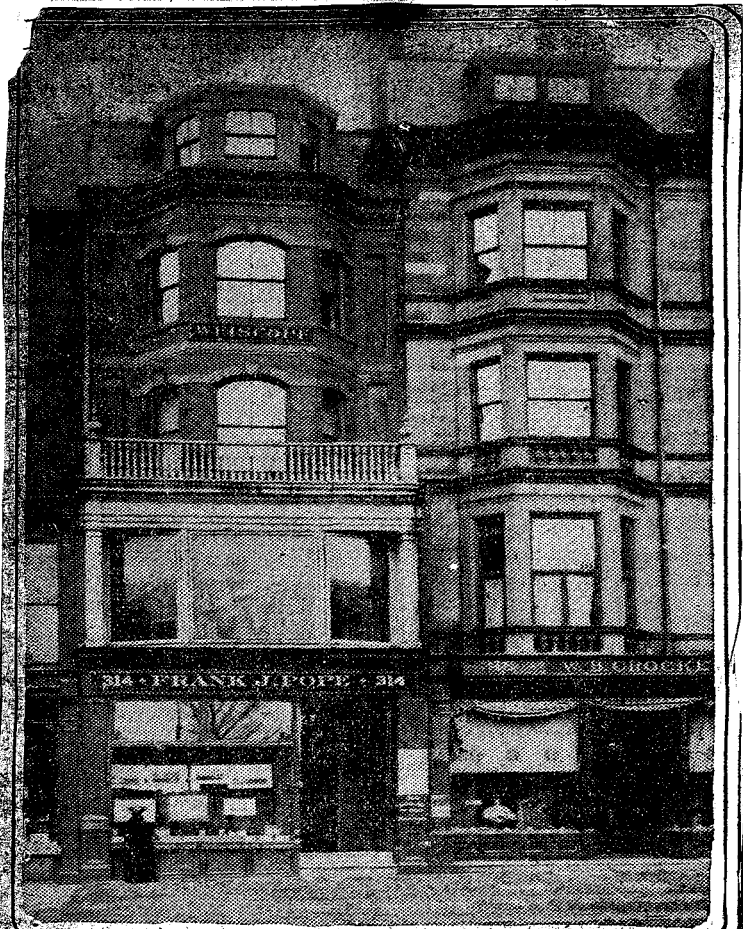


37 to 45 MOUNTFORT STREET.

HOUSES ON MOUNTFORT STREET SOLD YESTERDAY.

Trading in real estate was rather light yesterday, in regard to the number of conveyances, but the total amount involved reached fairly good figures. The principal deal in the day's summary was the sale of four brick, swell front dwellings on Mountfort street, having an assessed valuation of \$75,000, to Charles R. Marsh. This is the second transaction on this street within a week. A South end transfer affected an estate on Shawmut avenue, assessed on \$10,000, while a small sale was reported from Dorchester. In Cambridge, the old Lockhart coffin factory, assessed on \$20,000, was sold, and the buyer will occupy it as a manufacturer. The first architect's contract to be awarded in Baltimore, since the fire, was also reported.

Cash. February 29, 1904.

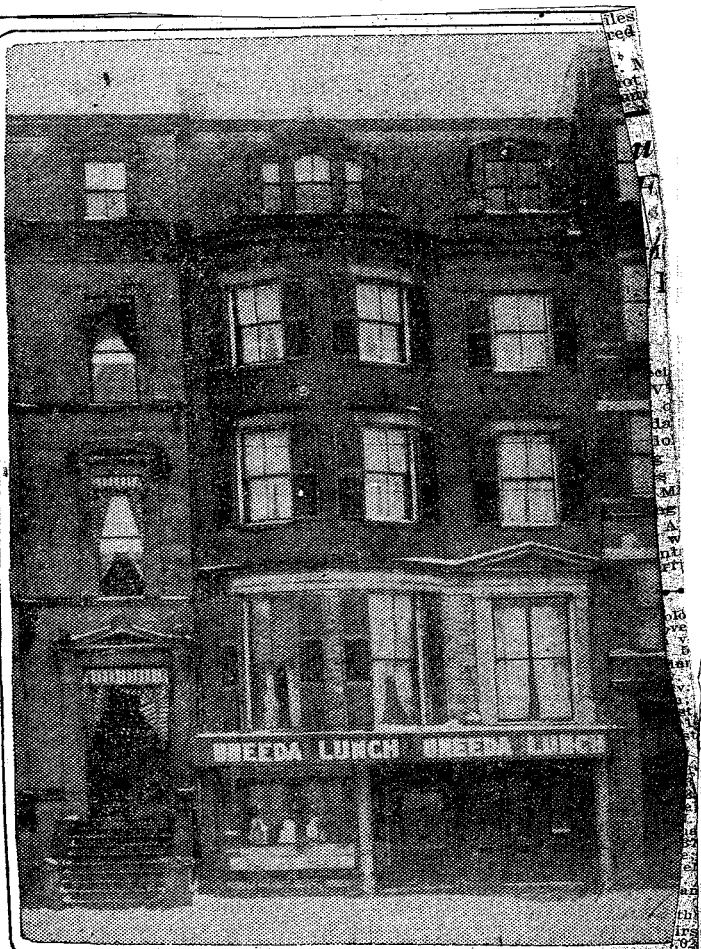


314 BOYLSTON STREET

W. H. ROTHWELL'S BOYLSTON STREET PURCHASE.

The week in real estate opened with several city sales, but the feature of yesterday was that by which the business block at 314 Boylston street was conveyed, assessed on \$80,000. A South end sale was on Appleton street, while a land deal at the West end went to record. The only district transfers of note were in Charlestown and West Roxbury, but note is made of dealings in Brookline and Newton. The record for the month of February is presented which shows an appreciable gain over the movements in realty as compared with January.

March 1, 1904.

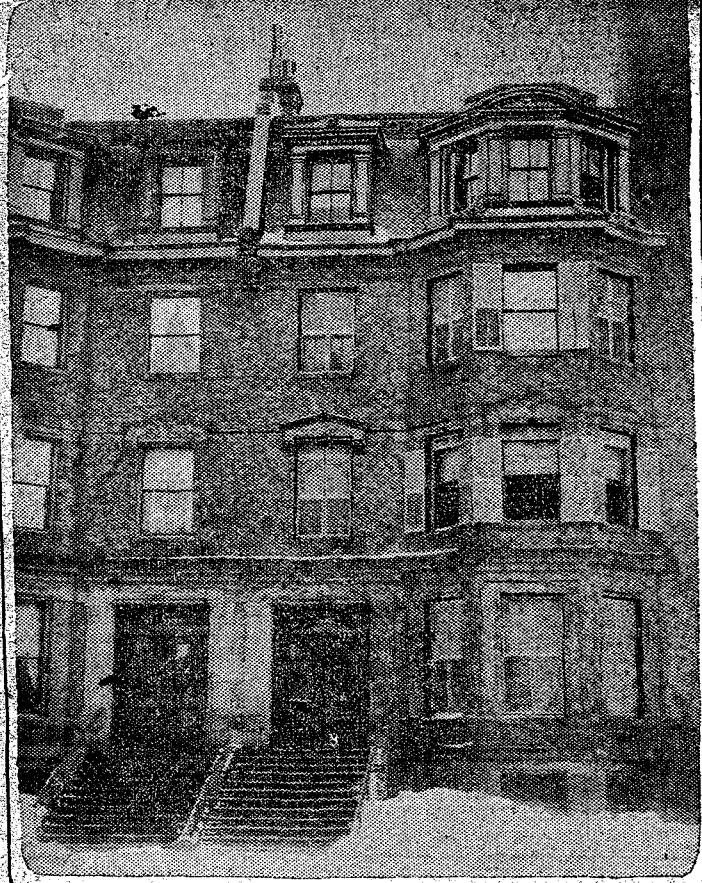


167 COLUMBUS AVE

COLUMBUS AVENUE DWELLING, BOUGHT BY ABBY E. T.

There was considerable trading in city property yesterday, several going to record carrying substantial values. The Back Bay is credited with two, a Beacon street dwelling having been sold to the First Church for a parsonage for over \$32,000, and a Commonwealth avenue parcel on \$55,000 transferred to Amory A. Lawrence. In the South end there were three sales, one on Columbus avenue, involving about \$25,000; one of considerable magnitude on Village street, and one on Union Park street. Considerable property on Cummington street was conveyed, while the same is true of property in Charlestown, Roxbury and Newton.

h. march - 2, 1904. Cr.

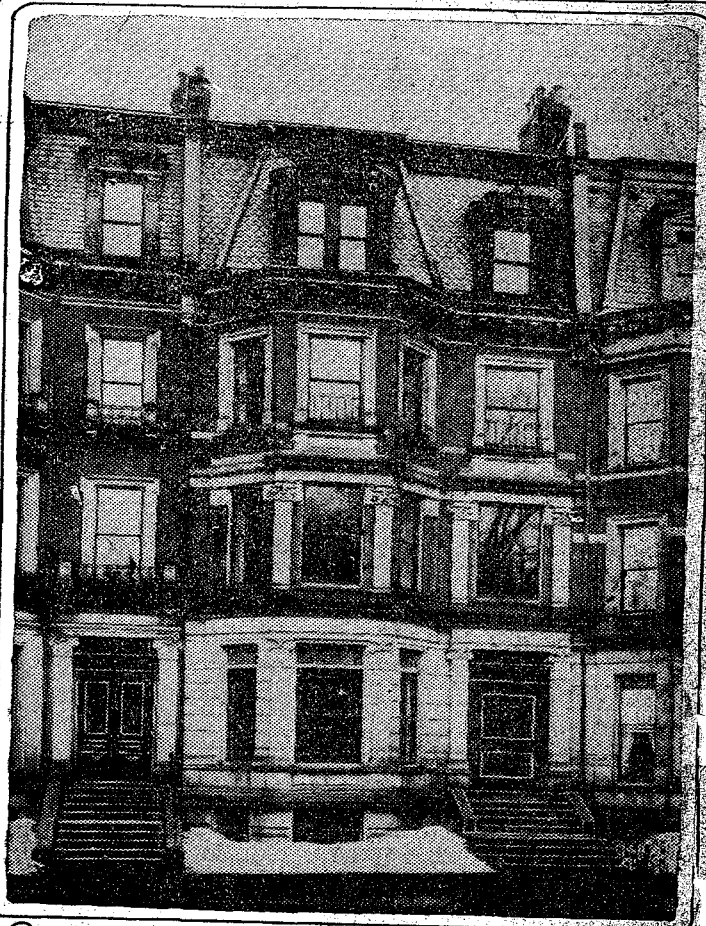


209 BEACON ST.

PARSONAGE PURCHASED FOR MR. EELLS BY THE FIRST CHURCH.

Trading in real estate yesterday was light as compared with the day previous, and this applies to the number of transactions as well as the amounts in consideration. The only transactions that reached anywhere near substantial figures comprised one on Charles street, where a double estate, assessed on \$23,000, was sold, and in South Boston, where a machine shop property, assessed on \$20,000, was conveyed. The outer Back Bay had one sale of fair consideration and the West end also had one. District sales were noted in Roxbury, Dorchester and Charlestown, in the latter place land being taken to widen a street. Chelsea, Brookline, Cambridge and Newton also reported dealings.

march. 3. 1904.



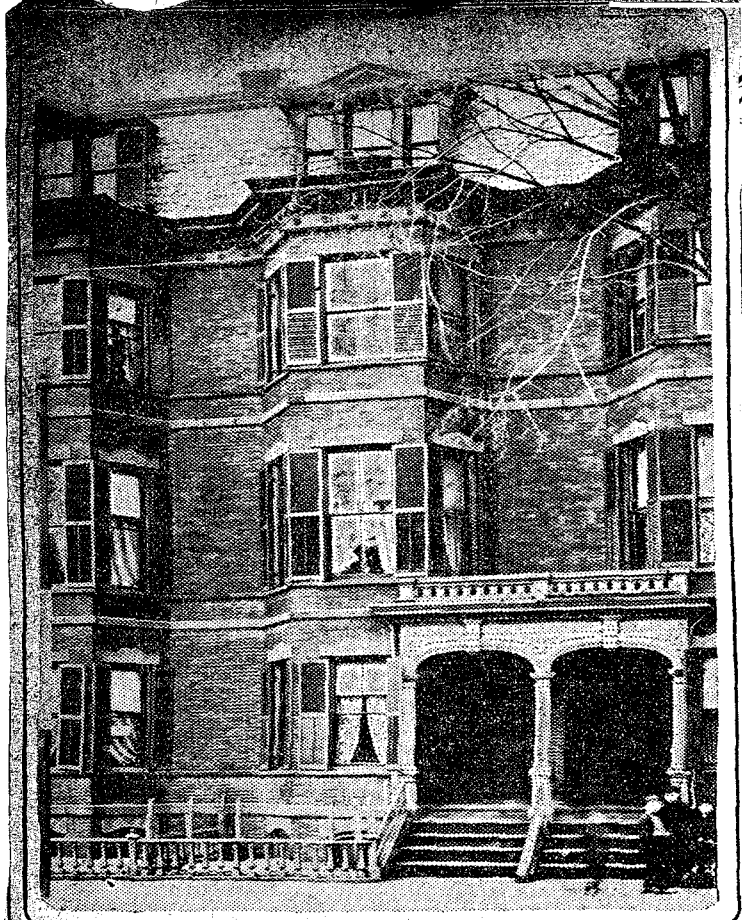
61 COMMONWEALTH AVE.

A. A. LAWRENCE'S NEW COMMONWEALTH AVENUE HOME.

There were two features that entered into the trading in real estate yesterday, otherwise it was not out of the ordinary. These features were brisk trading in Dorchester parcels and the many conveyances of land for improvement. The Dorchester sales carried good amounts, and some of these deals are included in the feature of the day's land sales. In Roxbury a parcel containing 27,508 feet was conveyed, a tract in East Boston containing 16,200 feet in Brookline of 43,270 feet, and one smaller lot also went to record. The proper had one small West end transfer, while sales in Roxbury, Westbury, Charlestown, Cambridge and Newton are noted.

Cash.

March 8, 1904

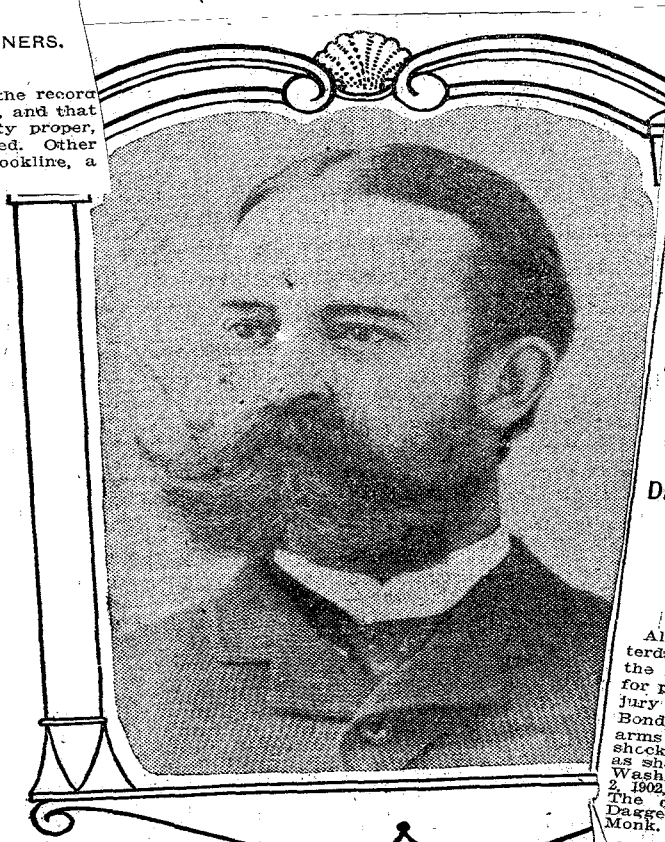


42 DARTMOUTH ST

DARTMOUTH STREET DWELLING THAT CHANGED OWNERS.

For a season when business in realty has been considered good, the record of yesterday gave it quite a setback, there being but little of record, and that of small proportions. The South end came to the rescue of the city proper, where a dwelling on Dartmouth street assessed on \$10,000 was conveyed. Other transactions that went to record comprised the sale of land in Brookline, a house in Somerville and two houses in Dorchester.

March 10, 1904



[Photo by Notman.]
HENRY PARKKMAN, 'PRESIDENT REAL ESTATE

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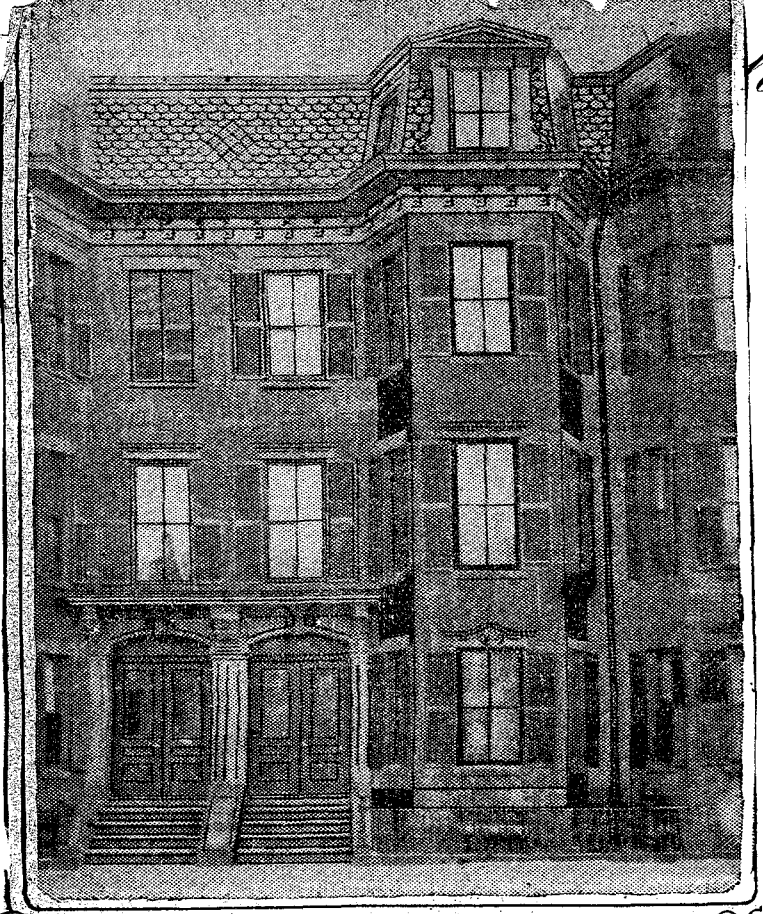
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three minor sales in Dorchester and one in Roxbury as well as advances in the districts yesterday. In Brookline, the transfer of a parcel of valuable land for \$15,000. Several other smaller sales were also recorded.

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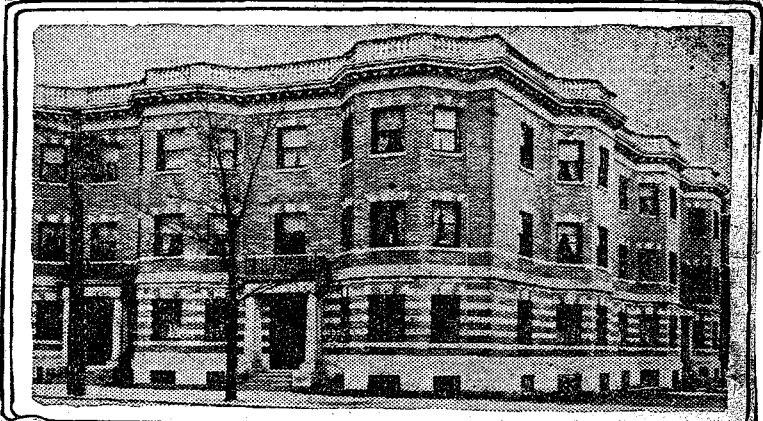
March 11, 1904



154 WARREN AVE.

WARREN AVENUE HOUSE SOLD TO S. D. WHITTEMORE.

Business of considerable interest was reported in yesterday's real estate market, and in the city proper the South end again stood at the front. Three brick dwellings in that section were conveyed, while another parcel of land completed the list. In the North end a valuable property on Prince street, assessed on \$23,600, was the subject of a transfer, while one ordinary dwelling and two parcels of land in Dorchester, and a Roxbury block of apartment houses, selling for \$50,000, covered the districts. A brick apartment house in Brookline, taxed on \$46,700, was sold, and other dealings were reported in Cambridge, Newton and Everett.



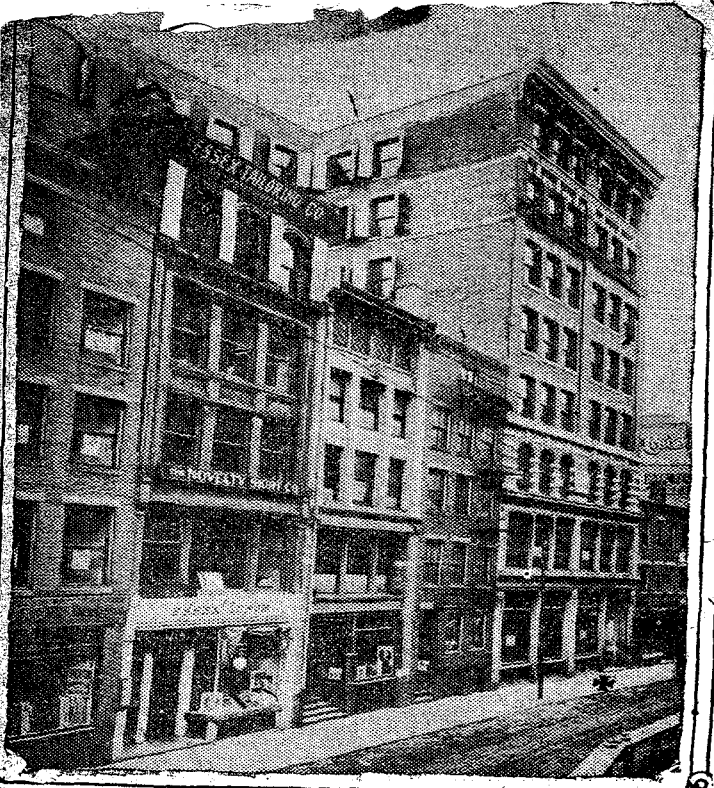
385-387 HARVARD STREET

BROOKLINE APARTMENTS RECENTLY SOLD.

Real estate business reported yesterday was quite satisfactory, and included a variety of sales and in a varied territory. In the city proper Henry Whitney bought a parcel on Commercial street to add to the Union wharf property, and a building on Winchester street, South end, was also conveyed. There was considerable activity in the districts, particularly in Roxbury, while in Roxbury and Charlestown reported sales. In Cambridge and in Newton transactions went to record, while the sale of a factory in Franklin, and a Washington street lease were also noted.

Bash.

March. 12. 1904.



*** 84-86 ESSEX ST.**
(INDICATED BY CROSS)

ESSEX STREET BLOCK BOUGHT BY F. L. AMES ESTATE.

The market in real estate yesterday was far from being dull, and all sections of the city were represented in conveyances of more than ordinary importance. In the immediate business section the chief transfer was that of a new eight-story business and office building on Essex street assessed on \$7,000, to the Fred L. Ames estate. The North end reported the sale of a modern brick stable for an amount exceeding \$32,000, while in the West end a brick dwelling, assessed on \$11,700, changed ownership. The South end had its chief sale in a brick dwelling on West Springfield street, assessed on \$6300. Other dealings were in East Boston, Dorchester, Roxbury, Chelsea, Cambridge and Newton.

March. 14. 1904.



399 TO 407 BOYLSTON ST.

BOYLSTON ST. HOUSES TO MAKE WAY FOR A BUSINESS BUILDING

There was an unusual movement in realty yesterday, considered from a financial standpoint, one transaction foreshadowing the erection of another business block. This was the sale of the three old-time dwellings, 399 to 407 Boylston street, assessed as a whole on \$113,500. Still beyond that section the parcel numbered 1091 Boylston street, near the entrance to the Fens, a handsome apartment house, assessed on \$75,000, was sold by the F. L. Ames estate. Again, in the business district, several buildings on Washington street north, assessed on \$53,400, were subject to conveyance. In Roxbury the F. L. Ames estate transferred a fourth interest in the Norfolk House property, assessed on \$9,600, and an adjoining lot taxed on \$2,000. Other deals in and out of the city made, as a whole, a good day in real estate transactions.



1091 BOYLSTON ST.

BOYLSTON STREET PROPERTY SOLD BY THE AMES ESTATE.

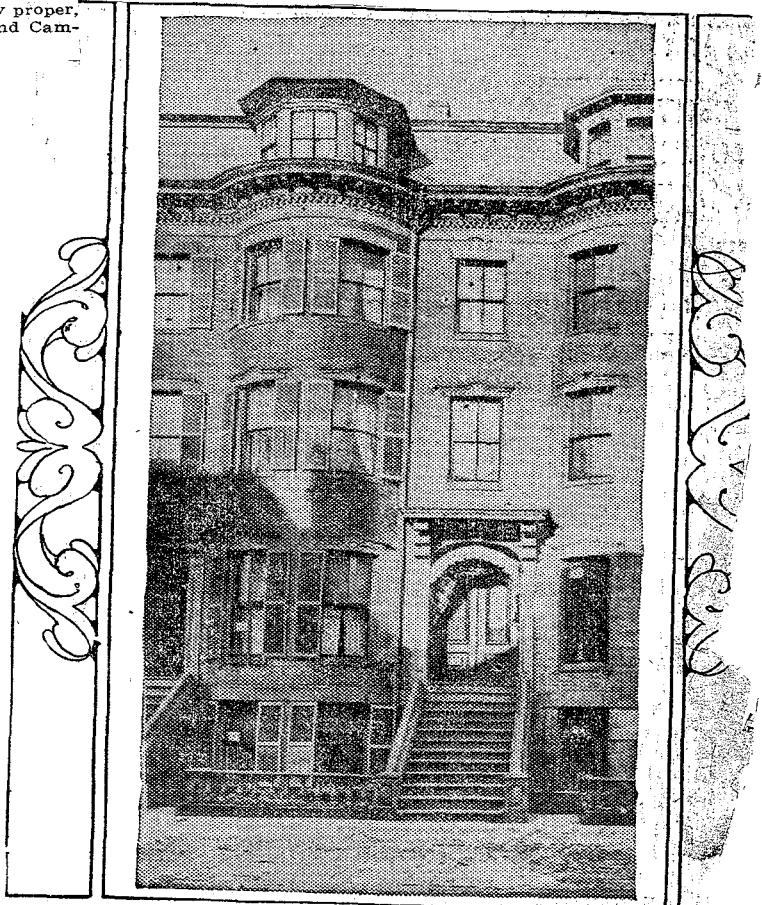
The real estate market yesterday was somewhat sluggish. Despite an unusual crop of rumors of big deals, actual business was very much restricted in character, being confined to small parcels. The larger amounts in yesterday's transactions were in deals in vacant land, Brighton leading with a sale of 131,600 feet, assessed on \$32,000, and Cambridge following with 30,000 feet, assessed on about \$12,000, while far-away Lincoln had a 20-acre sale. In the city proper, the South end reported a transaction, Roxbury had two, Newton two and Cambridge an \$18,000 residence.

b.

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March 16, 1904

March 17, 1904.



37 WORCESTER ST.

WORCESTER STREET HOUSE BOUGHT BY HENRY F. HA

Business in yesterday's real estate market comprised several ordinary varieties. In the city there were two conveyances, one on street and one on Dundee street, while agreements were signed for conveyance of a business block on Pearl street, assessed on \$37,800. City business was a trifle more lively, although no great amount was involved in any transaction. Dorchester furnished two and Cambridge and conveyances in Brookline, Cambridge and Ne

Wash.

March 19, 1904.



45 BRIGHTON AVE.

BRIGHTON AVENUE HOUSE BOUGHT BY WILLIAM H. SWIFT.

The city proper was not very prolific in real estate transactions yesterday, Boston street furnishing the only one, the assessment on the parcel being \$24,000. Several good deals are pending in the business sections, however, and will materially swell the financial column of the month's review. Parcels conveyed in the districts yesterday were of good value, a Brighton property being assessed on \$20,900, one in Dorchester on \$17,000 and one in Charlestown on \$6000. Two others in Dorchester and one each in Cambridge and Roxbury made the day's record of direct sales. The documents recorded at the city registry fell short of the usual number, which accounts, in a measure, for the dearth of business in the country.

March 21, 1904.



132-134 PEARL ST.

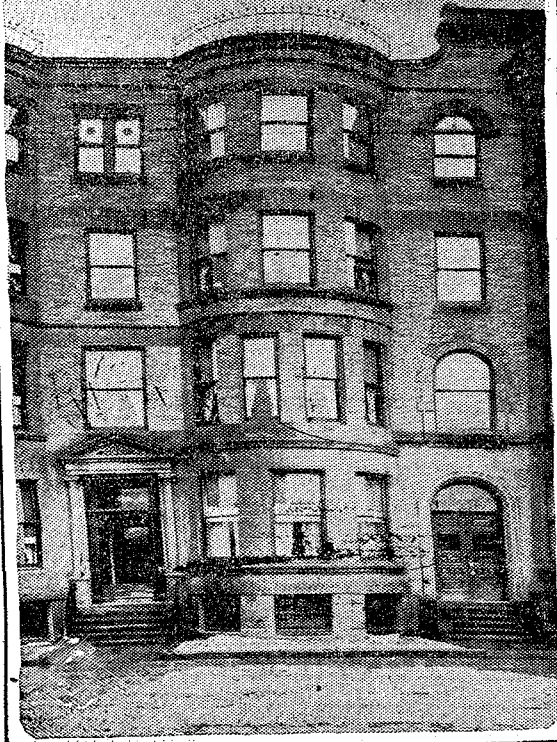
PEARL STREET BLOCK BOUGHT BY H. P. WHITCOMB.

Considerable activity was shown in all directions in the real estate yesterday, the city proper having three good transfers, including a Pearl Street business block, on which the assessed valuation is \$37,600. While West Roxbury has not had many sales to record of late, there was a change yesterday coming from there, one being the sale of a large tract of land, assessed at \$37,000. Two houses in Roxbury, assessed on \$8000 and \$9000, were transferred, while two valuable parcels in South Boston went to record yesterday. The real estate market was generally quiet elsewhere.

b.

Cr.

March 23, 1904

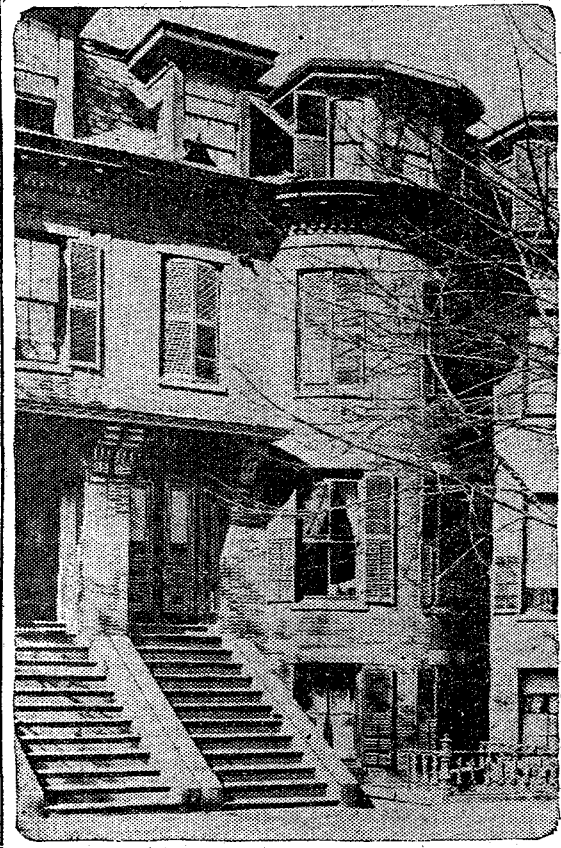


514 COMMONWEALTH AVE.

A COMMONWEALTH AVENUE PARCEL SOLD TO K. M. GILMORE.

A review of yesterday's tradings in realty reveals the fact that business continues good, and that buyers are looking for valuable parcels as investments. Two in the West end were of this character, the assessed valuation on those conveyed being \$20,500 and \$7700. A Hanson street deal, a part of one of those in the West end, carried an amount of about \$8000. A business structure on Atlantic avenue that is assessed on \$48,000, was also sold from the Nagle estate. In the districts, Dorchester and West Roxbury reported two each, and Roxbury, Charlestown and South Boston one each. In nearby places a valuable estate was sold in Brookline, and there were three transactions in Winthrop.

March 24, 1904



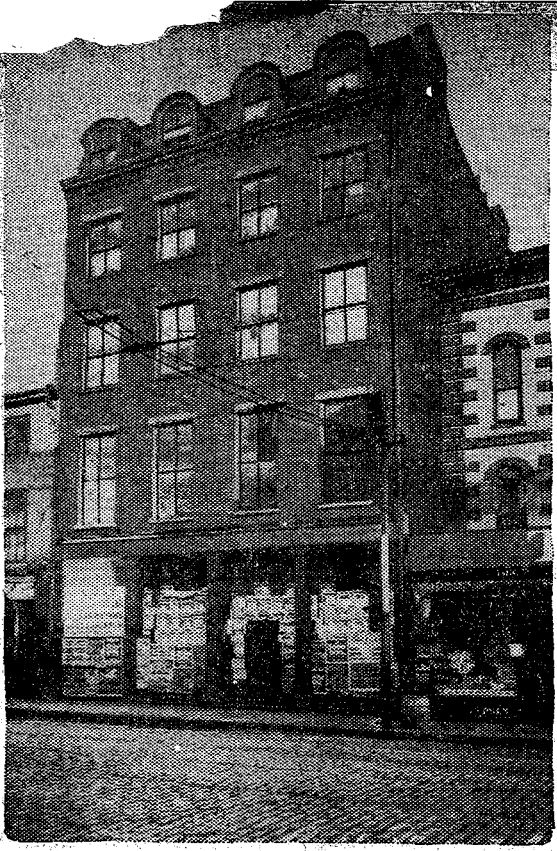
85 APPLETON ST.

APPLETON STREET DWELLING BOUGHT BY ETTA A. BROWN.

One or two transactions of interest came as a result of yesterday's negotiations in real estate, but there was no sale of great importance. Of the recorded transfers, the South end led with three, but the assessment on the most valuable one reached only \$8300. These three, in fact, were the only ones in the city proper. A parcel in Roxbury, two three-story small front houses, passed to new ownership. These are assessed on \$12,000. Small dealings were reported in West Roxbury, Dorchester and Brighton, Brookline and Somerville. In Salem, however, the sisters of Notre Dame received a gift of 3400 feet of land on which they will establish a summer home. The approaching completion of the Oliver building and the status of the bill taxing state lands are noted.

ash.

March 28, 1904.

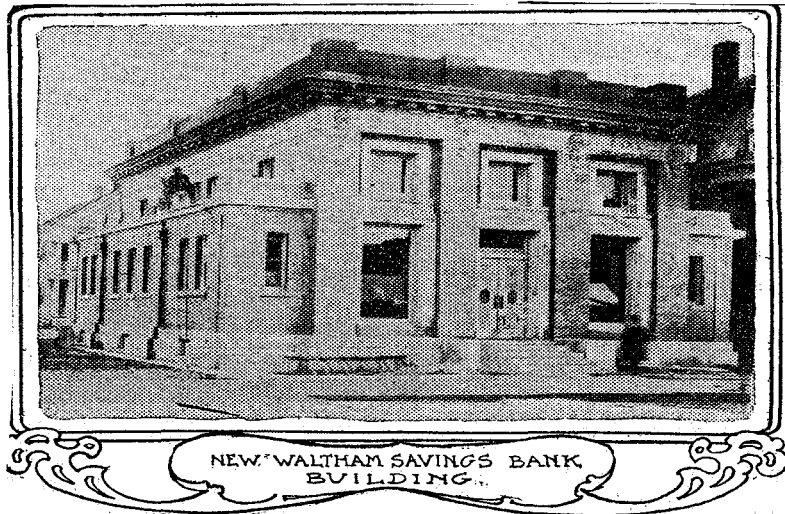


876-878 WASHINGTON ST.

WASHINGTON STREET BLOCK BOUGHT BY E. GATELY & CO.

Trading in large parcels was the rule in real estate transactions yesterday, with a maximum of \$186,600, which sum was the assessed valuation of a block in the market district, which was conveyed. Another large transfer was of properties in East Boston, South Boston and the city proper, the aggregate assessed valuation being about \$100,000, the title passing to Augustus E. Loring and another. Other city deals included the recording of final papers in the transfer of a business block on Washington street, assessed on a valuation of \$52,500, and a South end parcel on Fairweather street. In East Boston, the Boston & Albany Railroad Company took full title to a portion of the Cunard wharf on a release deed of \$18,600. In the districts, Roxbury alone was represented, but dealings were reported from other nearby places.

March 29.



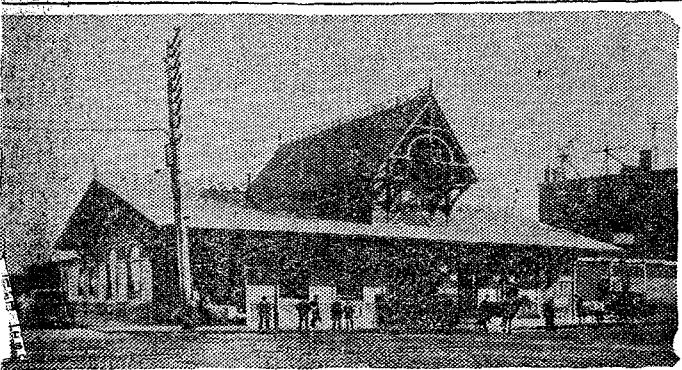
NEW WALTHAM SAVINGS BANK BUILDING.

There was but little movement in real estate yesterday, a few moderate priced parcels and several smaller ones having been conveyed. In the Back Bay, an interest was sold in a Westland avenue parcel which has an assessed valuation of \$20,000. In Brighton an apartment house was sold, on which the assessed valuation is \$25,700, and seven frame houses, valued at \$44,000. Other district transactions were in Roxbury, Dorchester, Charlestown and West Roxbury, while Winthrop had two sales. The conveyance of a large property in Newton Upper Falls was also reported, together with a large list of petitions filed in the court of land registration.

Whenever a permanent always a section in another in an example, the North st the Developm Railway and ington street

Cash. April 3, 1964 *Cr.*

JIMMER STREET REAL ESTATE



NEW YORK AND NEW ENGLAND
STATION IN 1896.



DEWEY SQ. SHOWING SOUTH
STATION 1904.



LOOKING DOWN SUMMER FROM JUNCTION OF
SUMMER AND BEDFORD STS.

values in real estate take and decided rise there is no reason for it. In some reason is ascribed, and section another reason. As values in the vicinity of tion advanced because of ent caused by the Elevated the widening of Wash- north. But this story has

to do with the advance in realty on Summer street before and after the erection of the South terminal, or, the years 1896 and 1903.

At the time the location of the new union station was under discussion it was not known, except by the chief promoters, whether the great new structure would be erected on its present site or on the site of the Old Colony

or Boston & Albany on Kneeland street, or the Providence station in Park square. As soon as the location was determined upon there was a hustle to secure leases, or, if possible, buy estates.

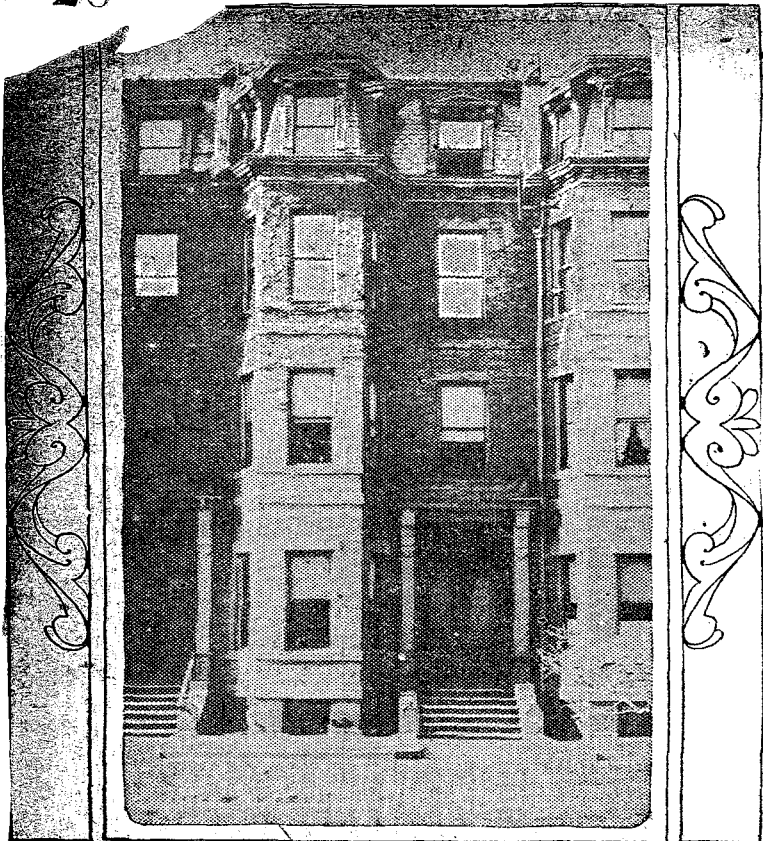
A comparison of the owners of property on both sides of Summer street as far as Atlantic avenue in the years 1896 and 1903 shows that the owners

were also aware of the fact that there was money in real estate in the section named, and that but few estates had changed hands during the past seven years.

When the South terminal was finished and occupied, Summer street became the main thoroughfare into the business and shopping district of Boston. Where hundreds of thousands of people pass each day going to or coming from the terminal, there must need

Cash.

April 4, 1904.

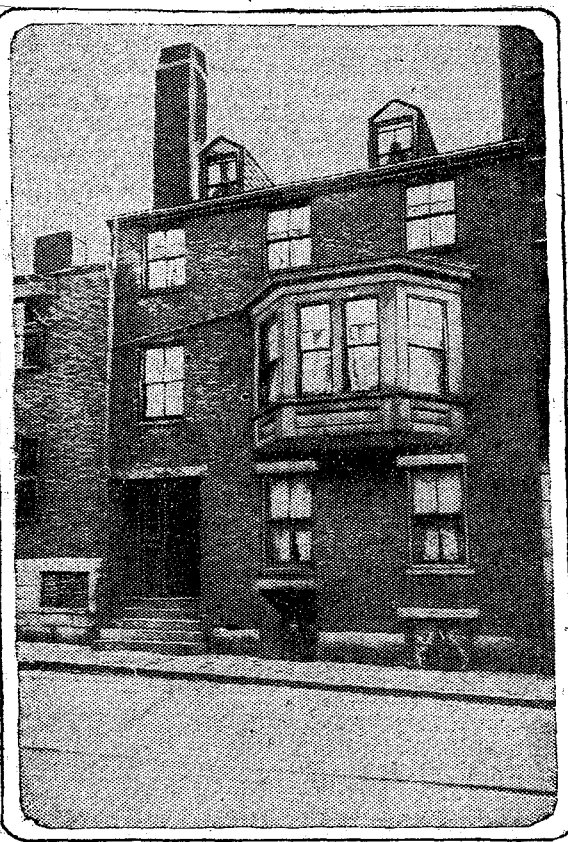


311 MARLBORO ST.

MARLBORO STREET DWELLING BOUGHT BY AGNES S. HOLDER.

There was a fairly active market yesterday for the first day of the week in the city proper having three good sales, representing extreme sections of the city. In the North end, a business block was the subject of conveyance to the Real Estate Associates. It has an assessed valuation of \$10,800. In the Back Bay, an estate on Marlboro street, assessed on a valuation of \$17,000, was also noted as having been sold, while in the South end, an East Brookline street dwelling passed to new ownership. In the districts, Dorchester reported three sales and Roxbury one, while in the nearby towns considerable activity was shown. From the Middlesex registry came the report of the transfer of the Charles River Park, Cambridge, from the Massachusetts Athletic Club to Albert A. Pope and others, who comprise a trust.

Am April 5, 1904



2 MT. VERNON PLACE.

MT. VERNON PLACE DWELLING RECENTLY CONVEYED.

Transfers of real estate yesterday affected parcels only of a medium size and of all, conveyed the South end led with three, two on Gray street and one on Columbus avenue, the latter being the top in price, assessed on a valuation of \$12,000. There were two sales in the West end, but both were of a moderate nature. In the districts, Roxbury had one sale, which reached over \$12,000, and Dorchester two, Brighton two, West Roxbury one and Boston one. A valuable tract of land in Brookline, assessed on a valuation of \$100,000, was transferred, while another in that town and one in Newton were also conveyed.

M. S. D. 32 1

Cr.

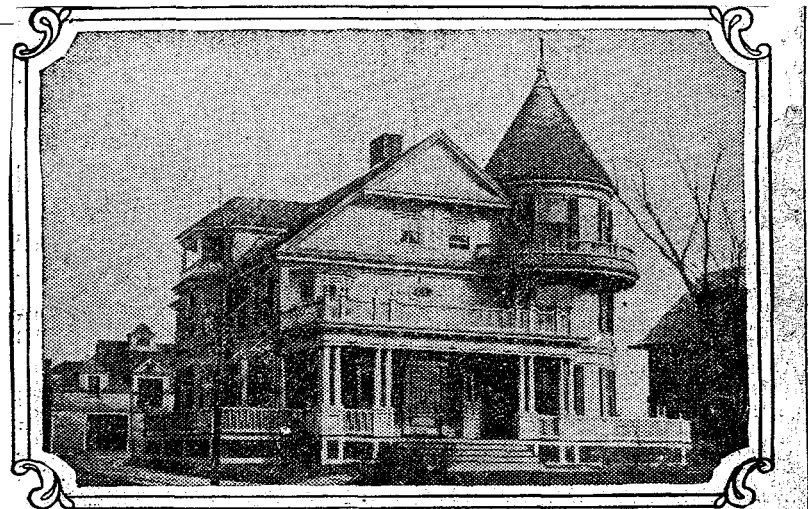
April 7, 1904



EAST BROOKLINE STREET HOME BOUGHT BY MARY J. RUSSELL.

In the list of conveyances of real estate recorded yesterday there were signs of movement in city parcels, five in different sections making the total. The principal property was one on Portland street, assessed on a valuation of \$36,000, which passed to the ownership of Agnes E. Burke. In the West end, Chief Inspector William B. Watts bought a dwelling on Bowdoin street, assessed on a valuation of \$18,000, and another smaller parcel in that section was transferred. There was one sale in the Back Bay and another in the South end. There were several sales in the districts, Roxbury recording four, Dorchester three, East Boston two and Charlestown and South Boston one each. Other good business was reported from Brookline and Cambridge, and an important lease of a Temple place parcel was also noted.

April 8, 1904.



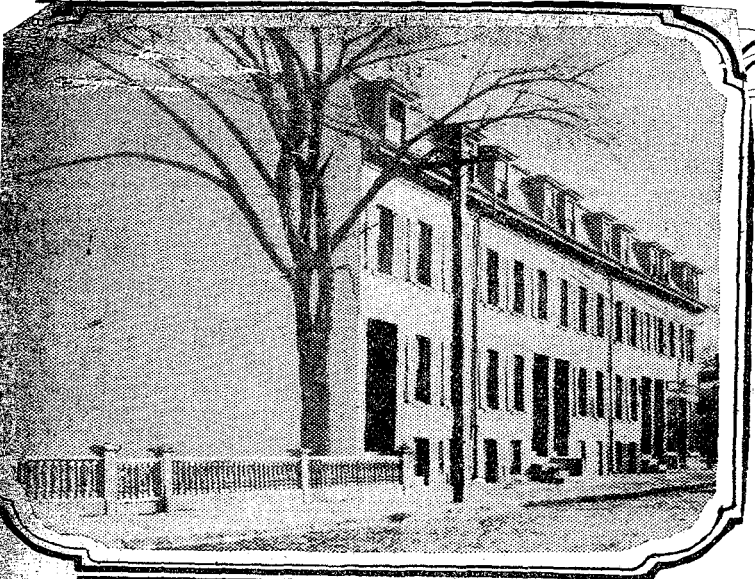
63 DABCOCK STREET.

BROOKLINE DWELLING BOUGHT BY MRS. LAVINIA F. WENTWORTH.

While there were four sales of real estate reported in the city proper yesterday, not one was of great importance, an assessed valuation of \$13,000 being the largest sum named in any of them. This was a Pleasant street property, while of the others two were in the West end and one in the North end. District trading was of about an average character, Dorchester leading with three good sales, and West Roxbury having a big land sale. In Newton several valuable parcels were subject to conveyance, and in Brookline an estate of an assessed valuation of \$23,000 changed ownership.

Cash.

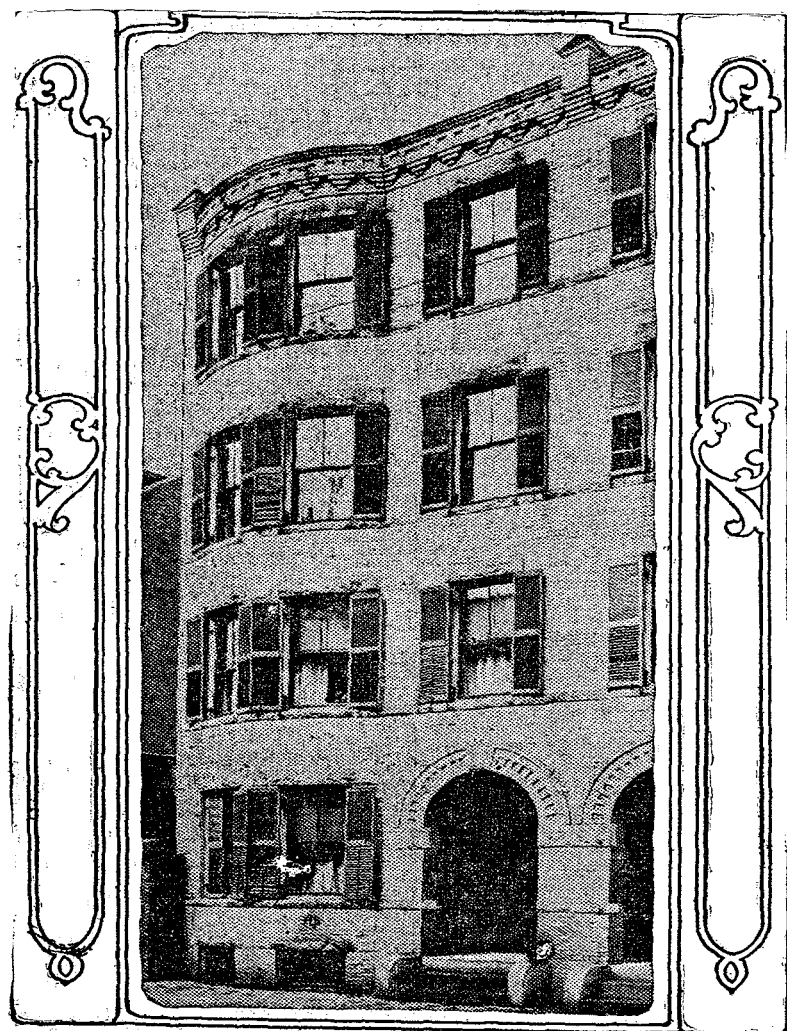
April 11, 1904.



912-918 ALBANY STREET,
ROXBURY.

BLOCK ON ALBANY STREET SOLD TO JOHN F. GOOD.

April 12, 1904.

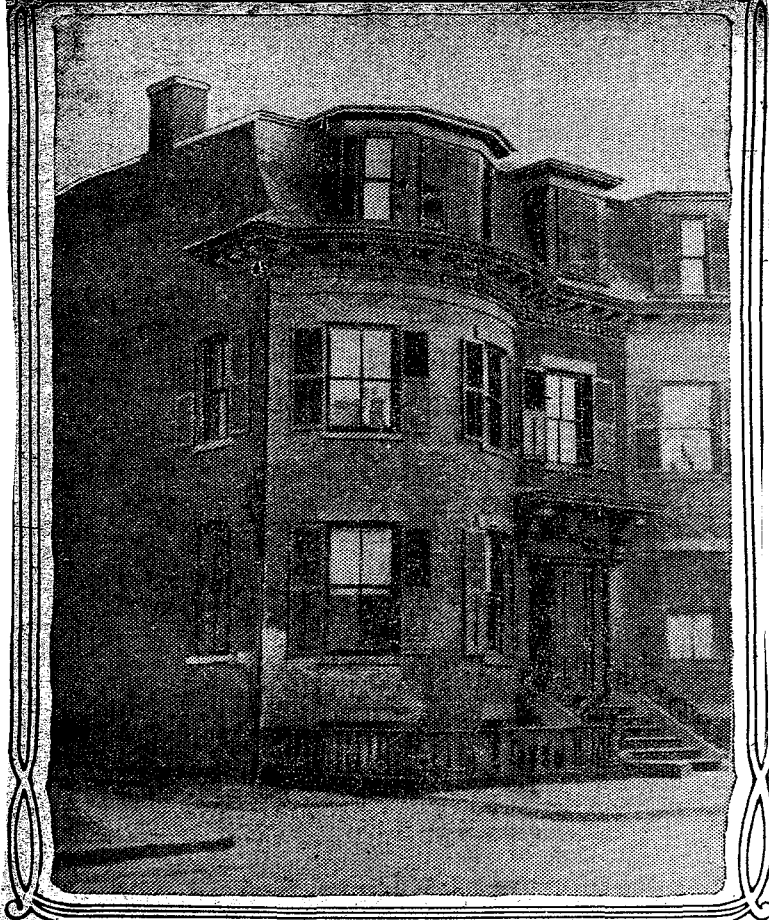


181 NORTHAMPTON STREET.

NORTHAMPTON STREET PARCEL SOLD TO STANLEY W. TRIPP.

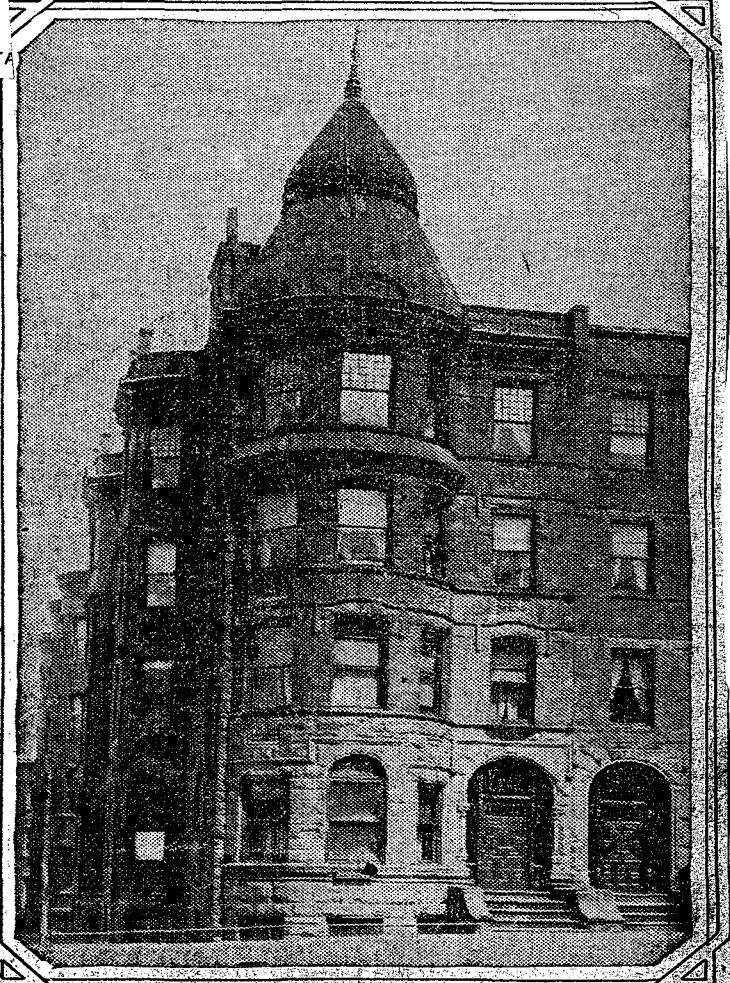
Cr.

April 13, 1904.



109 E. BROOKLINE STREET.
EAST BROOKLINE STREET DWELLING HOUSE SOLD TO HENRY GURTA

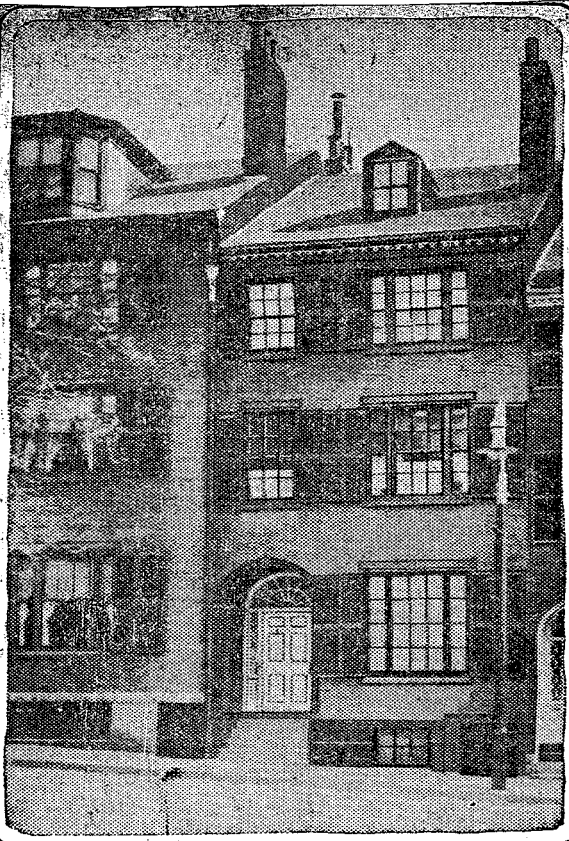
April 14, 1904



352 MASSACHUSETTS AVE. COR. ST. BOTOLOPH ST.
MASSACHUSETTS AVENUE PROPERTY BOUGHT BY J. F. ANDERSON

ash.

April 15, 1904

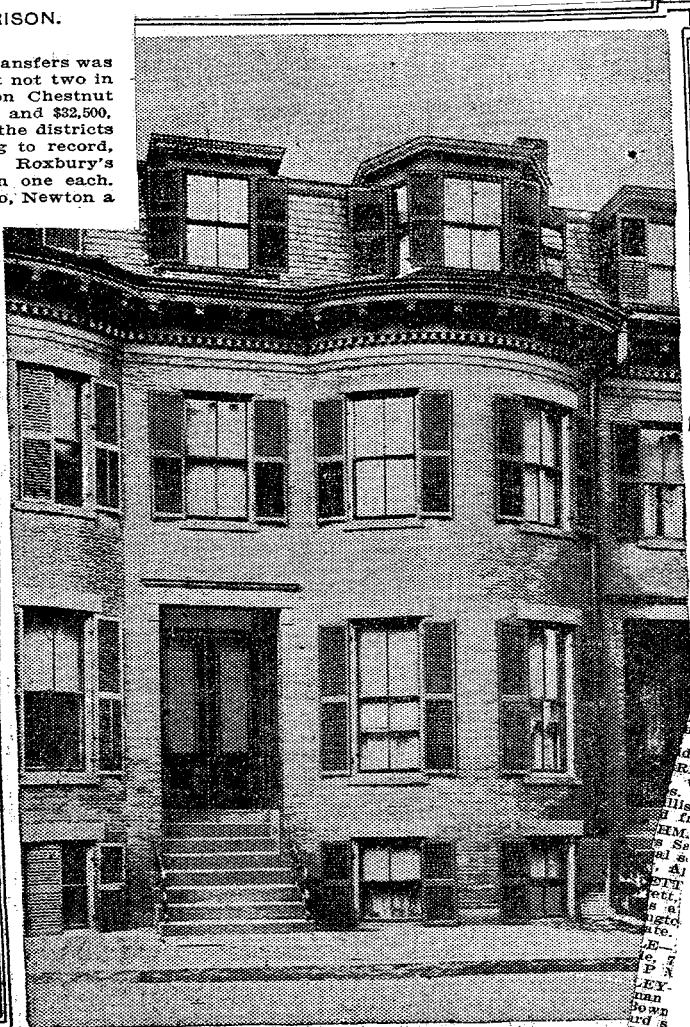


60 CHESTNUT ST.

CHESTNUT STREET DWELLING BOUGHT BY B. T. MORRISON.

Beacon Hill had the call, yesterday, when the summary of city transfers was made up. Several estates have been sold in that section of late, but not two in one day, as was recorded yesterday. The sales were of parcels on Chestnut street and Mt. Vernon place and are assessed on valuations of \$11,500 and \$32,500, respectively. Other city sales were in the South and West ends. In the districts Dorchester had a day of great activity, eight sales from there going to record, although the assessed valuation of the largest parcel is only \$5700. Roxbury's limit was three, West Roxbury two, and Charlestown and Brighton one each. Brookline came to the front again with four sales, Winthrop had two, Newton a land sale, and Cambridge the conveyance of a dwelling.

April 20, 1904



91 WEST SPRINGFIELD ST

SPRINGFIELD STREET DWELLING SOLD TO G. W.

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April 21, 1904

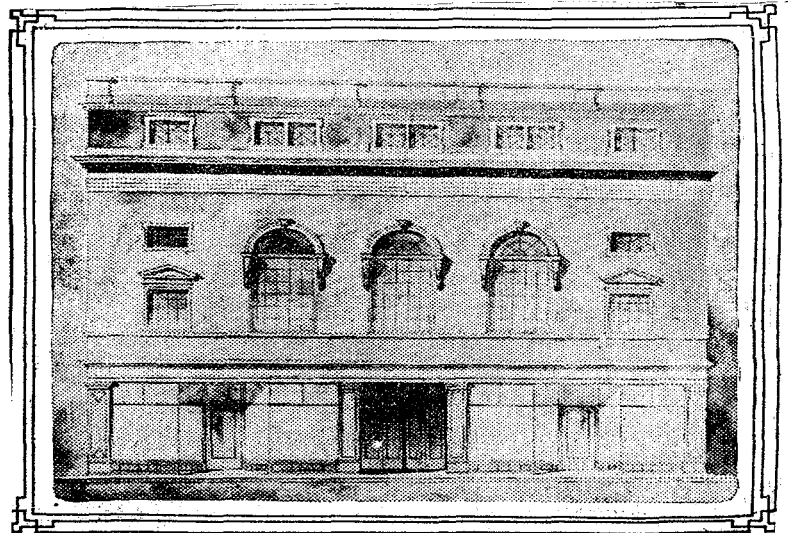


1553 BEACON ST. BROOKLINE

BROOKLINE RESIDENCE BOUGHT BY SIMON HIRSHBERG.

The sales of yesterday in real estate were of a varied character, with land parcels strong. In fact, the leading figures of the day were in a transaction of this sort. City property continued in good demand, and several parcels were conveyed, with agreements signed for another. In these sales a Beacon Hill parcel led, having an assessed valuation of \$16,000. Others were in the South and West ends, and of fair values. District sales were confined to Dorchester, Roxbury, East Boston and Charlestown. Two good sales in Brookline were recorded, one parcel having a taxable valuation of \$22,500, while Cambridge had two sales of property taxed on valuations of \$13,000 and \$40,000, respectively.

April 22, 1904.



PROPOSED PUBLIC BUILDING AT CONCORD JUNCTION.

There was a marked falling off yesterday in dealings of all kinds of realty. The city proper had but a few, and the districts failed to respond with the usual volume. Even those in the city, and they represented the South and West ends, were far below the average in amount, not rising even to the dignity of a suburban transfer. Dorchester led the districts with two, one carrying a consideration of \$30,000, the amount being unusual for that section. Other district transfers were in East Boston, Brighton and West Roxbury, while in Brookline two conveyances went to record. Plans for a new public building at Concord Junction were made public.

D.S. Wash.

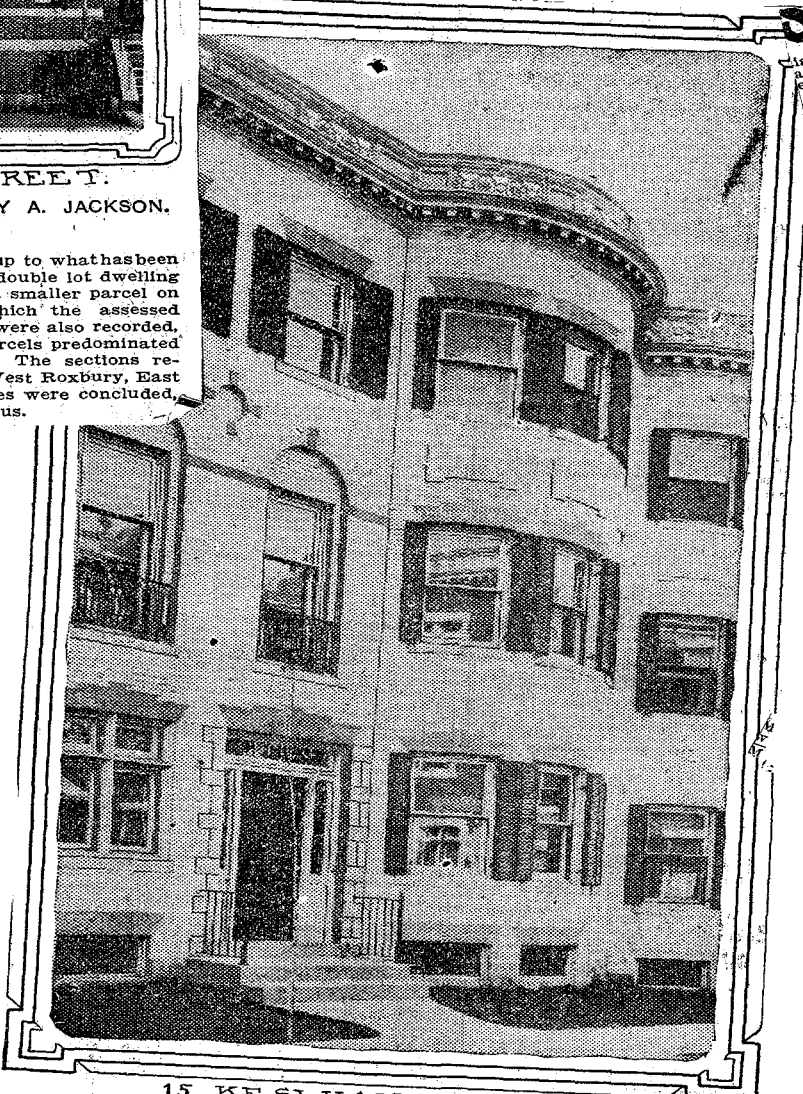
April 25, 1904.

April 26, 1904.



380 MARLBOROUGH STREET.
MARLBORO STREET PROPERTY BOUGHT BY LUCY A. JACKSON.

The amount of trading in real estate yesterday was quite up to what has been reported of late, and the Back Bay led off with the sale of a double lot dwelling on Marlboro street, assessed on a valuation of \$36,000, while a smaller parcel on Keswick street, in the newer section of the Back bay, on which the assessed valuation is \$12,700, was also conveyed. Two South end sales were also recorded, one assessed on a valuation of \$22,000. In the districts land parcels predominated in the sales reported, several large tracts being transferred. The sections reporting conveyances of all kinds were Dorchester, Roxbury, West Roxbury, East Boston and Brighton. In Cambridge and Newton several sales were concluded, while the conveyances of country properties were quite numerous.

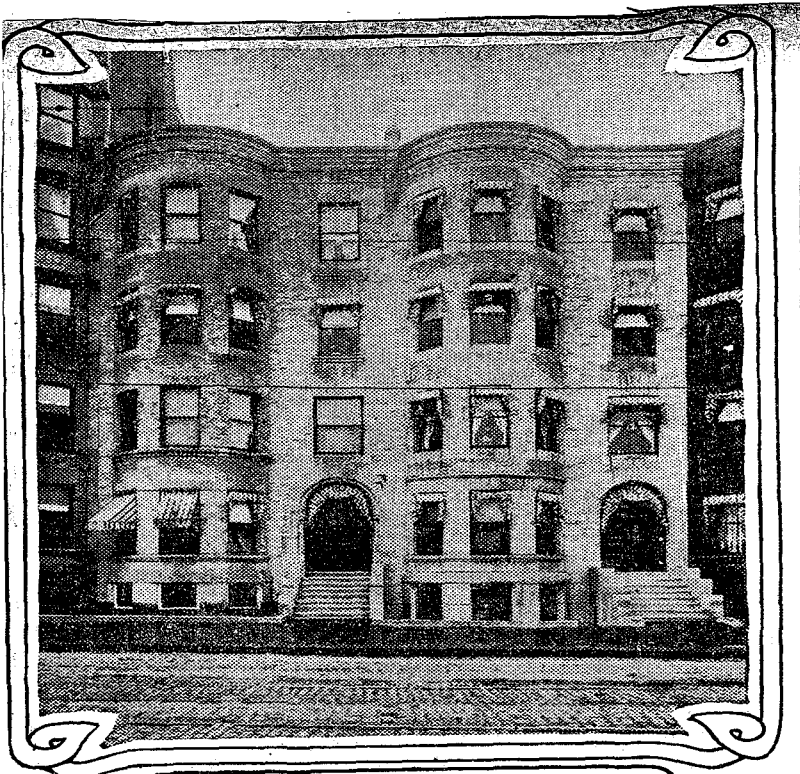


15 KESWICK STREET
KESWICK STREET DWELLING RECENTLY CONVEYED.

While the work of yesterday in the line of real estate transfers will be on record as small, so far as numbers were concerned, the business in the city proper helped out on the amount, well backed by the results in the districts. The city proper sales consisted of the well known Universalist building on the corner of West and Mason streets, assessed on a valuation of \$134,000, and a structure in the North end, having a taxable valuation of \$7000. A sale in the Back Bay, of which note was made some days ago, also went to record. The districts did better in amounts than usual, although the number of conveyances was small. Dorchester's highest priced parcel has a valuation of \$200,000, while one in Brighton involved about \$10,000. Winthrop had a good transfer, several parcels conveyed as one, aggregating a valuation of \$22,250, while Cambridge had three conveyances and Chelsea and Newton one each.

Cr.

May 18, 1904



839-841 BOYLSTON ST.

PROPERTY JUST SOLD BY DWIGHT PROUTY.

Yesterday was a fairly active day in transactions in realty, although not what should be expected at this time of the year. In the business section on Atlantic avenue property was acquired by the Metropolitan Steamship Company, and in the Back Bay a valuable estate on Boylston street was conveyed. Its assessed valuation is \$75,000. Another Back Bay parcel sold is valued at \$12,000. Prices shown in the transactions in the districts were above the average with but one or two exceptions, while in Brookline there were three sales where the valuations were \$13,000, \$12,000 and \$10,000, respectively. In Cambridge two adjoining parcels, sold to one person, have an aggregate valuation of \$17,200. Conveyances were also reported from more remote points.

May 19, 1904.



BROOKLINE PROPERTY BOUGHT BY MRS. MARY A. MACKIE.

Each district or suburb has, at times, an exclusive boom of its own, and just now Brookline is coming to the front. Hardly a day passes without a record of the transfer of some valuable property. Day before yesterday there were three sales in that town of good proportions, and yesterday there were four, two of which carried valuations of \$17,500 and \$10,200. In the city property a Beacon Hill sale was noted, a Finckney street parcel having been bought as an investment. Other smaller parcels were also conveyed. The districts held their own. Dorchester and Roxbury were also active, and several parcels were noted from other places.



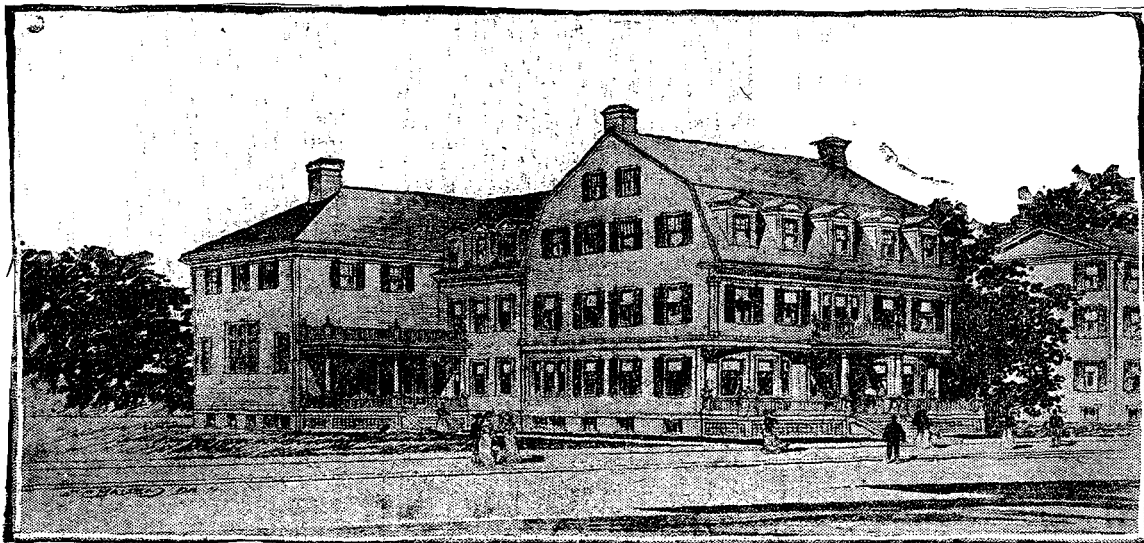
300 NEWBURY ST.
RESIDENCE JUST SOLD BY HENRY C. WILEY.

ash.

May 23, 1904

Yesterday, as a whole, was one of the best days, both in number of sales and in the amount of money involved, so far as city property dealings were concerned, that the real estate market has experienced for some time. Of three sales of business properties, which aggregated over \$100,000, one was a purchase by Tufts College of a \$56,500 parcel on Purchase street, another was a storage and wharf property on Albany street, involving \$33,900, while a Long wharf property valued at \$10,900, made the third, and thus included the business district, the South end and the North end in the dealings. In the West end, a \$39,000 transfer, an apartment house on Hancock street, put that section in the running, and the Back bay, where most of the activity has been noticed, was the only section without some sort of realty transaction. The number of transfers at the Suffolk registry was the largest in a long time, and the districts came in for a good share of the business.

May 24 1904.

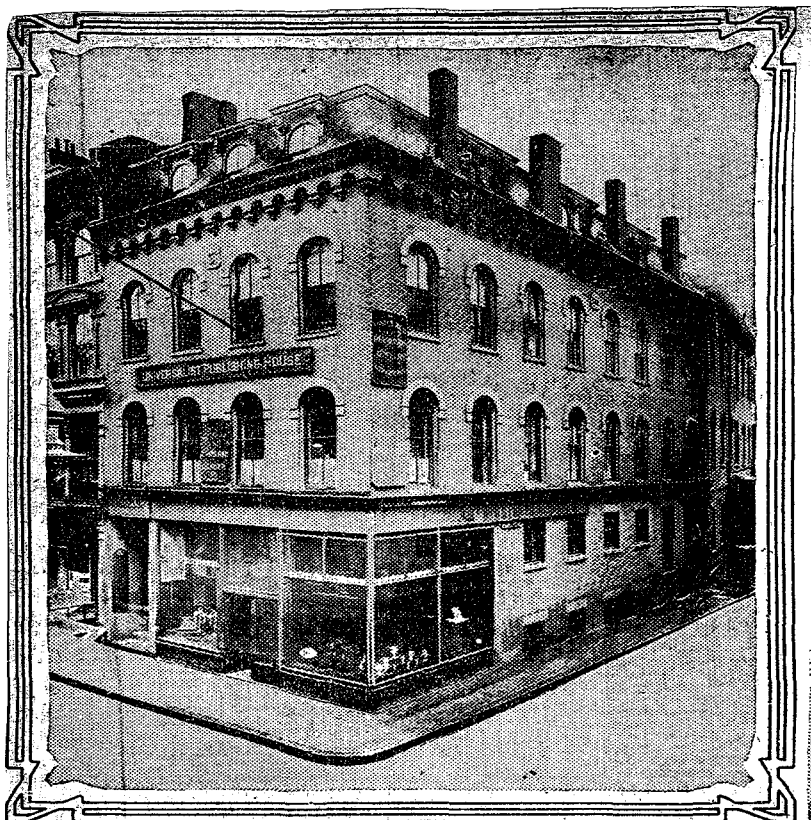


PROPOSED NEW BUILDING FOR CAMBRIDGE YOUNG WOMEN'S CHRISTIAN ASSOCIATION.

So far as volume of business was concerned, yesterday was one of the biggest days the realty market has had for many months; so far as actual and bona fide purchases for value were concerned, it was rather dull and uninteresting, few, if any, dealings reaching the dignity of large transactions. Of course, while the transferring of all the city holdings of the Boston & Providence railroad to the New York, New Haven & Hartford railroad involved, on paper at least, several millions of dollars, that will hardly figure with real estate men as a great realty transaction, but will, rather, be looked upon as an arrangement between two interested parties for more convenient method of handling the property. Whatever may be the future of the Park square station and the valuable land connected with it, and rumor has been rife about it for some years, the Consolidated, as the owner, can undoubtedly handle it more conveniently as owner than as a lessor, and this is the reason given by the officials for the transfer. In city proper trading the signing of agreements for the sale of a valuable Court street property was the most noticeable transaction, and in the suburbs the sale by Tufts College of several large tracts of land was the feature.

Cr.

April 27, 1904.

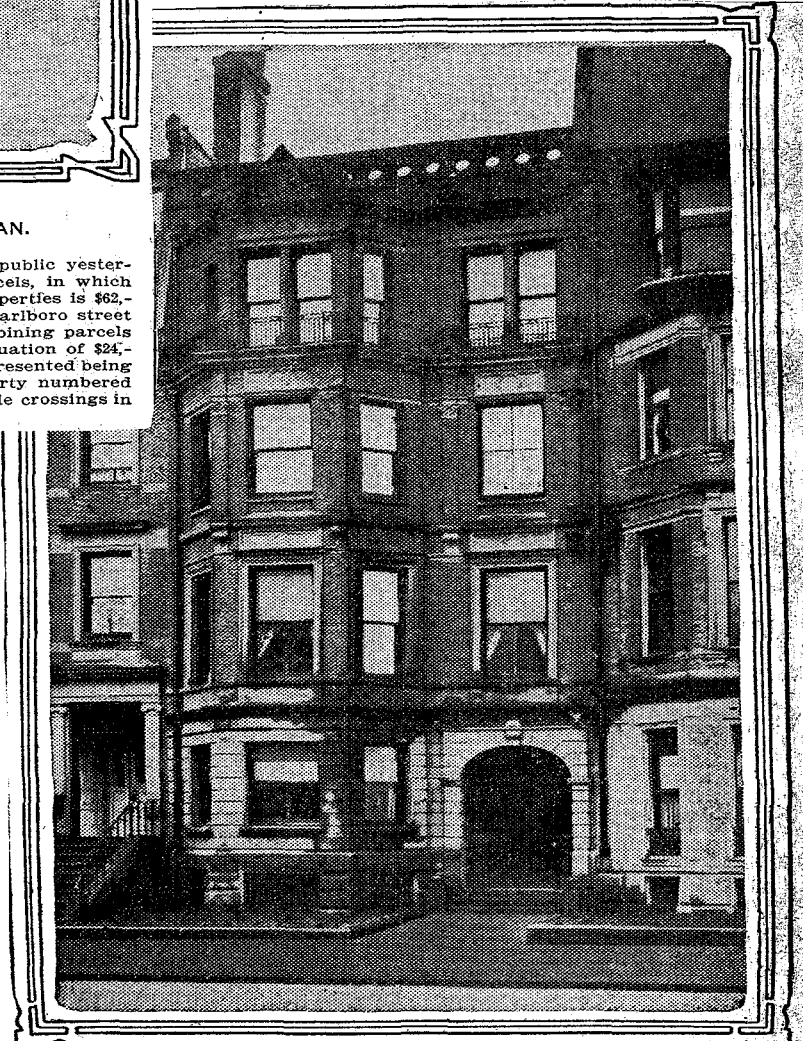


30-32 WEST ST.

WEST STREET BLOCK SOLD TO GEORGE F. FABYAN.

Several transactions affecting valuable city properties became public yesterday, the largest sum involved in any being on five South end parcels, in which an interest was conveyed. The total assessed valuation of the properties is \$62,400. Agreements have also been signed for the conveyance of a Marlboro street dwelling, carrying an assessed valuation of \$22,500, and for two adjoining parcels on Chestnut street and Mt. Vernon street, assessed on a total valuation of \$24,200. Trading in the districts was rather light, the only sections represented being Roxbury and East Boston. A long term lease of a valuable property numbered 236 and 238 Tremont street, is noted, as is also the problem of grade crossings in Dorchester, as affecting real estate in the line of damages

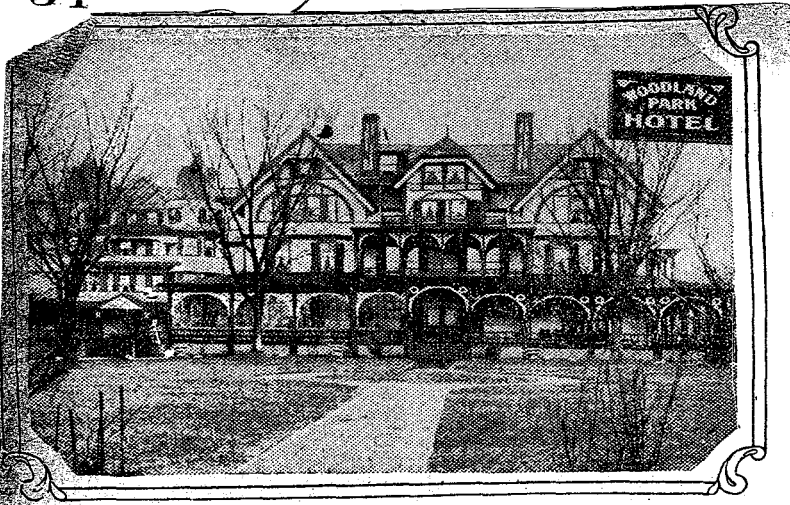
April 28, 1904.



179 COMMONWEALTH AVE.

COMMONWEALTH AVENUE DWELLING RECENTLY SOLD.

Not in a long time has there been such an active day in high-valued real estate parcels as yesterday, and they were not wholly confined to one section. A down-town business structure on Hayward place, assessed on a valuation of \$48,000, was conveyed, two dwellings on Commonwealth avenue, assessed on valuations of \$56,000 and \$45,000, respectively; a West Newton street property valued at \$20,000, a McLean street parcel having an assessed valuation of about \$12,000; a holding on Harrison avenue representing about \$10,000, and a retransfer of a Northampton street property, represented what was done in the city. The districts did not respond as readily, although Dorchester reported four transfers, Roxbury two at West Roxbury, Charlestown and Brighton one each. Agreements were signed for a conveyance on Marlboro street, and in the suburbs sales of large tracts of land were noted.



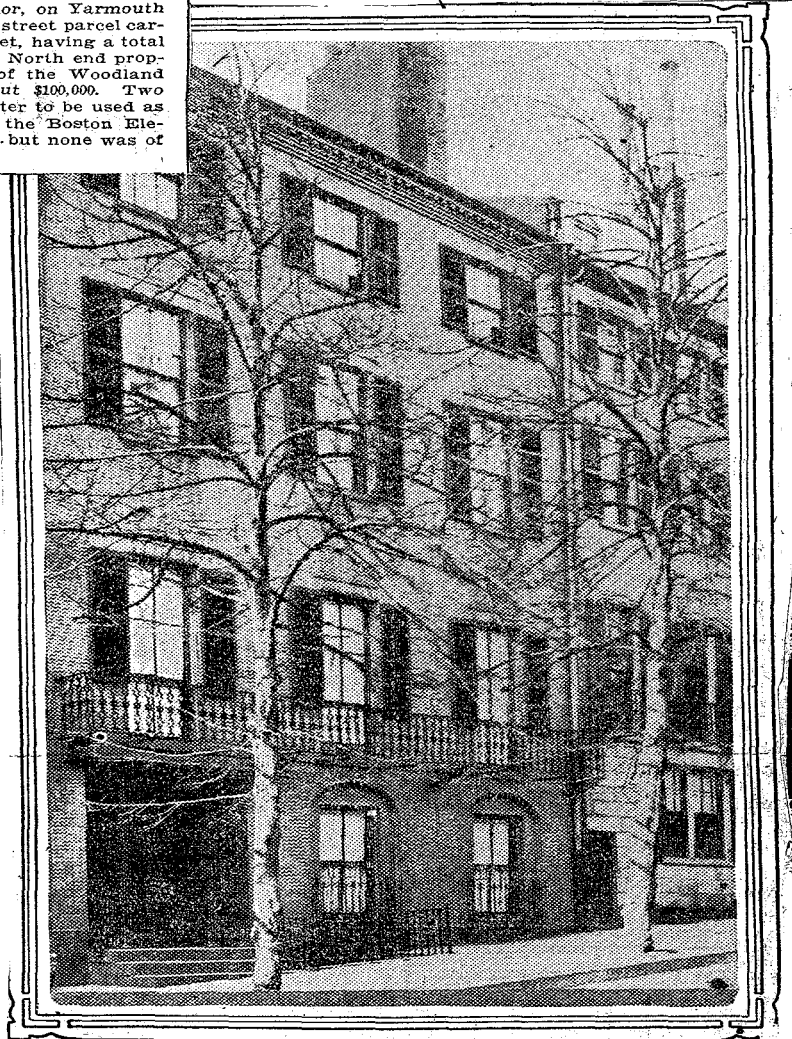
WOODLAND PARK HOTEL, AUBURDALE, JUST SOLD.

In a summary of what took place in the line of transfers in yesterday's business in real estate a great variety of transactions is shown. While all were sales, the parcels involved were, in a measure, out of the ordinary. In the Back Bay the sale of five more properties is noted, carrying assessed valuations of \$70,000, \$40,000, \$21,000, \$22,500 and \$18,500. In the South end a property reported sold in the previous day's record was retransferred; the Hotel Landon, on Yarmouth street, having a total value of \$71,500, was conveyed, a Milford street parcel carrying a valuation of \$8900, and three parcels on Union Park street, having a total valuation of \$61,500, were also transferred. The sale of a \$34,000 North end property was also reported. The banner sale of the day was that of the Woodland Park Hotel property, Auburndale, having a valuation of about \$100,000. Two other sales of importance comprised a tract of land in Dorchester to be used as a schoolhouse site, and a large tract in Allston acquired by the Boston Elevated Railway Company. Other transfers were in the districts, but none was of unusual importance.

ash.

April 29, 1904.

May 2, 1904.



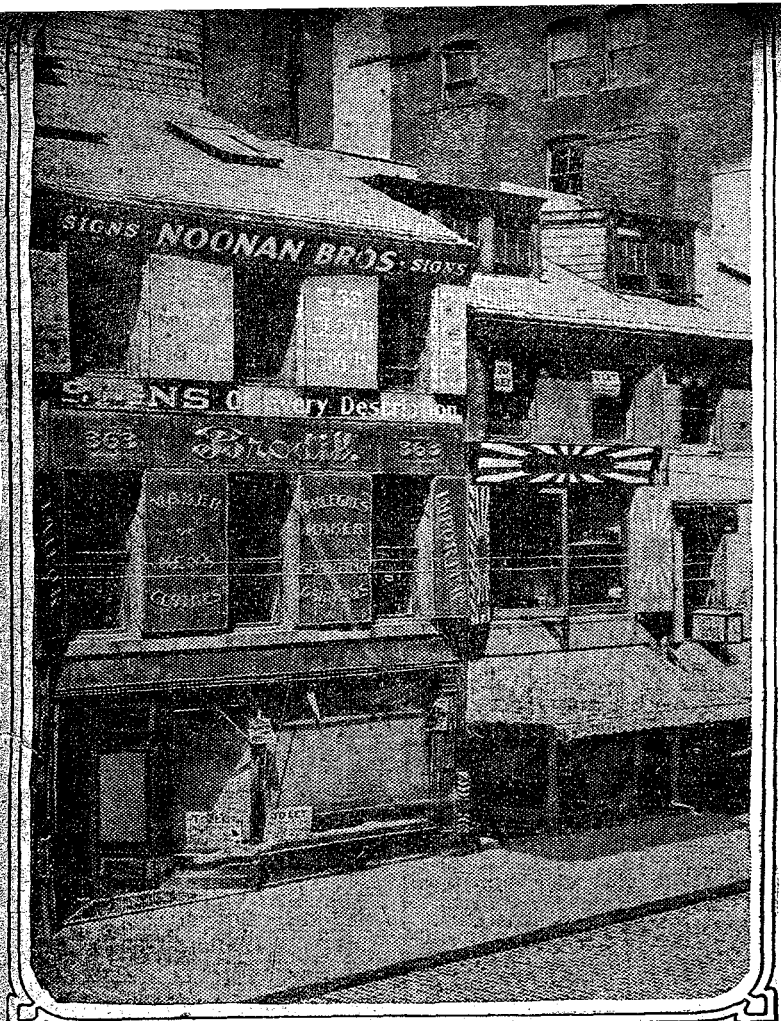
15 CHESTNUT STREET.

CHESTNUT STREET DWELLING BOUGHT BY L. L. WELLINGTON.

In the business of the real estate field yesterday, one of the interesting transactions was the passing of the title to a portion of the Arloch Wentworth estate from Mrs. Susan M. Stuart to Robert M. Morse. It was a Sudbury street parcel valued at \$244,500. Other city conveyances included two medium priced properties in the North end, one each in the South and West ends, one on Beach Hill, having a taxable valuation of \$24,500, one on St. Paul street, of \$7000, and the retransfer of a Massachusetts avenue holding valued at \$18,000. District sales not numbered, the largest being one in South Boston, on which the value placed at \$21,600. Several in Cambridge, Brookline and other places made their total. The registry returns showed a desire on the part of buyers to close their holdings before May 1.

Cr.

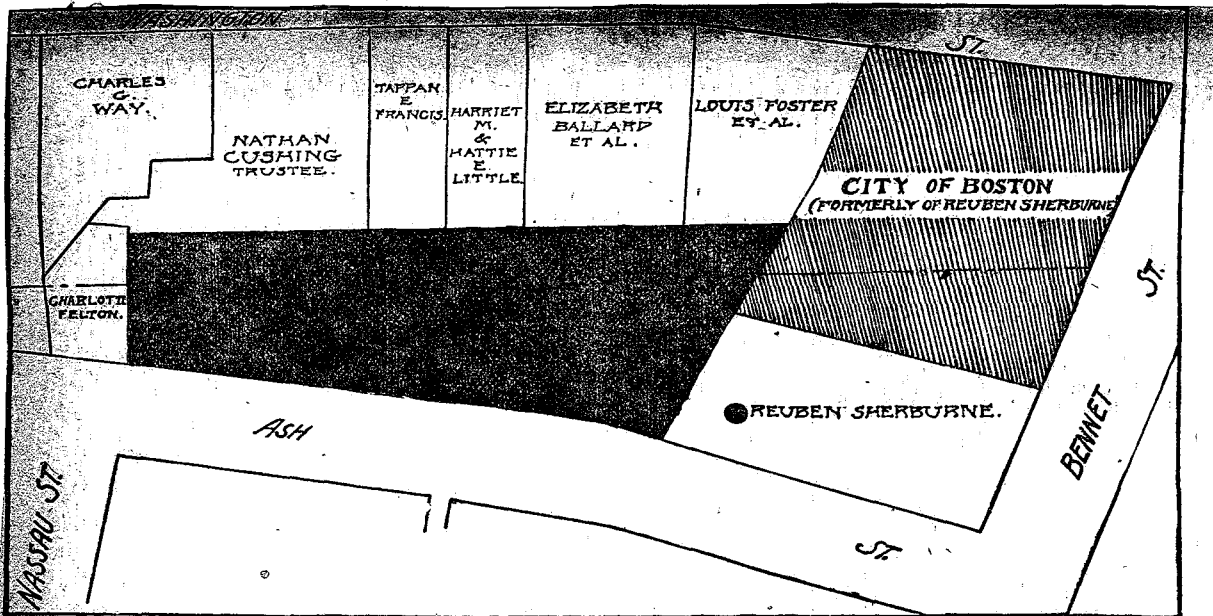
May 13, 1904.



357 - 363 WASHINGTON ST.

PROPERTY RECENTLY ACQUIRED BY I. A. & A. C. RATSHESKY.

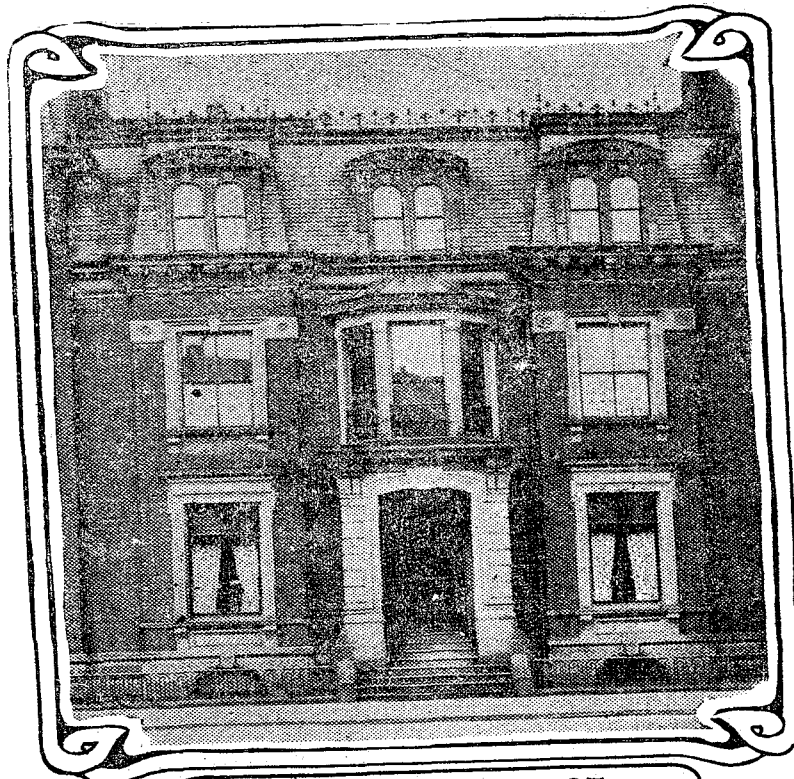
There was a decided change in the registry record of realty transfers yesterday, when an unusual number of documents was filed. The city proper was in the list with several and a long-term lease was negotiated on a High street property. A land parcel in the Back Bay was also conveyed. In the districts Dorchester led by a large majority with six sales. Beyond Boston, Brookline came to the front with three good conveyances and an agreement for the sale of a fourth carrying a valuation of \$40,000. Newton had two big land sales and Cambridge a transfer of a dwelling. Reports of sales of more or less importance from more remote places made a fairly good day after a period of inactivity.



TAKINGS MADE BY TRANSIT COMMISSION FOR NEW WASHINGTON STREET TUNNEL.
 Black Space Indicates Recent New Takings; Shaded Space a Former Taking.

The features of yesterday's real estate business was the filing of plans by the Boston transit commission for the taking of South end property as a site for the entrance to the Washington street subway. The estates affected are on Ash street or run through from Washington street, the total assessed valuation on the whole being \$315,000, of which \$241,000 is on the land. As only about half the property is affected, the amount covering the total taking would aggregate something over \$150,000. Whenever a week has opened with a transfer of property in the real business section, the business of that week has been good. Yesterday opened with such a conveyance, a business block on Oliver street, assessed on a valuation of \$23,500, having passed to new ownership. In addition to this, other minor parcels were transferred, and trading in the district ran to prices a trifle above the average. Dorchester had four sales, one of which was of property valued at a price rising \$15,000, and an Elm Hill district, Roxbury, parcel, carrying a valuation of \$10,000, while negotiations are in progress for the sale of two other valuable estates on Elm Hill avenue. Other transactions in the district and suburbs made up a good day for the week's opening.

May 16, 1904



May 17, 1904.

326 DARTMOUTH ST.

RESIDENCE RECENTLY BOUGHT BY CHARLES F. WRIGHT.

Every outlying district of Boston had a good representation in yesterday's record of conveyances, something that has not happened in a long time. While Dorchester and South Boston led with four each, Roxbury's two more than totalled in amount the former's figures. In the latter place one parcel of apartment houses has a taxable valuation of \$32,900. This was the banner sale of the day. In the other districts Charlestown had two, and West Roxbury, East Boston and Brighton one each. Beyond these districts, Brookline had a couple of conveyances carrying good prices, while Newton had four, one of a boulevard estate, assessed on a valuation of about \$20,000. City proper sales included one each in the North and West ends.

Cr.

May 3, 1904.



8 ST. PAUL ST.
DWELLING BOUGHT BY E. N. WHITCOMB.

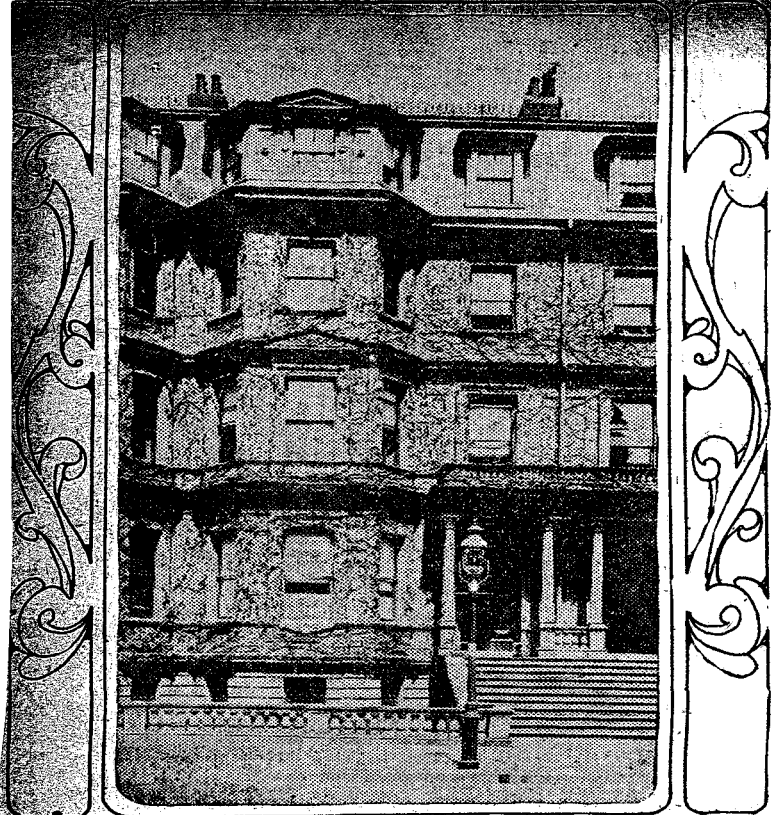
Of late there has been considerable trading in land lots in the districts, scarcely a day passing that these do not show well in the transfers at the registry. Yesterday land lot and dwelling sales were about equally divided. Business in the city was small, consisting of South and West end and Back Bay parcels of a medium price. On the contrary, the districts developed well in transactions, all but Brighton being represented in the day's work. Nothing of great value, however, was transferred in any of the places. Just now there is considerable activity in Cambridge and Brookline, and in both places medium priced parcels are in demand. Outside of the sections mentioned there was but little business reported.

May 4, 1904.



484 MASSACHUSETTS AVE.
ESTATE BOUGHT BY WILLIAM MURPHY.

Yesterday was not prolific in real estate transactions, either in quality or quantity. It was one of the poorest days in the districts in a long time. Now that the 1st of May is past there is something of a dearth in trading, as those who wished to dispose of their holdings did so before the assessors began their annual rounds. City conveyances were small, the only one of importance being a Marlboro street dwelling, having a taxable valuation of \$31,000. District trading was confined to Dorchester and Roxbury, but amounts were small. Cambridge and Newton had two each, one in the former place on Quincy street and in the latter on the corner of...



23 MARLBOROUGH ST.

DWELLING BOUGHT BY ARTHUR LITTLE.

ash.

May 5, 1904.

May 6, 1904.

In summing up the business of yesterday in real estate it may be said that it showed a fairly good day's work, so far as the city was concerned. The North, South and West ends were represented, as well as the Back Bay. In the latter section a Newbury street parcel was conveyed to Frank R. Kimball, advertising one recently purchased by him. Its valuation is placed at \$21,000, and one on Commonwealth avenue assessed on a valuation of \$36,500. Another sale involving about the same amount was of a Leverett street building. A South end property on Tremont street brought over \$13,000, and there were other small sales in the other sections. The districts developed a few sales, the largest in Brighton, where a section of the land on which the old Faneuil house once stood, was sold for improvement. Other transactions of moderate amounts were in Brookline, Cambridge, Newton and Hamilton.



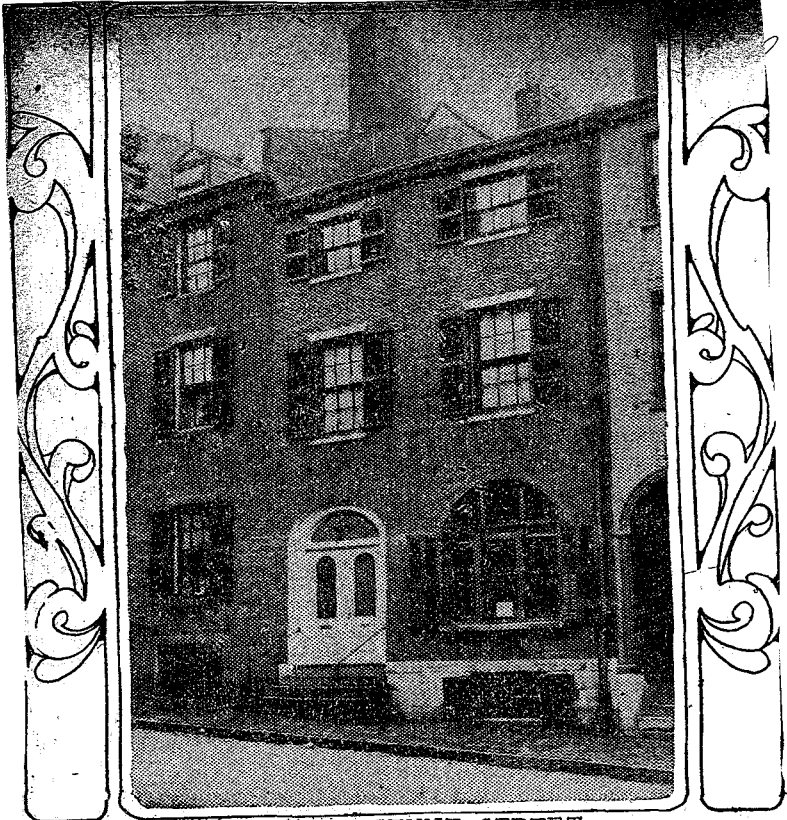
484 COMMONWEALTH AVE.

DWELLING RECENTLY BOUGHT BY CHARLES S. EATON.

Included in yesterday's real estate transfers was the reconveyance of the business structure on Washington street north, corner of Cross street, title to which passed to William T. Thorp, who now disposes of it. The property has an assessed valuation of \$69,000. Another city property conveyed is in the South end, where six brick dwellings pass to new ownership. This deal involved over \$25,000. District business has been fairly good of late and now Roxbury is having a boom. A large tract of land has just been sold, which will at once be lotted up and streets constructed. Several houses will also be erected as a lever to dispose of the rest. Dorchester reported three sales, one of which was on property valued at \$2,500, while other districts had fair trading.

Cr.

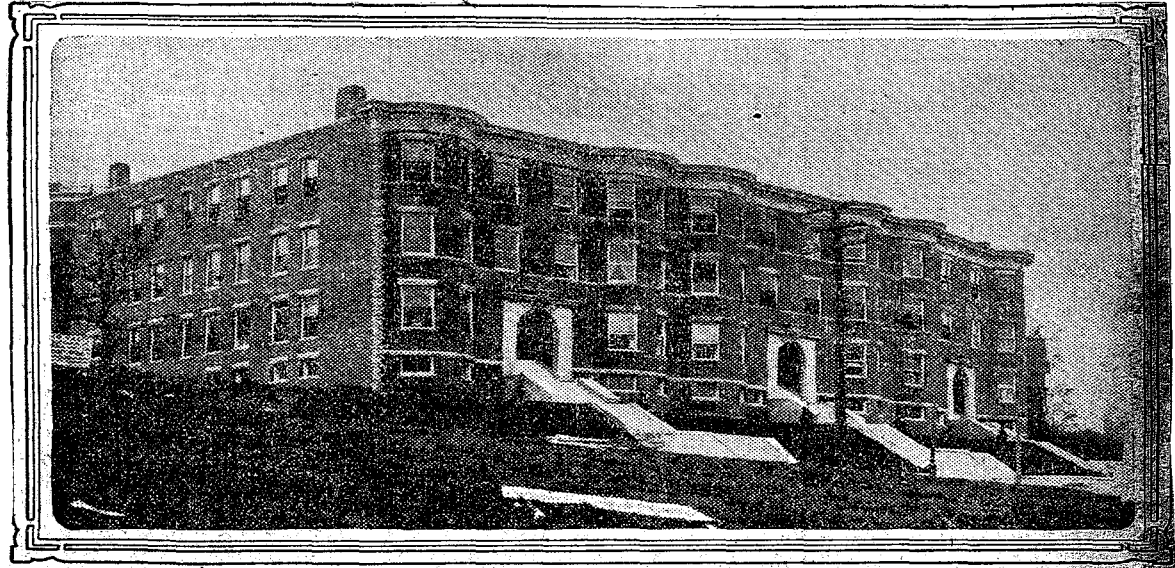
May 9, 1904.



48 CHESTNUT STREET.
CHESTNUT STREET PROPERTY RECENTLY SOLD.

While the real estate market may not be exactly termed as on the ebb, it certainly is not on the flow. Brokers who have been buoyed up by the hope that the first of May would bring better business are beginning to feel discouraged. The time of the harvest is passing, and yet the wealth which real estate should show at this period has not become a tangible factor. Yesterday's sales were few and of not great moment. Three South end properties were conveyed, and other city proper transactions were the sales of two sections of land in the Back Bay. One parcel carries a valuation of about \$40,000, and the other of \$50,000. District conveyances were not numerous, and of nearby places Brookline led with two sales of over \$10,000 each.

May 11, 1904.



1-3-5 COLBOURNE CRESCENT, BROOKLINE.
APARTMENT HOUSES SOLD TO BROOKLINE ASSOCIATES.

There were two features in real estate trading yesterday: The number of high-priced apartment houses conveyed and also large land tracts. Of the former the majority were in Brookline, where the Brookline Associates took over to a property valued at about \$30,000. Another Brookline apartment property, bought by Francis F. Whittier, is assessed on a valuation of \$17,800. In Dorchester a Brooke avenue parcel—eight brick houses—having a taxable value of \$24,200, was also transferred. In Newton several land parcels were sold, one aggregating 62,769 feet, and in Medford a lot of 123,765 feet passed to new ownership. City trading was light, as was also that in the districts.



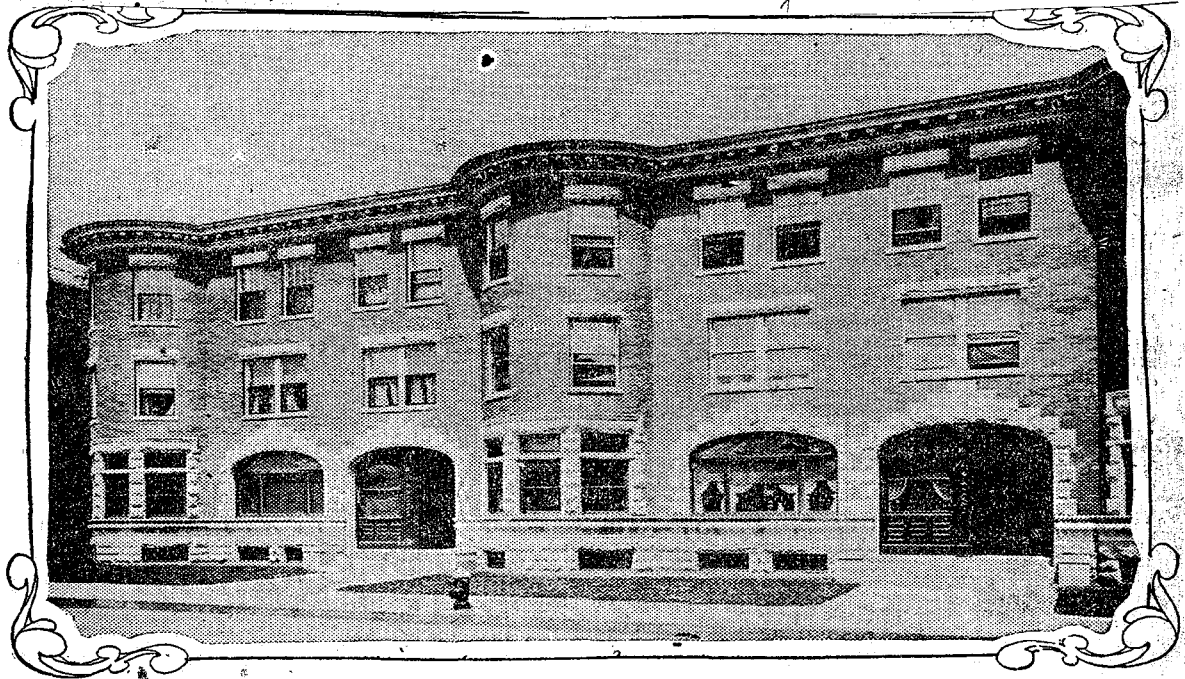
39 CHURCH ST.
PROPERTY BOUGHT BY JOHN BECK.

ash.

May 11, 1904.

There was quite a rift yesterday in the cloud of inactivity in city real estate matters, when sales were reported from every section. Leading off with a sale of Washington street property, assessed on a valuation of \$94,000, there were two from the North end, carrying valuations of \$10,700 and \$7800; two in the Back Bay, where two adjoining brick dwellings on Mountfort street were sold, having a total assessed valuation of \$34,000. Another was on Dundee street, valued at \$5000, and one each in the South and West ends, assessed on valuations of \$3000 and \$7500, respectively. District business was light, West Roxbury alone having more than a single sale. In Cambridge and Newton business held well, as it has of late, and Brookline reported a Naples road conveyance, carrying a sum of over \$11,000.

May 12, 1904



BACK BAY PROPERTY RECENTLY BOUGHT BY FREDERICK C. TISDALE.

One of the features of the real estate market yesterday was the handing down of the releases on the land required for the construction of Northern avenue and a bridge to the Commonwealth docks in South Boston. This involves considerable property near Oliver street. City proper sales were light, but three going to record, the largest being a dwelling on the corner of Columbus avenue and Chandler street. Others were on Greenwich street, South end, and North Margin street, North end. There was a varied amount of business in the districts and suburbs, and in the latter Cambridge reported the sale of a \$30,000 property on Massachusetts avenue, upon which a big apartment house will be erected.

Cr.

May 25, 1904.

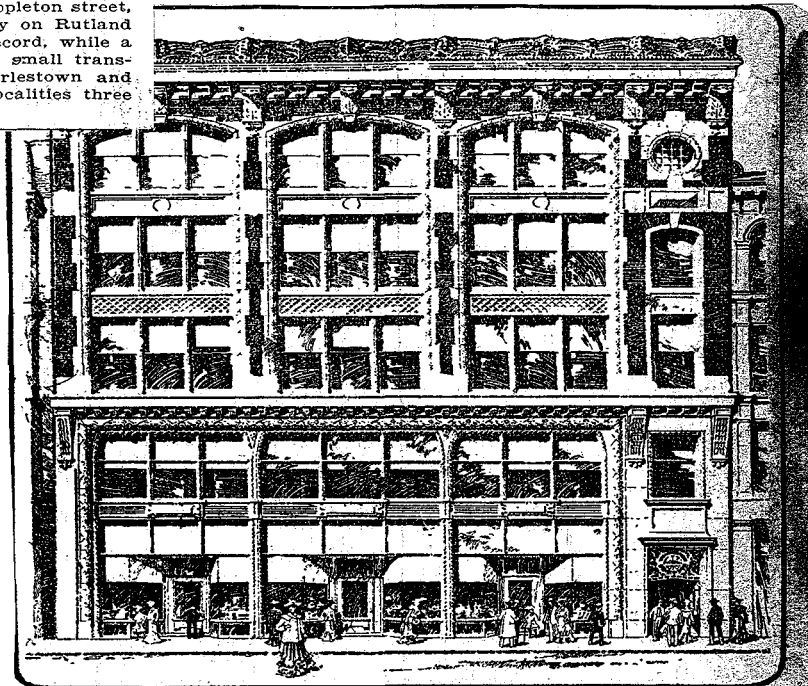


52-56 PURCHASE ST.

BLOCK SOLD TO TUFTS COLLEGE.

Although there was absolutely nothing doing in the way of realty trading in the down town or business section of the city, yesterday, yet the close of the day's business showed that in the Back Bay and South end residential districts there had been an unusually large number of sales recorded. In no case did the transactions involve a large enough amount to be denominated large deals, and the noticeable features were the transfer of interest in a \$150,000 property on Bay State road and a sale of three parcels on Warren avenue and Appleton street, involving valuation of \$23,300. The transfer of an \$8500 property on Rutland square and a \$4000 one on Lenox street completed the South end record, while a Staniford street transfer was the only West end transaction. Five small transactions in Dorchester, two in East Boston and one each in Charlestown and Roslindale furnished the bulk of district trading, and in outside localities three sales in Newton were the noticeable features.

May 26, 1904.



NEW BRYANT & STRATTON SCHOOL BUILDING ON BOYLSTON STREET.

For an exceedingly warm day there was a large number of documents recorded at the Suffolk registry yesterday, with a fair proportion in the nature of transfers. Among the lot several pretty good trades were noted, one of them being the conveyance of a Broad street business structure. This carries an assessed valuation of over \$47,000. Then in the Back Bay three adjoining parcels conveyed to the same grantee are valued at more than \$54,000. A Riverside street property sold by the Back Bay Trust involved about \$26,000. A minor sales in the city were noted. The districts were not so well represented as usual, but Brookline had a trade of two properties, each valued at

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May 28, 1904.

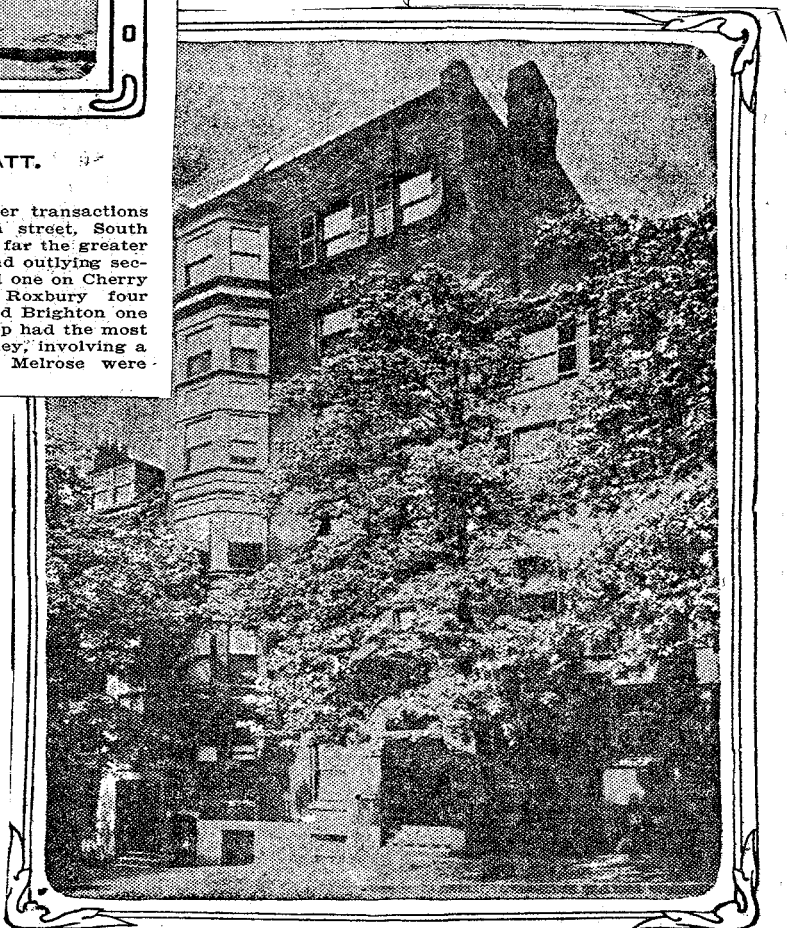
May 31, 1904



65-69 WAREHAM STREET

BUSINESS BLOCK SOLD TO CHARLES H. PRATT.

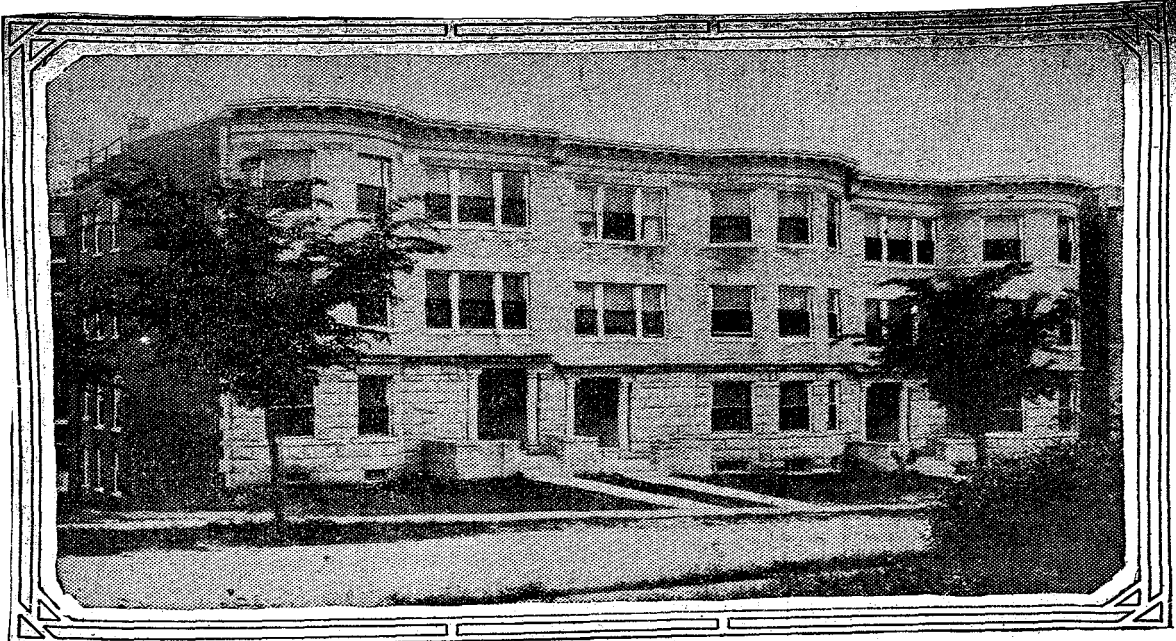
In yesterday's realty trading the chief feature in city proper transactions was the sale of a business property numbered 65-69 Wareham street, South end. It was essentially a day of the districts, however, and by far the greater number of transfers were of property in the various suburbs and outlying sections of the city. The sale of a West Cedar street parcel and one on Cherry street were the West and South end contributions, while in Roxbury four transfers were noted, and in West Roxbury, South Boston and Brighton one each were recorded. Of the out of town transactions Winthrop had the most noteworthy, in the sale of the old Taft property at Point Shirley, involving a taxable valuation of \$33,900. Cambridge, Newton, Milton and Melrose were also included in the list.



BEACON HILL PROPERTY RECENTLY SOLD.

Yesterday's real estate business was better than could reasonably have been expected, on a day coming immediately after a Sunday and a holiday, and included in the list of transactions were several Back Bay sales. This section, of late, has always produced one or two good deals when the other sections have been noticeable for mediocre transactions, and in this instance a \$41,000 Commonwealth avenue property, and one involving a taxable valuation of \$25,000, changed hands. Cambridge had two good sales, one of \$10,800 and another of \$12,500, while in Dorchester, West Roxbury, Charlestown and East Boston the sales were mostly of smaller properties.

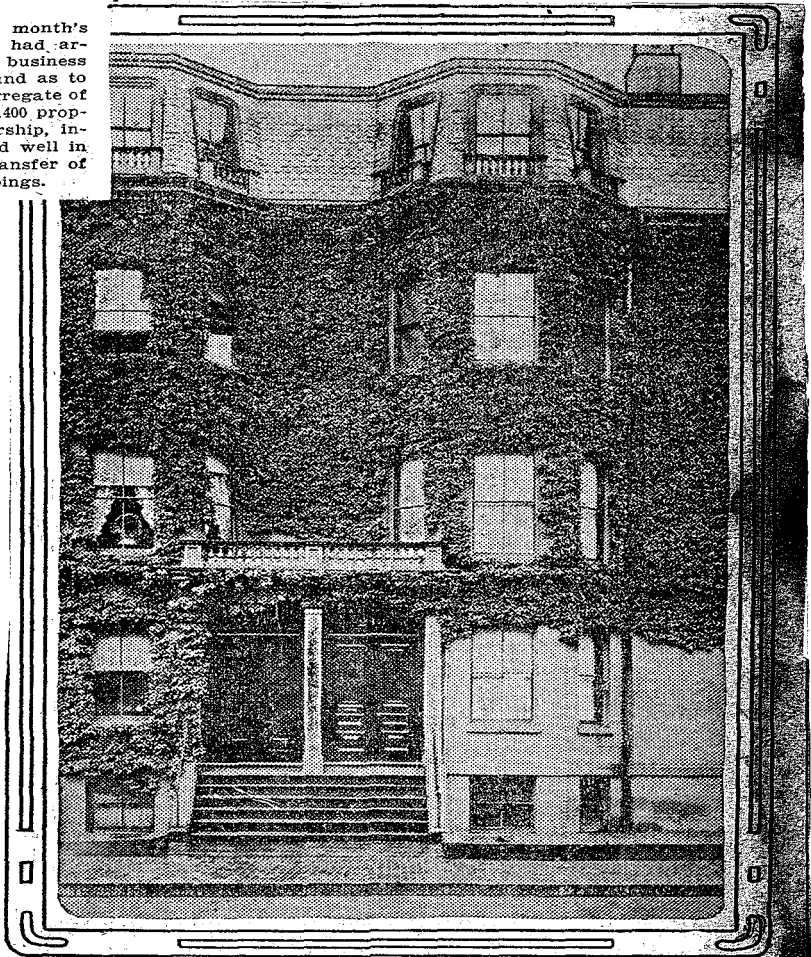
Cr.
June 1, 1904



BROOKLINE PROPERTY PURCHASED BY NELLIE L. TERHUNE.

If the business of the first day of June is to be a sample of the month's dealings in real estate, it would seem that the long hoped for boom had arrived, for not in many months has there been so great a volume of business transacted as that of yesterday. Both as to number of conveyances and as to quality, this is true, and three Back Bay transactions involved an aggregate of \$144,000 taxable valuation, while a Beacon Hill \$48,000 transfer and a \$36,400 property on Central street, in the business district, passing to new ownership, increased the total considerably. The West and South ends also figured well in the day's business, as did nearly all the districts. In Brookline, the transfer of a \$40,000 apartment house gave that section an interest in the day's doings.

June 2, 1904.

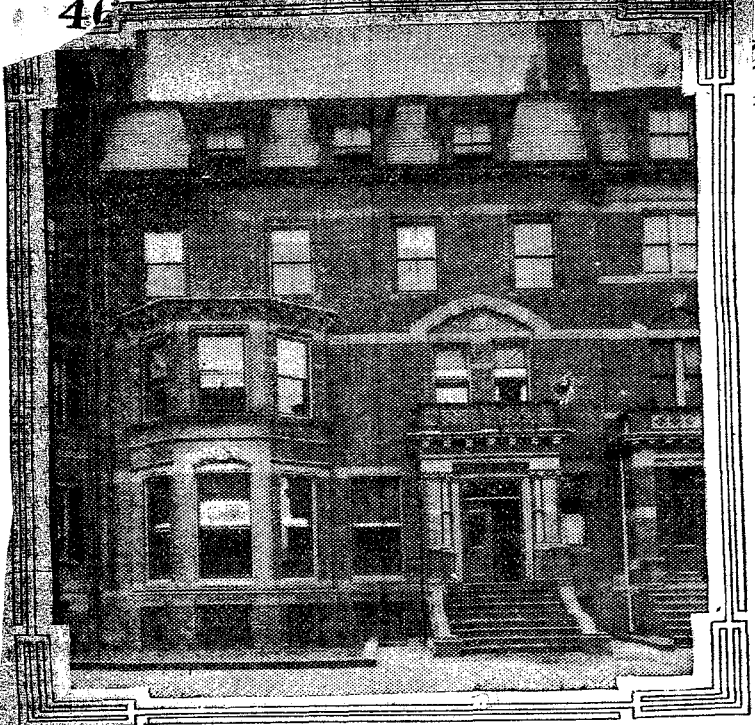


243 BEACON STREET
BACK BAY HOUSE BOUGHT BY MARGARET F. CASTLE.

Another good day for real estate dealings was yesterday, and the close of business of the Suffolk registry showed a good number of transactions recorded with several among them that helped the districts to take on an appearance of having a little boom. One of the most interesting transactions was that by which Simmons College acquired some 60,000 feet of land on Brookline avenue for eventual building of dormitories, the property being valued at \$55,000. In the Back Bay a \$21,500 Bay State road property, a \$7700 parcel on Durham street and a \$5300 one on Dundee street changed hands. A Wareham street manufacturing property in the South end and two West end transfers brought the districts into the day's dealings. The greater number of transfers, however, were in the districts, Roxbury having seven, Dorchester four, Charlestown and East Boston three. Outside, Winthrop, Cambridge, Newton and Brookline had each one or more good transactions recorded.

Cash.

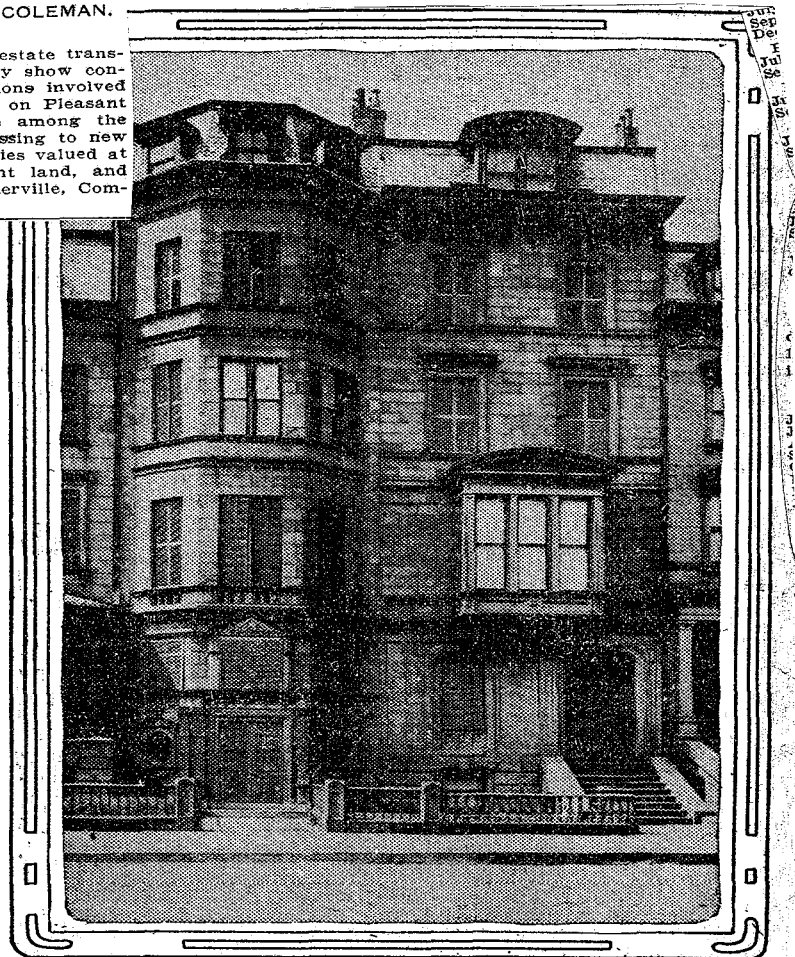
June 8, 1904



PROPERTY AT 82 MARLBORO STREET PURCHASED BY G. D. COLEMAN.

The South end claimed the greatest share of yesterday's real estate transactions, and the documents recorded at the Suffolk county registry show considerable business in that section, although none of the transactions involved high priced parcels. The principal conveyance was of a property on Pleasant street adjoining the Barnard Memorial, valued at \$20,500, while among the smaller ones, an \$8700 Milford street property was recorded as passing to new owners. Among the district sales, Dorchester had two, of properties valued at \$500 and \$7000 respectively; West Roxbury had two, one of vacant land, and South Boston had one. In the outside localities, Winthrop, Somerville, Cambridge and Chelsea had one each.

June 9, 1904.



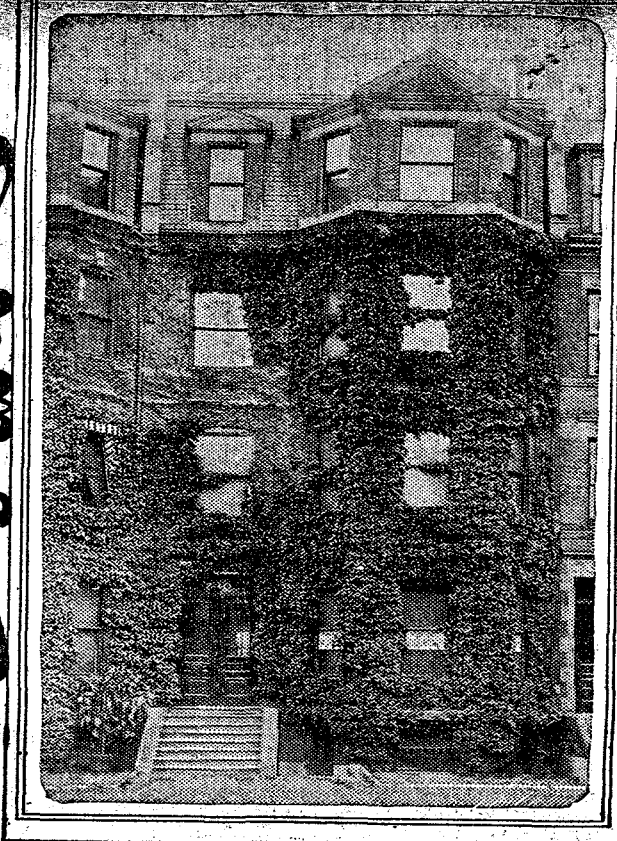
150-152 BEACON STREET.

PROPERTY BOUGHT BY EBEN S. DRAPER.

There was plenty of realty trading yesterday, and a great deal of it was of high class residential property. This was particularly true of Back Bay property which changed hands, and three valuable parcels which found new owners were located on Beacon street, Marlboro street and Commonwealth avenue, in the older Back Bay section. The Beacon street transaction involved a valuation of \$75,000, the Commonwealth avenue parcel is assessed on a \$28,000 basis, while the Marlboro street residence is valued at \$20,000. Several North and South end parcels were transferred, and the districts came in for a good share of the day's business, Charlestown having five transfers, Dorchester three, East Boston two, West Roxbury and Brighton one each. One Cambridge sale and two in the out of town transactions.

Cr.

June 10, 1904.

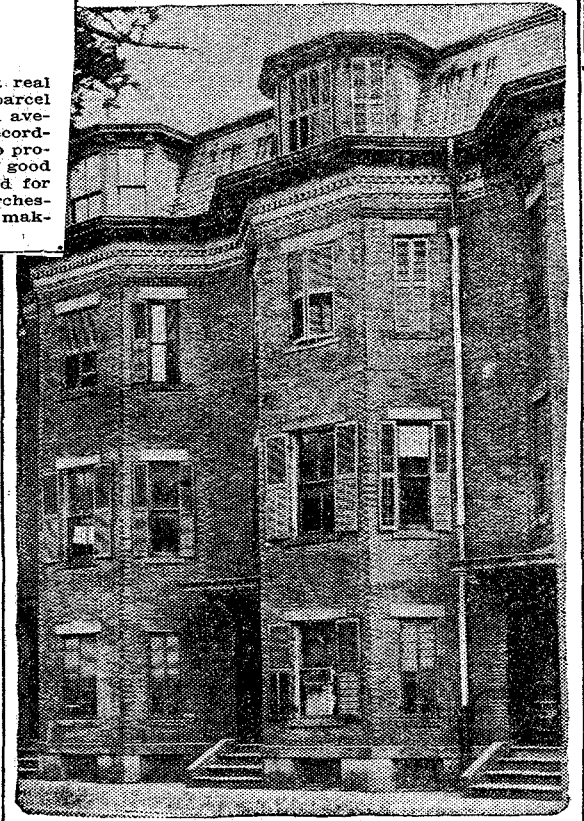


340 COMMONWEALTH AVE.

RESIDENCE PURCHASED BY LUCY A. DOWSE.

The South end was the scene of the principal part of yesterday's light real estate trading, and here three transfers of property were noted, a \$10,000 parcel on Pembroke street and two smaller ones on Camden street and Harrison avenue being included. There has not been so small a number of documents recorded in the Suffolk registry for some time. For once the Back Bay failed to produce its usual quota, although negotiations are under way for a number of good properties in that section, and the brokers have many houses scheduled for early sale. The district trading was confined to small properties, one Dorchester dwelling, an East Boston apartment house and a \$11,000 Newton estate making up the bulk of that business.

June 13, 1904



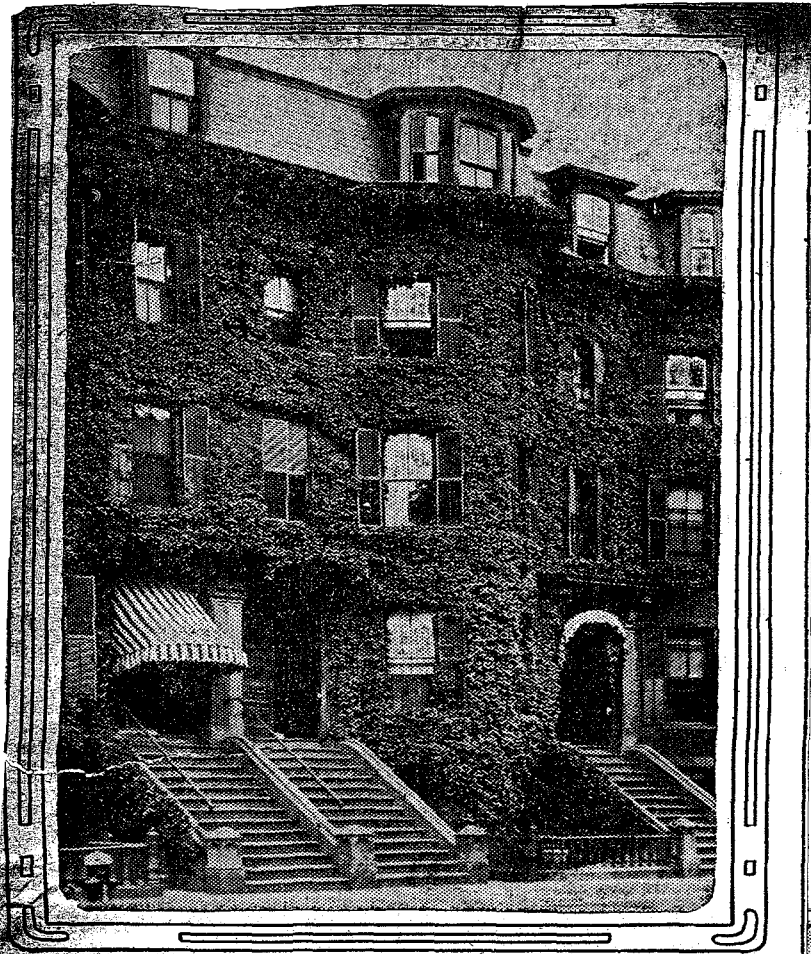
42 APPLETON STREET

PROPERTY PURCHASED BY GRACIE L. NELSON.

Residential properties in the North, West and South ends formed the bulk of the trading in realty yesterday. In the South section of the city, an Appleton street dwelling, valued at \$8500, and a Pembroke street estate, valued at \$11,500, were transferred. In the West end a South Russell street dwelling of \$5500 valuation, a \$3300 Kennard avenue parcel and an \$8200 Myrtle street property changed hands. The North end transfer was a dwelling on Wiggin street. In the districts, Dorchester and Roxbury had the best of the business, a block of unfinished houses in Dorchester selling for \$32,500, the best district transaction.

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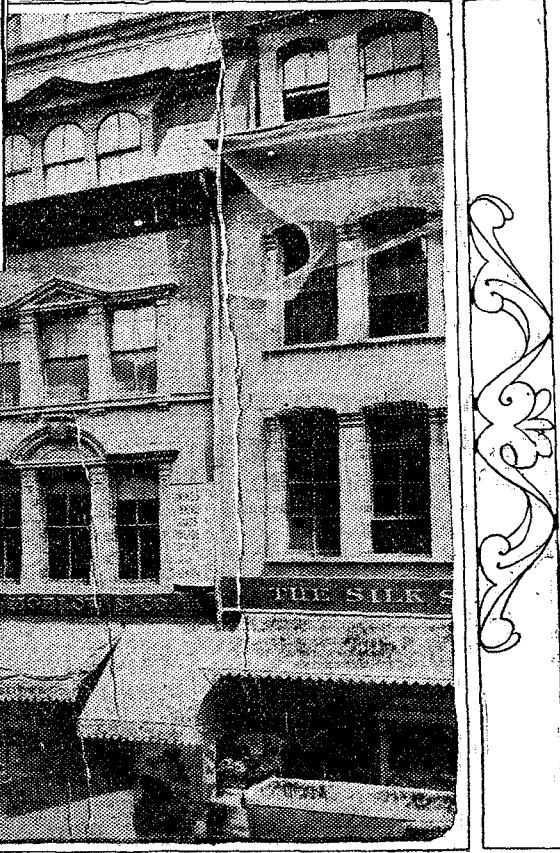
June 14, 1904.



139 PEMBROKE STREET
PROPERTY PURCHASED BY GEORGE H. METCALF.

There were more signs of activity in the real estate market yesterday than have been noticeable for several days, and the result was a lively day in city and district residential property trading. Two valuable Back Bay properties were among those to change hands, one a \$30,000 Beacon street estate, the other a Fairmount street dwelling. Two South end transactions were recorded, one of them involving a \$17,000 Massachusetts avenue parcel. In the districts, the West Roxbury transactions numbered four, the Roxbury three, Charlestown three, while East Boston, Dorchester and Brighton had one each.

June 15, 1904.

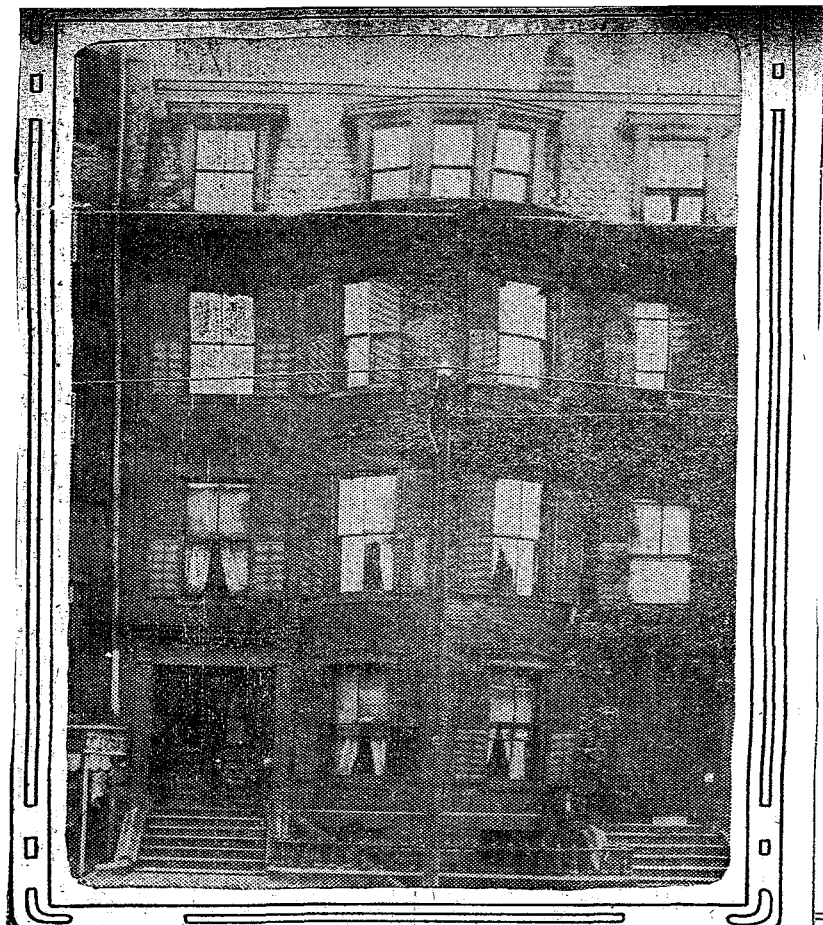


56 TEMPLE PLACE.
PROPERTY PURCHASED BY OLD COLONY TRUST COMPANY.

There was enough doing in the real estate field yesterday to make up for many poor days, and not for a long time has so much valuable property changed hands. The business section, the Back Bay and, in fact, all the different districts had a share of the business. The largest transaction was the purchase of a Temple place property involving valuation of \$168,000, and the next best was a transfer of property at Washington street and Dix place, valued at \$147,000. Agreements for the sale of a \$21,000 residence on Beacon street and a \$22,000 estate on Newbury street were announced, and valuable Waltham street and Harrison avenue properties also changed hands.

Cr.

June 16 1904

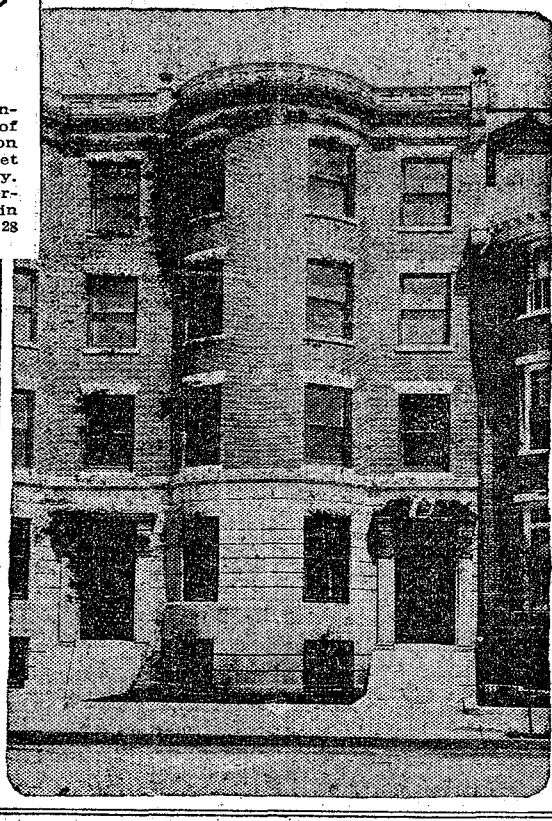


308 COLUMBUS AVE.

PROPERTY TRANSFERRED TO MARGARITE SAFFORD.

While yesterday was a holiday for nearly all the real estate brokers, considerable realty business came to light. The chief transaction, which will be of interest to all property owners on the line of the proposed new Washington street tunnel, was the settlement with the city for one of the recent Ash street takings by the Transit Commission, and for which \$65,000 was paid by the city. While the Suffolk registry was open as usual, few documents actually transferring property were filed. The previous day, however, was one of the largest in many months, with the total number of documents filed reaching 163, which is 28 better than on June 1, the best day for several years up to that time.

June 20, 1904.



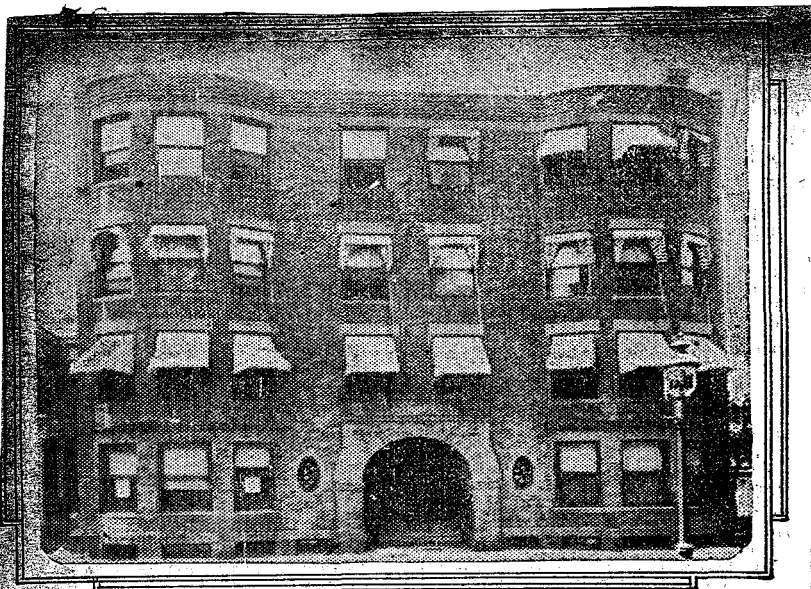
159 BAY STATE ROAD.

RESIDENCE BOUGHT BY WILLIAM E. MERRILL.

What realty business there was yesterday was confined mostly to the districts, and the only transfer of city property holdings recorded at the Suffolk registry was that of the Temple place property recently purchased by the Old Colony Trust Company. The district transaction most worthy of note was the placing of a \$250,000 mortgage on some of the Boston Wharf Company's holdings in South Boston, which is for the purpose of raising funds for improving other portions of the property. Two good sized Brighton dealings involved a large lot of cheap land on North Beacon street, and an apartment hotel on Highgate

ash.

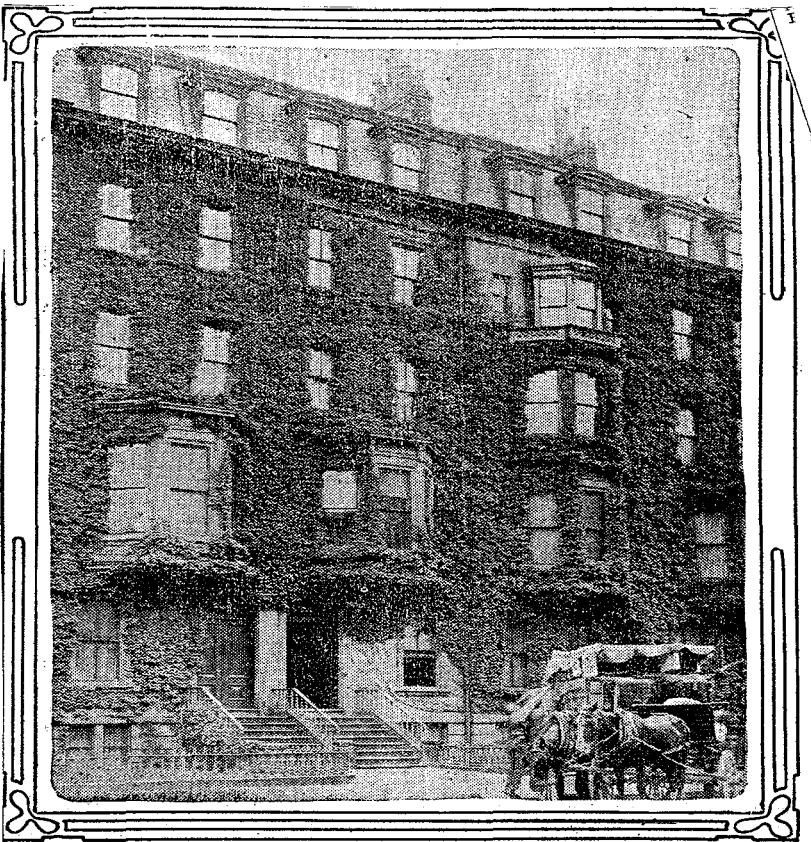
June 21, 1904



17 HIGHGATE ST. ALLSTON.
BRIGHTON APARTMENT HOTEL RECENTLY SOLD.

The realty market appeared yesterday to have recovered from the effect of last week's holiday, or whatever else has kept it lethargic for a couple of days, and the result was several interesting transactions. The retail business section again furnished material for a transfer, a \$30,500 Jackson place parcel being conveyed, while a long term lease of Washington street property was also recorded. A valuable piece of Beacon street land was sold, and final papers in the sale of a Beacon street property, near Dartmouth street, valued at \$21,000, went to record. In the districts, the dealings were mostly in small residential properties.

June 22, 1904

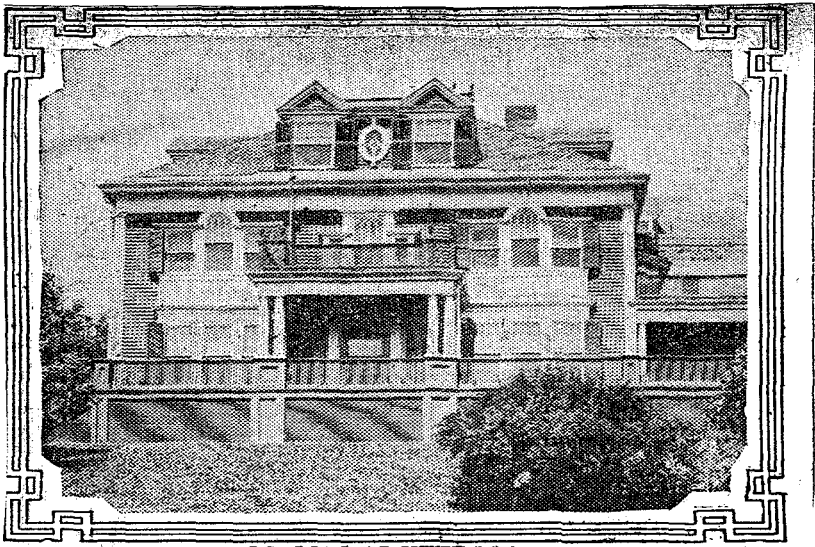


227 BEACON ST.
RESIDENCE PURCHASED BY DR. E. A. CODMAN.

A very fair day's business in real estate marked the closing of the Suffolk registry, where many documents were recorded, although not so many as on Tuesday, when 159 of all kinds were filed. The West and South ends had the bulk of the transfers, and in the first named sections a \$10,300 Irving street parcel, a \$9300 Causeway street property, and one valued at \$7800 on Leverett street were conveyed. In the South end, an \$8500 West Rutland square estate and a \$4800 parcel on Carver street were transferred. In the districts there was a fair business, Roxbury leading with the transfer of five residential properties. The purchase of a large amount of land on the shore of Spy pond, Arlington, was also noted.

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June 23, 1904

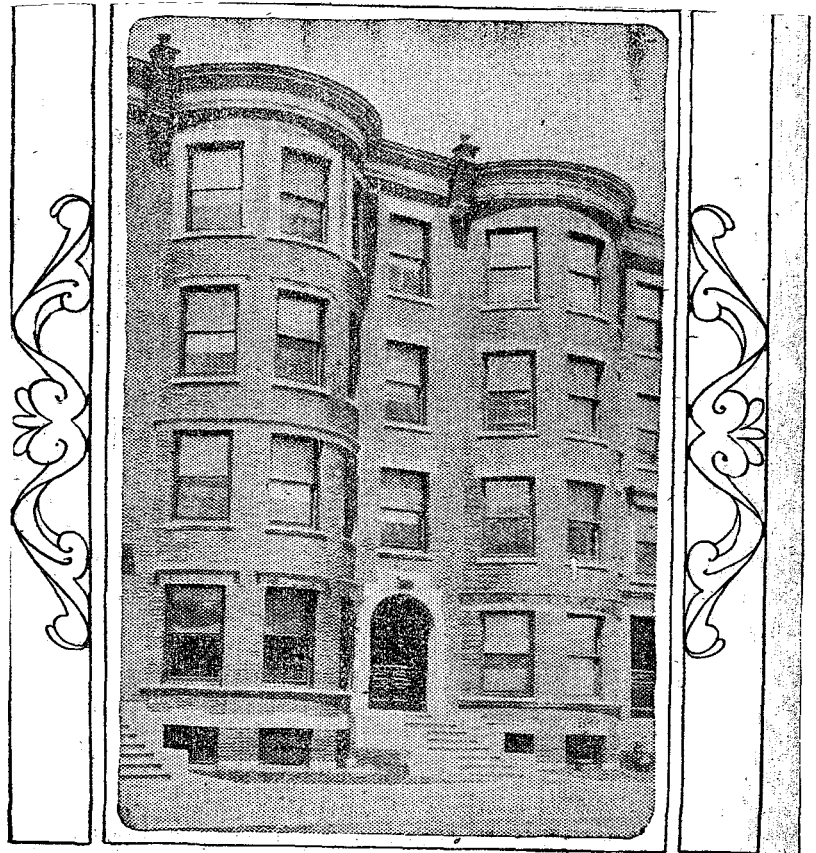


22 MASON TERRACE

BROOKLINE ESTATE BOUGHT BY EMILY J. WYMAN.

There was enough doing in the real estate field yesterday to make the hopeful think a boom was on, and investment property had the call in all sections of the city. The largest transaction was the sale of a Staniford street group, valued at \$43,000, and next came a Friend street transaction, where a \$29,000 property changed hands. In the Back Bay a \$15,000 Ivy street property was sold and a \$5000 Dundee street parcel transferred. The district trading was somewhat lively, and in the out of town sections the sale of a \$11,000 Brookline estate was the noticeable feature.

June 24, 1904



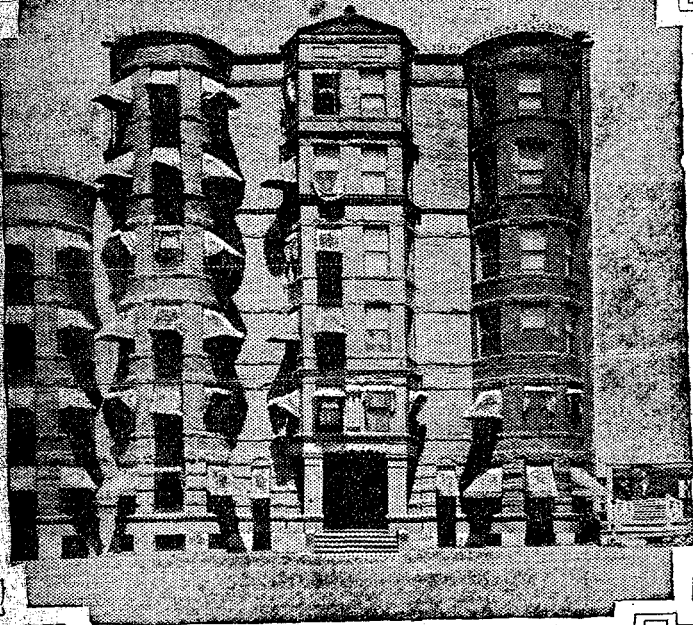
9 IVY STREET

BACK BAY PROPERTY RECENTLY SOLD.

With a fair day's business recorded at the Suffolk registry, there were several real estate transactions put through that were of considerable interest. The chief transfer was of the Hotel Regent, the Beacon street apartment house, which is assessed on a \$68,000 valuation. A number of West end transactions were recorded, and the North and South ends also had some business. The district trading was rather light, but there was more doing in the out-of-town sections, and there the purchase by the town of Brookline of three estates on Washington and School streets valued at \$3,000 was the most noteworthy.

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June 27, 1904

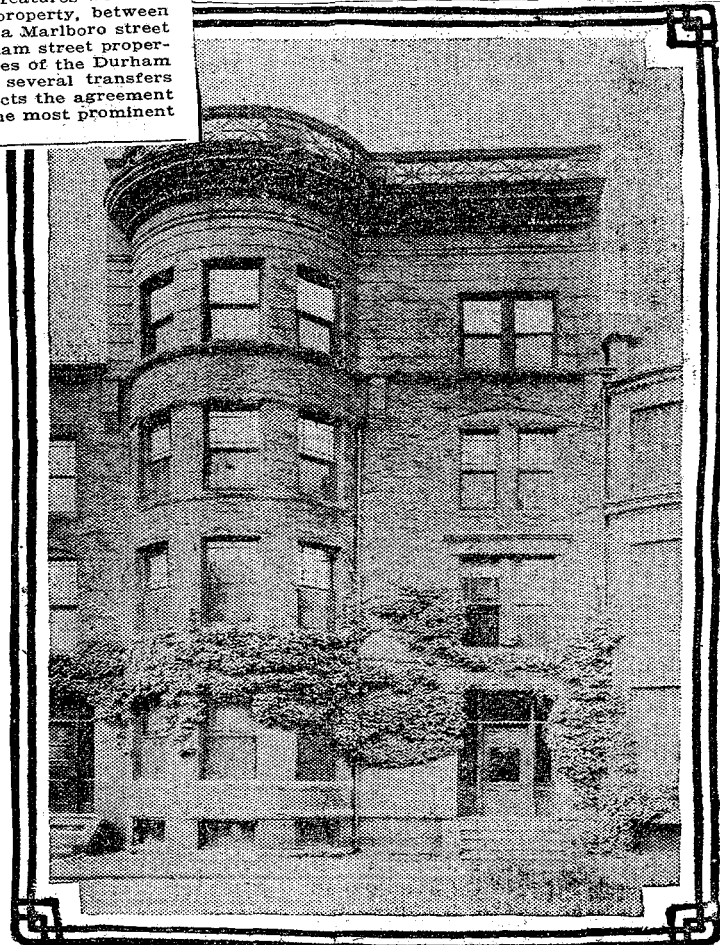


HOTEL REGENT,
780 BEACON ST.

PROPERTY TRANSFERRED RECENTLY TO EDNA R. MITCHELL.

In yesterday's real estate transactions the most noticeable features were the agreements for the sale of another Beacon street residential property, between Exeter and Fairfield streets, valued at \$33,000, and the sale of a Marlboro street property valued at \$24,000. Transfers recorded of several Durham street properties was made because of the resignation of one of the trustees of the Durham Street Trust. In the districts there was some little activity, several transfers being of vacant land, for improvement. In the outlying districts the agreement for the sale of a large Brush Hill road (Milton) estate was the most prominent transaction.

June 28, 1904

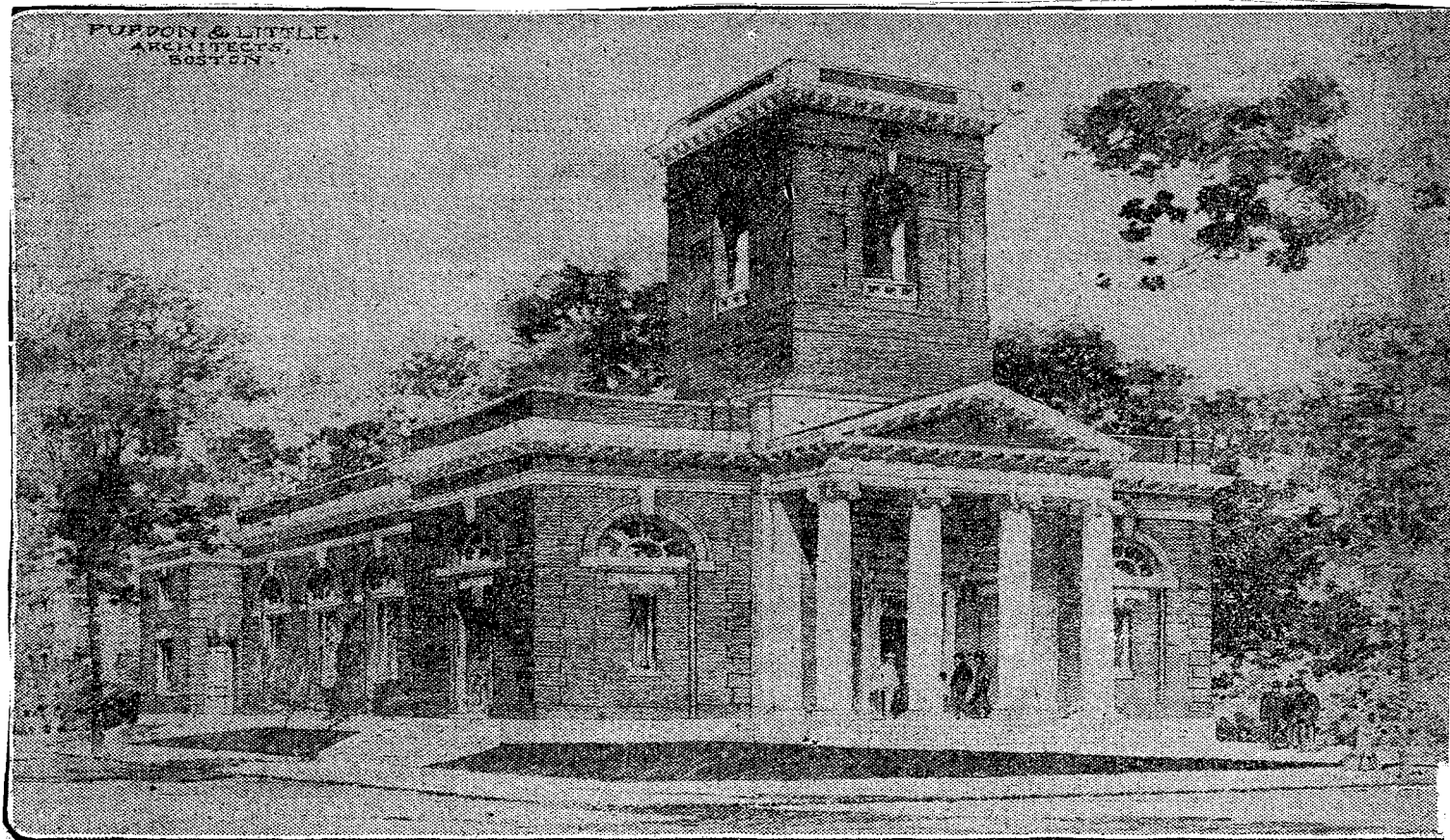


PROPERTY AT 431 MARLBORO STREET SOLD TO FANNIE D. ERHARDT.

In yesterday's real estate transactions, a large proportion of which were in the districts, one transfer in each of the three sections, the North, West and South ends, was recorded. These were a Holyoke street residential property, and investment properties on Hull and Barton streets. In the districts, the most important transaction was the signing of agreements for the sale of a 35-acre tract of land in Jamaica Plain. The trading in the other districts was mostly in the way of residential. High priced properties, bought in most cases for occupancy.

Cash.

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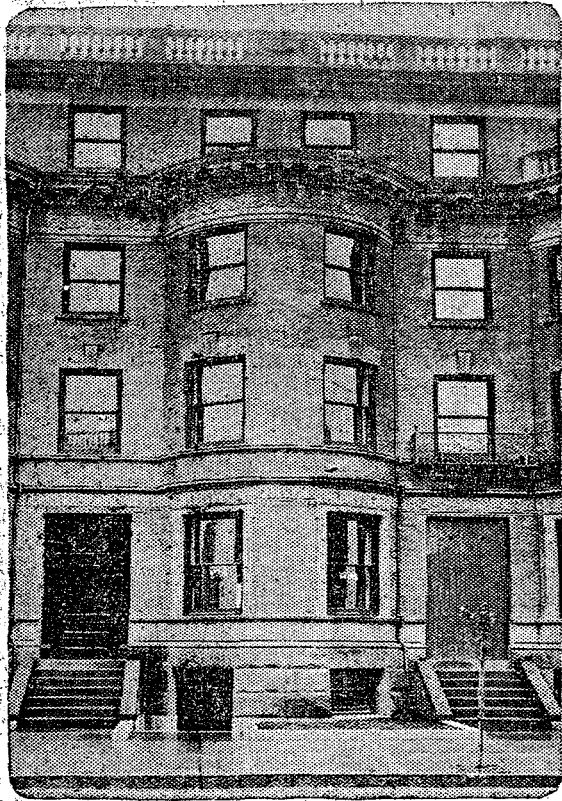
NEW CHURCH OF THE DISCIPLES ON PETERBORO STREET, BACK BAY.

Two valuable city properties were included in yesterday's real estate transactions, one of them a Beach street business block, valued at \$35,000, which was not transferred, but for the sale of which agreements were signed by the parties, and the other a residential property on Bay State road, in the new Back Bay, purchased by the Hon. A. E. Pillsbury for occupancy. Outside of these two transactions, the bulk of the day's business was in the districts, a considerable activity was noticeable. Dorchester, as has been the case for several days past, led in the number of transactions, with six, all of reasonable value, valued at from \$2900 to \$9000. A Roxbury transfer of a \$13,500 property on Blue Hill avenue and the conveyance of a \$22,300 property on Beacon street, Brookline, were the two most noteworthy transactions outside of the city proper dealings. Several Newton properties, one of them an estate containing 100 acres of land, were also recorded as passing to new ownership. The picture of the new edifice to be built for the Church of the Disciples on Peterboro Street, printed above, is the first publication of any cut of this handsome building, and gives a very adequate idea of how the new church will look.

June 29, 1904.

ash.

June 30, 1904



175 BAY STATE ROAD.

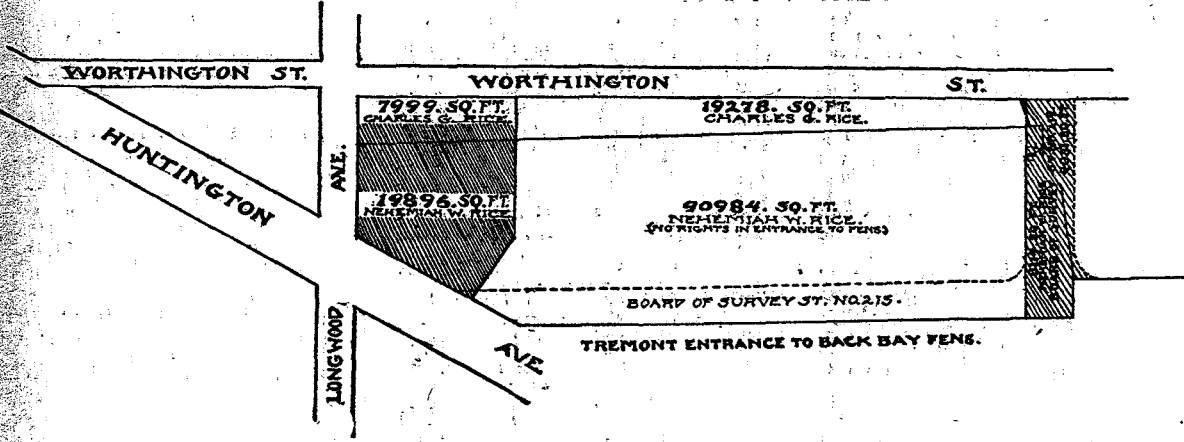
ESTATE BOUGHT BY ALBERT E. PILLSBURY.

The realty transactions of yesterday included the sale of several good properties, particularly in the Back Bay, where a \$60,000 Commonwealth avenue estate and an \$18,000 Boylston street parcel were conveyed. In the Beacon Hill section the final papers were passed in the sale of a \$35,000 Chestnut street apartment house, and in the South end a \$18,000 Edinboro street property was conveyed, and an East Brookline street parcel was put under agreement of sale. In the districts, a very fair business was done, Dorchester leading in the number of transactions, while in Roxbury several transfers of valuable property were recorded. The month's business, as shown in The Herald's list of properties valued at \$20,000 or over, shows that the business has held its own remarkably well during June.

REALTY FEATURE OF THE DAY WAS SALE OF CHURCH OF THE DISCIPLES BUILDING

Cr.

Bought by the Presbyterian Extension Board for Occupancy by the First United Presbyterian Church—Several Sales of Small Sized Properties in the South End—Other Dealings.



TAKINGS FOR NEW SCHOOL BUILDINGS ON WORTHINGTON STREET. Shaded Spaces Show Land Not Taken. Black Space Shows 33-Foot Parcel Taken.

The real estate dealings of yesterday were enlivened by the sale of the Church of the Disciples, at the corner of Warren avenue and West Brookline street, the price paid being \$35,000. This was \$15,000 less than the assessed valuation of the property. This was the principal feature of the day's business so far as the city proper was concerned, although a number of transfers of small South end properties were recorded. The districts showed a very fair business, and in the outside sections the sale of a Brookline lot, on Beacon street, valued at \$11,500, was the principal transaction. There is a very noticeable increase in the sale of vacant land throughout the suburbs to purchasers who are buying for improvement.

SEMI-ANNUAL FIGURES OF REAL ESTATE TRUST STOCKS.

The semi-annual statement of the condition of the inactive real estate trust stocks, land and wharf companies which Burroughs & DeBlois issue is printed herewith. The publishers have used every effort to have the lists exact and correct in every particular, and in case of any errors will be glad of notification from any one interested. The active trusts do not appear in this list, as they are quoted in the monthly circular issued by the firm. The values given are approximate.

INACTIVE REAL ESTATE TRUST STOCKS, LAND AND WHARF COMPANIES. [Copyright, 1904, by Burroughs & De Blois.]

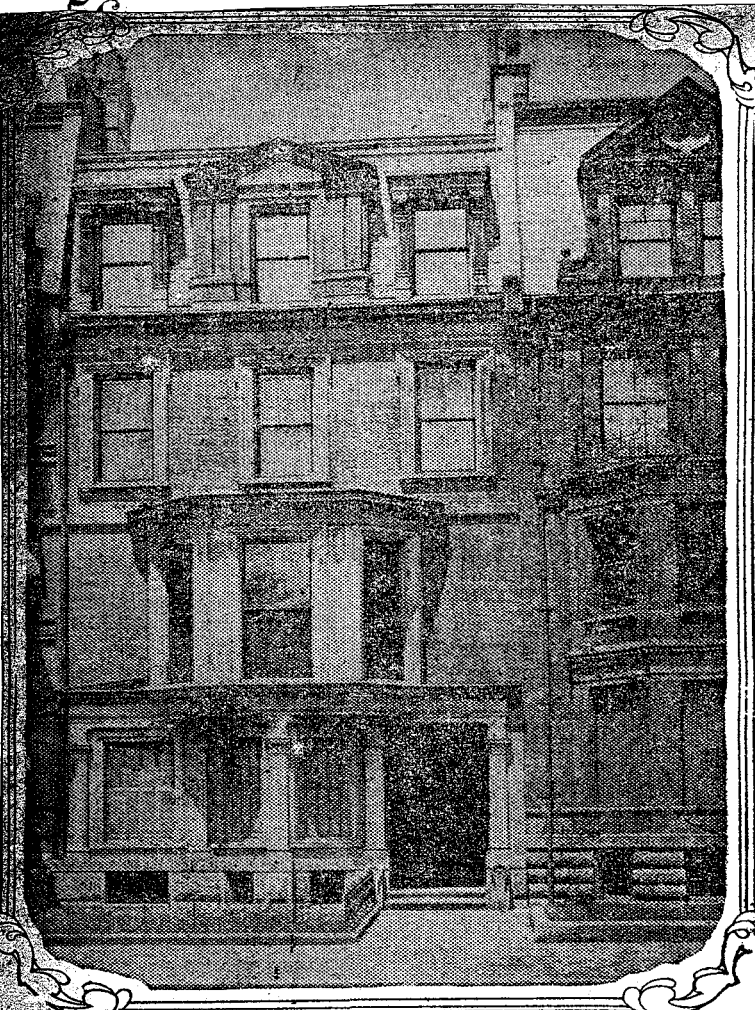
Table with columns: Company, Capital stock outstanding, Mortgages outstanding, Par. value, Annual dividends, Approximate value. Lists various companies like Aberdeen Land Co., American Bank Building of Kansas City, etc.

July 1, 1904.

Table with columns: Company, Capital stock, Mortgages, Par. value, Annual dividends, Approximate value. Lists various companies like Bank of Maine, Boston Water Power Co., etc.

Cash.

July 5,

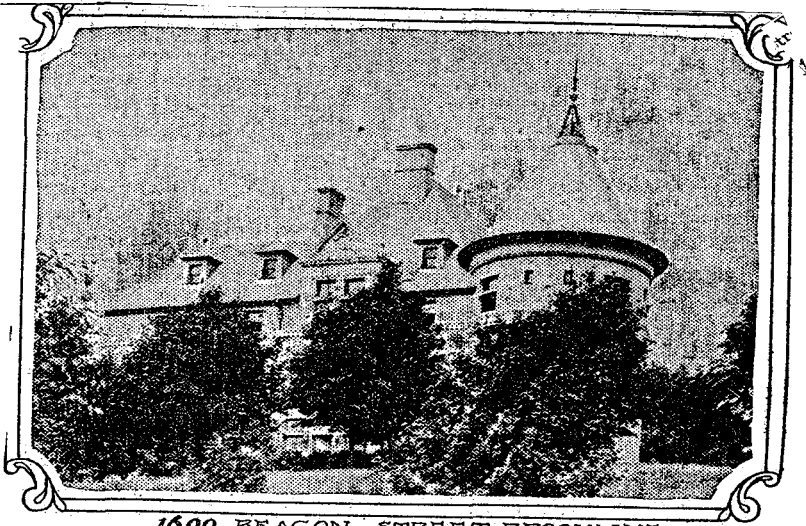


267 COMMONWEALTH AVE

PROPERTY PURCHASED BY WILLIAM H. AMES.

In yesterday's real estate dealings the most noteworthy transaction was the conveyance of three dwelling houses on Northampton street, near Shawmut avenue, all assessed on a \$15,000 valuation. The business transacted at the Suffolk registry was necessarily of a light character, following the Fourth, a number of suburban properties were recorded as changing hands. Chief among these was a Brookline estate, next that of Eben D. Jordan, valued at \$27,000. Several smaller suburban estates also changed hands. Settlements made by the city with owners of property taken on Scotia street were also noted.

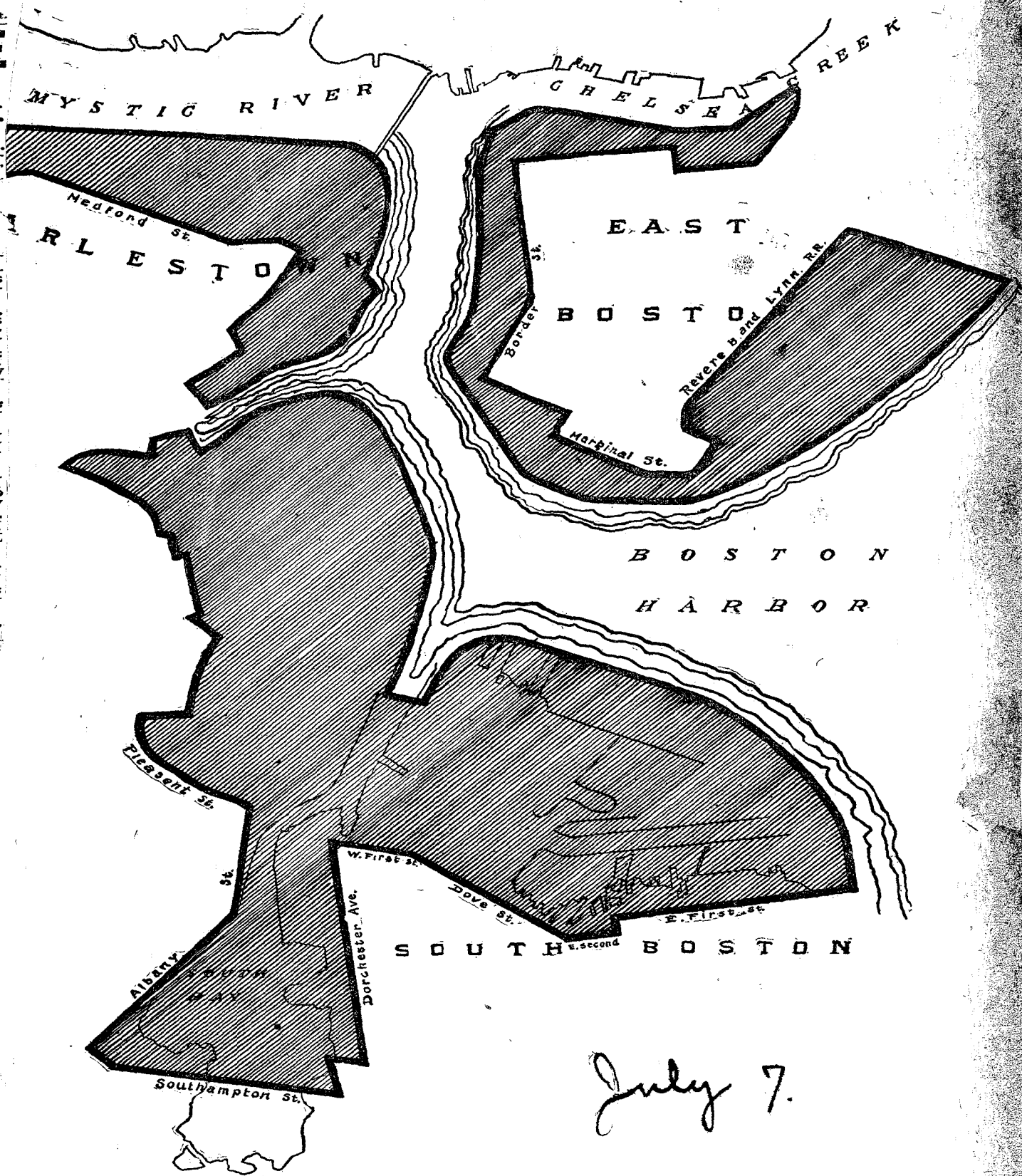
July 6, 1904



1600 BEACON STREET BROOKLINE,
BROOKLINE PROPERTY RECENTLY CONVEYED.

The real estate market yesterday had something of a strong recovery from the depression following the holiday, and several good properties changed hands. Interest in a Blackstone street parcel valued at \$103,400 was transferred, as was an interest in several parcels in the retail district, all assessed on a valuation of \$333,300. Several good South end properties changed hands, one on Washington street, near Arnold street, valued at \$12,800 being conveyed, as was a \$13,000 property on Washington street, near East Canton street. In the districts there was considerable doing in the way of moderate priced residential properties.

Queer Conditions Arising from the New Districting of the City by the Commission of Buildings—Real Estate Men Think the Law the Worst Blow Their Interests Have Ever Received—Lease of Broad Street Property.

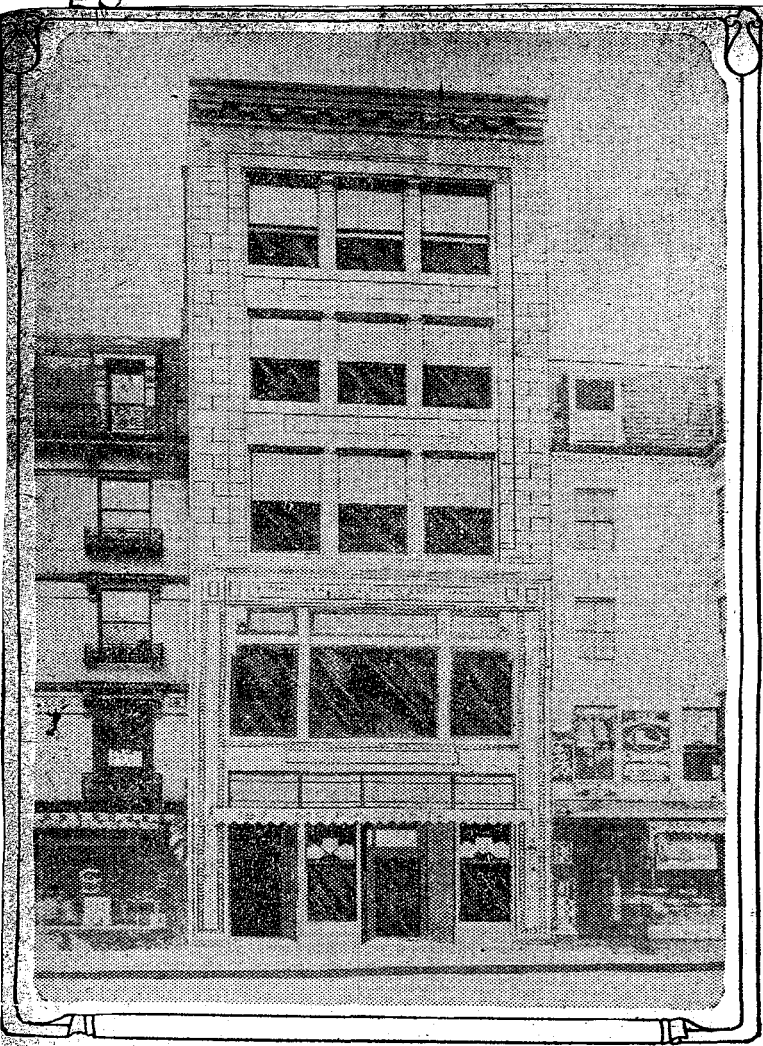


MAP SHOWING THE NEW DISTRICTS OF THE CITY IN REGARD TO HIGH BUILDINGS. Space Shows "Districts A," Where Buildings Over 80 Feet in Height May Be Built. All Other Sections of the City Are "Districts B."

There were several transfers of property in the South end included in yesterday's real estate dealings, one being of a Warren avenue property, valued at \$10,000, and another of an Appleton street parcel, assessed on an \$8400 valuation, and a third of a Massachusetts avenue residence, valued at \$5500. Another South Boston property, just over the line in Roxbury, on Shawmut avenue, valued at \$17,600, was also conveyed. In the district the great bulk of the day's trading was in residential property, with some investment properties and vacant land, two West Roxbury transfers being of the latter class, one in Dorchester. Several properties in Newton changed hands, and one in Chelsea, among the out-of-town transactions. Several long leases have been completed, including one of a Broad Street building and another of a Marlboro street residence.

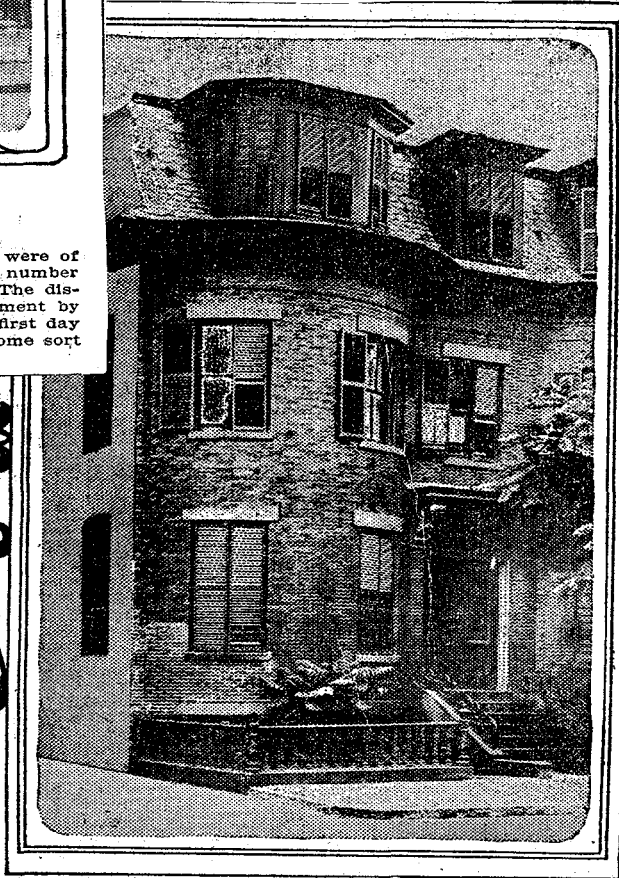
ash.
July 8,

July 25.



NEW FRONT OF STATE Y. M. C. A. BUILDING.

In the real estate dealings of yesterday the districts had all there were of any size in the way of transfers, although there was a fairly good number of mortgages affecting the city proper filed at the Suffolk registry. The district conveyances were, in many cases, of vacant land, for improvement by dwellings, and the rest were of residential properties. This was the first day this summer that the city proper has failed to produce a transfer of some sort of property, which is a very good record for this time of year.



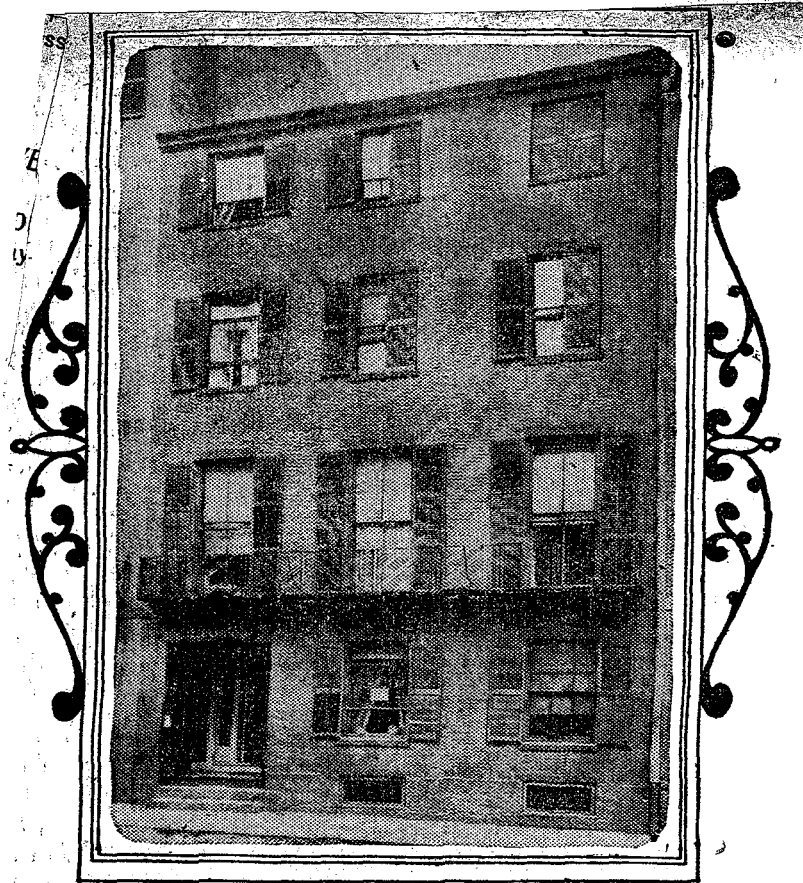
109 E. BROOKLINE ST.

PROPERTY RECENTLY BOUGHT BY LOUIS POKROISKY.

Yesterday's realty trading developed several good propositions in the way of conveyances, the most important being that of an apartment hotel at the corner of Washington and West Concord streets, South end, assessed on a valuation of \$72,500. Two of the other transfers of city property also involved South end parcels, one on Camden street and one on Oswego. Beacon Hill also had one, a \$32,000 property, in Ashburton place. The extent of present dealings in real estate is shown by the record of documents filed last week at the Suffolk registry, which shows more transfers and more mortgages recorded than in the same week for several years past.

Cr.

July 26, 1904.

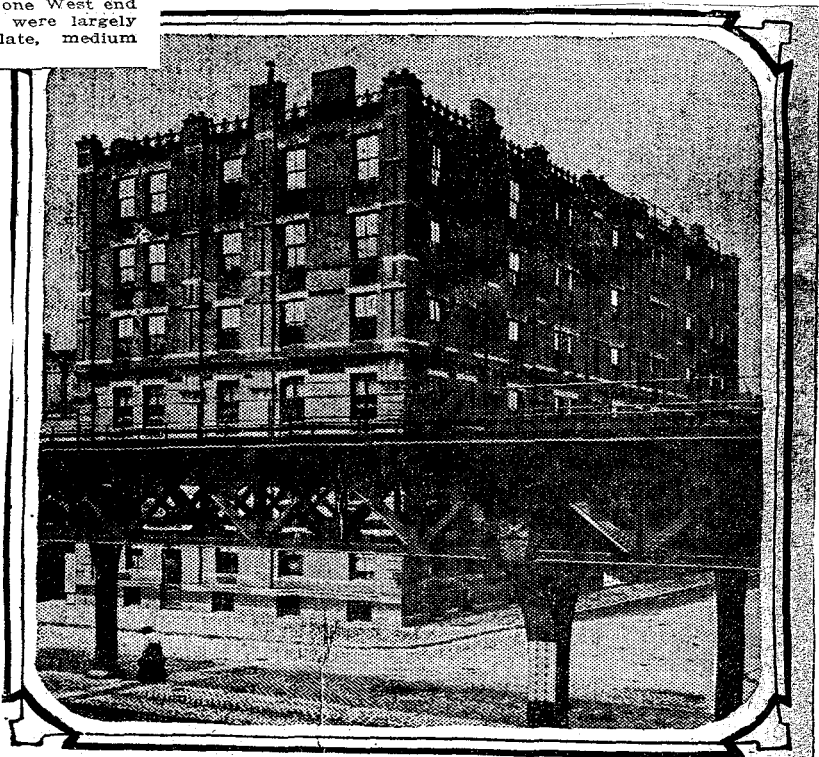


5 ASHBURTON PL.

PROPERTY CONVEYED TO ELLEN L. HEMENWAY.

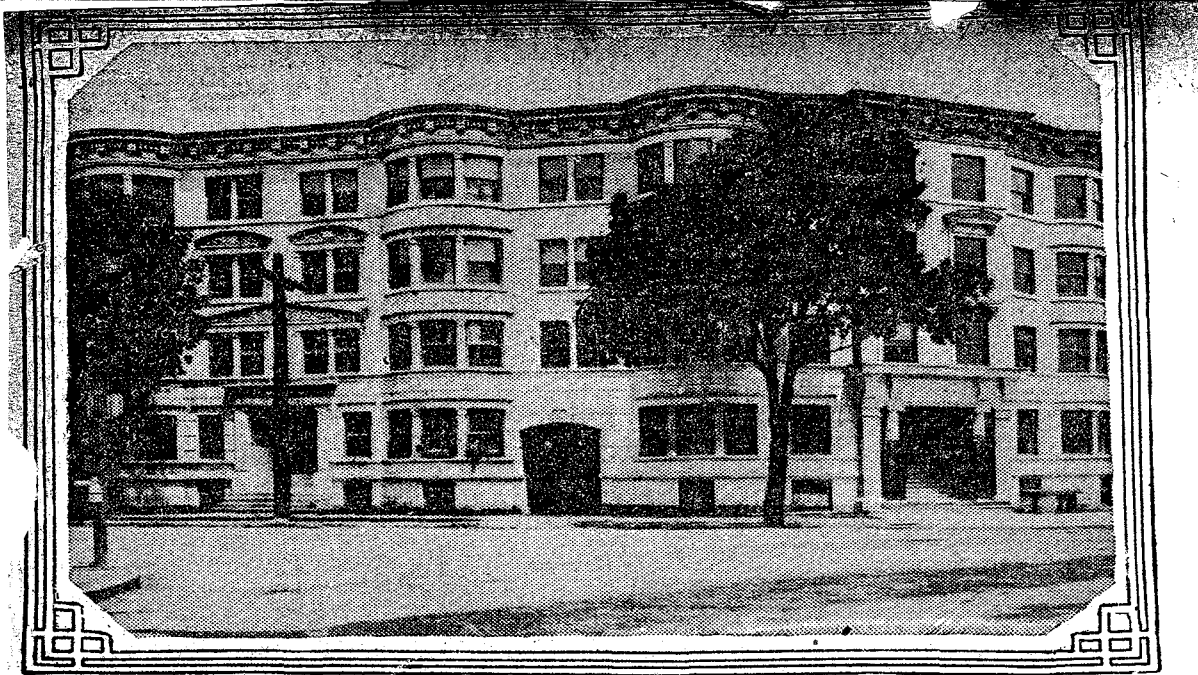
Yesterday's realty transactions included quite a goodly number of conveyances of residential property in the city proper and in the suburbs. In the city properties transferred, a St. Germain street, Back Bay, parcel, two South end parcels, one on Hudson street and one on Seneca street, and one West end property, on Spring street, were included. The district dealings were largely in the parcels in which there has been considerable activity of late, medium priced residential properties.

July 27, 1904.



SOUTH END PROPERTY RECENTLY CONVEYED.
Hotel Chatham, 1641 Washington Street.

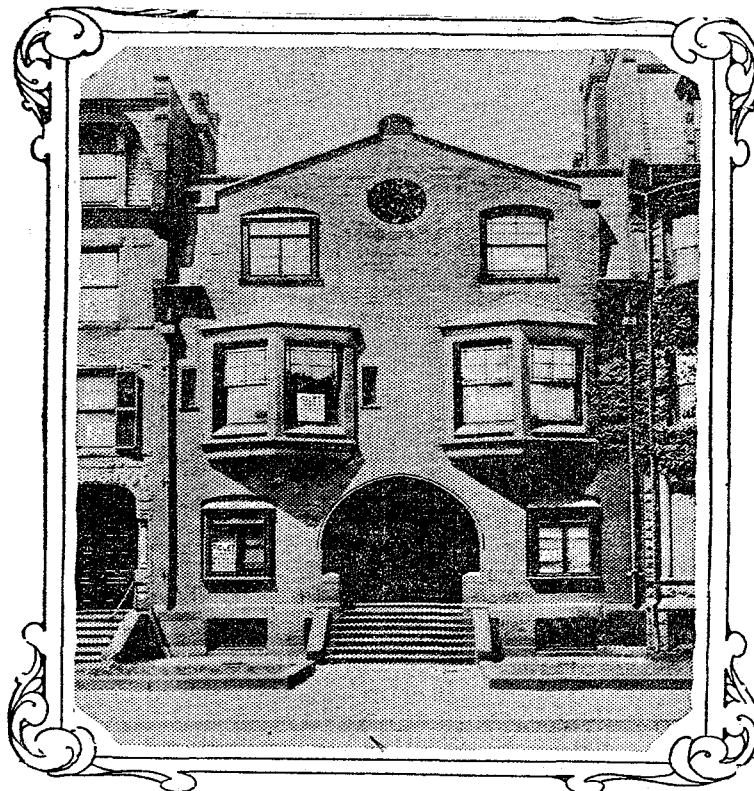
In yesterday's realty transactions several valuable properties in the suburban localities changed hands, including several acres of vacant land in Arlington, which is bought for improvement, and a two-acre parcel at Marblehead Neck, bought for improvement, as a summer residence. In the city proper, transfer of a Tremont street parcel, in the extreme South end, was recorded and in the districts a number of transfers appeared, including three in Back Bay, one of which was a \$14,200 parcel. The other district conveyances were in parcels of small residential properties.



APARTMENT HOUSES RECENTLY TRANSFERRED IN BROOKLINE.
Hotels Richelieu and Wedgemoir, Beacon and Winchester Streets.

The feature of yesterday's business in real estate was the conveyance of high-priced parcels, and in this respect Brookline led, where over \$200,000 worth of property changed hands. These sales were conveyed in three parcels, all on Beacon street. One was on the corner of Carlton street, and had an assessed valuation of \$73,500, and the others were the apartment houses Richelieu and Wedgemoir, on the corner of Beacon and Winchester streets, near Coolidge Corner. The former structure has a valuation of \$65,000, and the latter \$75,000, and together with the land have a total of \$152,000. In the city proper, a Newbury street property, having a taxable valuation of \$15,000, changed hands, and in the districts, a Roxbury parcel conveyed is assessed on a valuation of \$19,900. Other district transactions carried about an average valuation for residential properties.

July 28, 1904



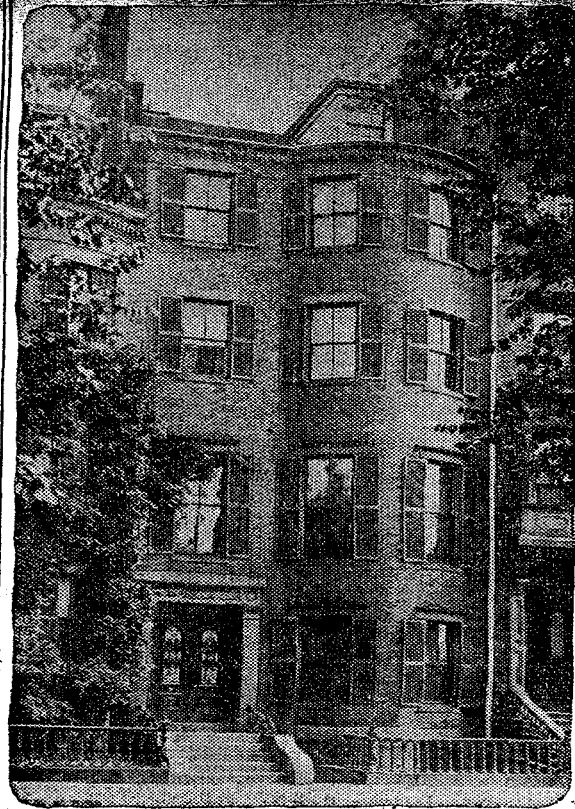
July 29.

BACK BAY PROPERTY RECENTLY CONVEYED.
(269 Newbury Street, the House on the Left of the Picture).

In the realty field there has not been a day so prolific in good transactions as yesterday for some weeks. The principal sale was of a \$35,000 investment property on Beach street, in the business district, the first in this locality for quite a while. In the newer Back Bay, a \$29,900 property, on Vancouver street, changed hands, and in the West end, an old church property on Smith court, valued at \$10,000, was conveyed. The district business was considerable in volume, and included the transfer of a \$12,300 estate on Benton street, Roxbury. Dorchester had eight transfers of good residential properties. In West Roxbury, the one transfer was of a \$13,000 Jamaica way estate. Cambridge produced a \$14,000 and also a \$9800 conveyance.

Cr.

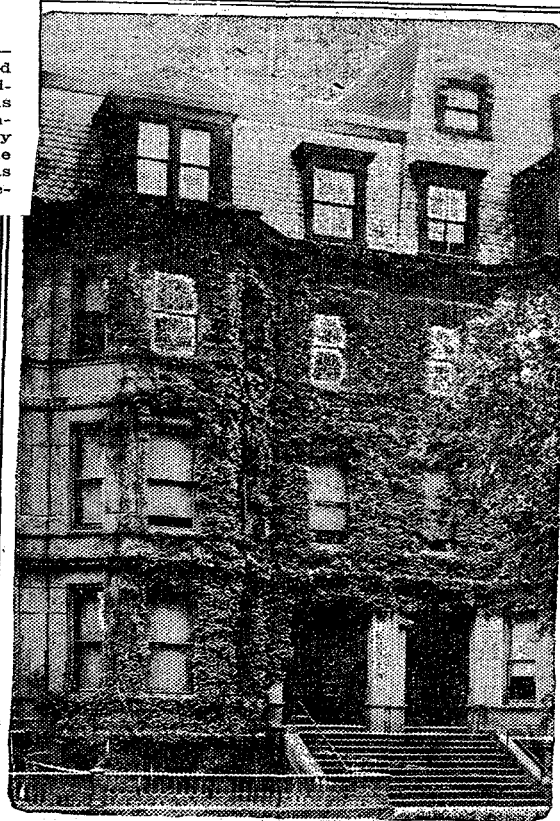
Aug. 1st 1904



656-MASSACHUSETTS AVE.
SOUTH END PROPERTY RECENTLY CONVEYED.

Yesterday's real estate trading involved three properties in the city proper— one a \$33,000 Newbury street estate, the other parcels on Kinnard court and Grove street, in the West end. There was also quite a dearth of district trading, two Roxbury properties, two Dorchester and one South Boston parcels being the only ones reported as conveyed. This is only what an August Monday would be expected to produce, however, and the week will undoubtedly show up to better advantage as it advances. The business of last week at the Suffolk registry was remarkably good, and the past month's larger dealings, as shown in the list printed below, were of a much better order than in the corresponding month for a long time.

Aug. 2, 1904

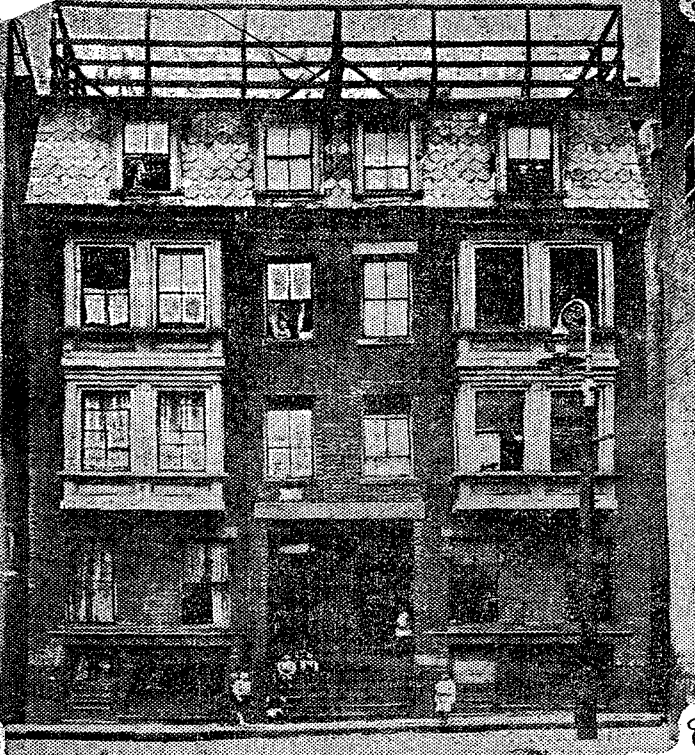


28 NEWBURY ST.
BACK BAY PROPERTY RECENTLY SOLD.

several good sized city properties were included in yesterday's real estate transfers, three of them in the West end, one a \$22,000 parcel, on Lyman street, another a \$15,000 Lowell street property, and still another on Leverett street, valued at \$7800. A \$6200 Dundee street property was also conveyed and a small South end parcel, located on Meander street. The district dealings included a lot of land on Blue Hill avenue, Dorchester, two Roxbury estates, and two in West Roxbury. In Brookline, several valuable properties were conveyed, including a \$11,160 lot of land on Powell street. The Newton dealings included the conveyance of a \$13,000 estate on Ward street, Newton Centre.

ash.

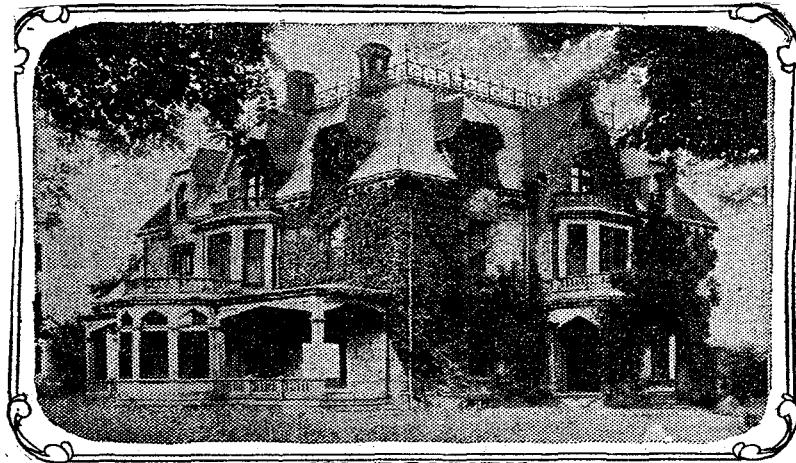
Aug 3, 1904.



10-12 LYMAN ST.
WEST END PROPERTY RECENTLY CONVEYED.

Several valuable city properties were included in yesterday's list of real estate transfers, the most important being an investment property on Court street, valued at \$144,000, sold for about \$130,000. A Canal street block, valued at \$83,000; a Camden street dwelling and an interest in a Hawkins street property, valued at \$41,000, were also conveyed. In the districts, quite a number of residential properties were conveyed. The taking by the city of a large property on Perrin street, Roxbury, for a school site was of interest to people in that locality. In the out-of-town sections, two medium priced Cambridge properties were conveyed.

Aug 4, 1904.



27 FERRIN ST., ROXBURY
ROXBURY PROPERTY TAKEN FOR SCHOOL SITE.

Mostly in the districts were yesterday's sales of real estate, in the city there being but one, a small West end parcel. The city's business was enlivened, however, in the fact that a settlement was made with Harriett E. Lillie for the taking of property on Ash street as part of the new tunnel entrance. This settlement affected property valued at \$42,000. Then, too, it was given out that the contract for the new Siegel building on Washington street had been awarded the George A. Fuller Company of New York, and that work of construction would begin right away. In the districts, the property involved by conveyance was in most cases of only medium value, but one transfer was of an \$18,600 estate in Dorchester. In the districts outside of Boston the conveyance of a large farm property in Dedham, an \$8300 Newton estate, an \$8000 Malden residence; and two medium priced residential properties in Cambridge were the principal transactions.

Cr.

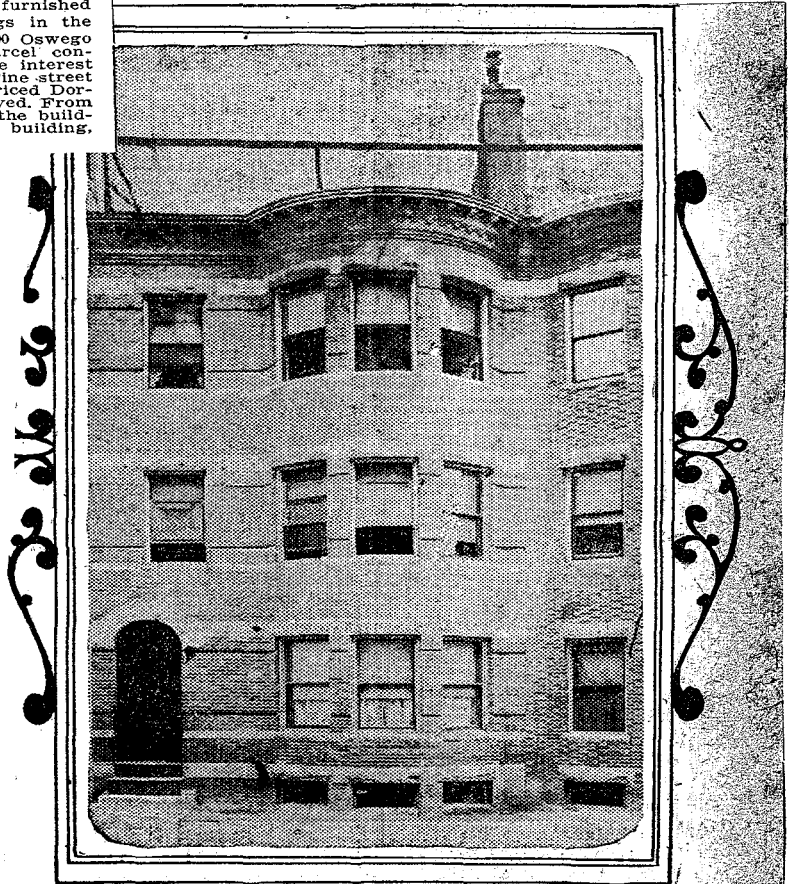
August 5, 1904



WEST END BUSINESS PROPERTY RECENTLY SOLD.
136 to 146 Court Street.

The transfer of interest in several properties making up a large estate and of several medium priced properties in the North and South ends furnished the bulk of yesterday's real estate transactions, so far as dealings in the city proper were concerned. The South end transfers were of a \$4600 Oswego street parcel and a \$4300 one on Sawyer street. The North end parcel conveyed was a small property on Snelling place, off Hull street. The interest transferred was in a \$58,000 property on Washington street, a \$9200 Pine street parcel and a \$10,500 Roxbury estate. In the districts, two medium priced Dorchester parcels, two in Roxbury and one in East Boston were conveyed. From outside districts was reported the sale of a Newton property, for the building of a new block. Leases of two stores in a Columbus avenue building, now being erected, were also reported.

Aug. 8,



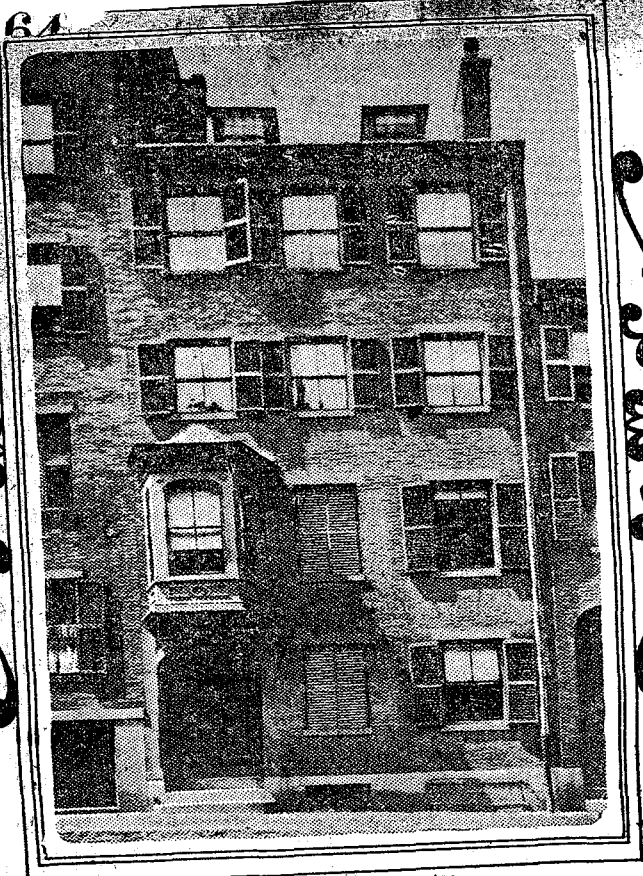
65 ST. GERMAIN STREET
BACK BAY PROPERTY RECENTLY TRANSFERRED.

There was something of a slackness apparent in yesterday's real estate market, and sales of any magnitude or number were conspicuous by their absence. What took place in the city proper, however, was in the West end, or that vicinity. One sale was that of an estate on Temple street, Beacon Hill, assessed on a valuation of \$15,500, while on Poplar street a parcel carrying a valuation of \$3600 changed hands. The districts also, failed to develop their usual strength. Roxbury, Dorchester, West Roxbury and East Boston having but one each. Business at the Suffolk registry was struck by the same slackness, and the business done there showed a great falling off over the pre-

Bash.

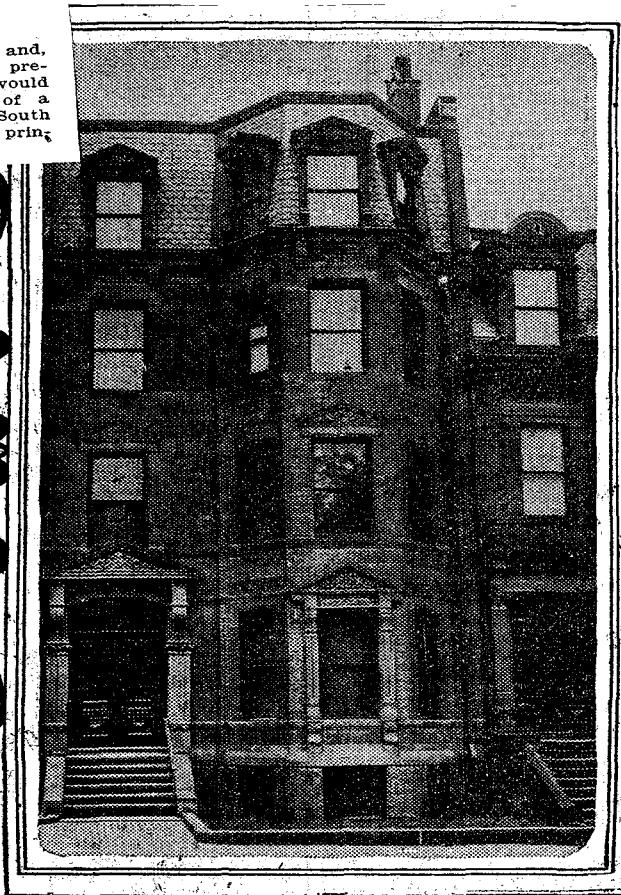
Aug. 9.

Aug 10



33 TEMPLE ST.
WEST END PROPERTY RECENTLY CONVEYED

Yesterday's real estate dealings involved several valuable properties, and while the number of transactions was by no means large, these dealings prevented the falling out of the bottom of the real estate market that would otherwise have been noted. The most important city proper sale was of a \$38,500 Commonwealth avenue property, and next came quite a group of South end parcels, including an \$18,000 property on Northampton street. The principal district transaction was the sale of a \$9000 estate in West Roxbury.



190 COMMONWEALTH AVE.
BACK BAY PROPERTY SOLD TO EURETTA FLAGG

There was more doing in the way of real estate transfers yesterday than there has been for several days past. One of the most important transaction was the transfer of a number of parcels in the Back Bay, South end, Roxbury and Brighton, conveyed by the Joseph Comer estate. Several other valuable parcels in the South and West ends were conveyed, including a \$12,200 property on Columbus avenue. Another settlement for the city taking on Scotia street, for the extension of the Mechanic Arts high school was also recorded. In the district there was also considerable trading among the residential property.

HIGH-PRICED PROPERTIES IN YESTERDAY'S TRADING WERE LOCATED IN THE DISTRICTS

Included in the List Were Land in Brighton Valued at \$82,500 and a \$21,800
Roxbury Apartment Hotel—City Settles Peterboro Street
Claims—Big New Building to Go up on Broad Street.

BUILDING FOR THE EMPLOYERS' LIABILITY
ASSURANCE CORPORATION: BOSTON.



SHEPLEY RUTAN & COOLIDGE ARCHITECTS.
BOSTON.

PROPOSED NEW BUILDING ON BROAD STREET FOR EMPLOYERS' LIABILITY ASSURANCE CORPORATION.

In yesterday's real estate dealings, the city properties involved were not numerous, or high priced, the principal item of interest being the settlement by the city for land taken in 1896 for the laying out of Peterboro street, in the Back Bay. A Vancouver street apartment house was also sold, and these were the only city transactions reported. In the districts there was considerable trading, and included in the property transferred was land in Brighton, valued at \$82,500, a Roxbury apartment hotel, valued at \$21,800, and numerous smaller parcels in the various localities. In the outside localities, the sale of an \$18,000 Cambridge estate was the most noticeable feature. The plans for a new building to be erected on Broad street are also of interest, and show a structure that will be a great addition to the list of tall office buildings.

August 11, 1904



ash.

Aug. 16, 1904

PROPERTY BOUGHT BY EBEN D. JORDAN,
178 and 180 Beacon Street.

Yesterday's real estate trading was, in the main, conspicuous by its absence, as practically every office was closed, and, but for the fact that the Suffolk registry kept open, there would have been no signs of life at all. Some few transfers were recorded, and others that were filed late the afternoon before involved city property, one a Beacon street residence, another a Westland Avenue apartment house, still another a property on Parkman street, and an Auburn street property. No transfers in the districts were recorded, and the outside localities also seemed to make holiday of it, as well as the city.

Aug 12, 1904



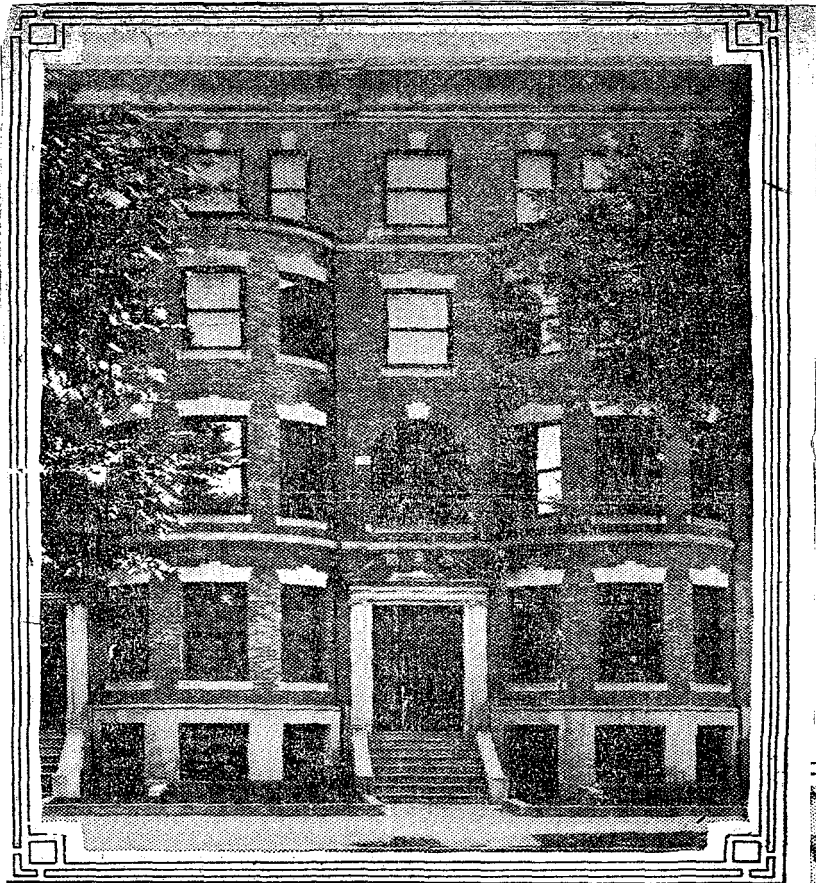
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PROPERTY PURCHASED BY DR. RICHARD G. WADSWORTH.
323 Beacon Street.

The sale of a number of adjoining properties on Unity street and Webster Avenue, in the North end, was the feature of the real estate trading yesterday. The properties sold carried a valuation of \$19,400, and a number of large tenement houses are to be built on the site, which will considerably change conditions in this locality. Another important sale was that of a residence on Beacon street, just over the Brookline line. In the districts, a number of transfers of medium-priced property were recorded and a notable feature of the day's registry business was the filing of a large number of mortgages.

Cr.

Aug. 18,



1025 BEACON ST.

PROPERTY PURCHASED BY MRS. MARY E. HALL.

Several valuable properties in the city and districts changed hands in the course of yesterday's real estate transactions, and the most important was the sale of several parcels on Meridian and Eutaw streets, East Boston, the largest sale in that district for several years. The properties were valued at \$28,000 and sold for \$31,700. In the city, the transfer of a \$12,800 property on Massachusetts avenue and smaller ones in the South and West ends were recorded, while in Roxbury the settlement by the city for the recent Worthington street takings for school purposes was reported.

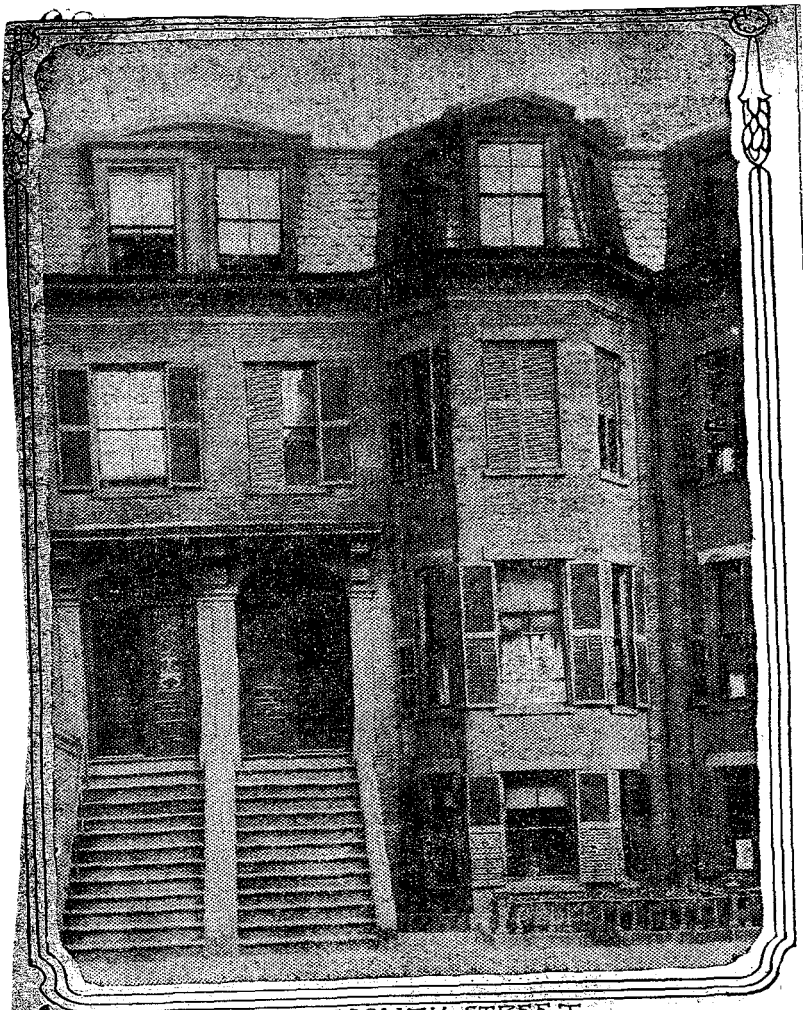
Aug 19.



446 MASSACHUSETTS AVE.

SOUTH END PROPERTY RECENTLY CONVEYED.

In the list of real estate transactions of yesterday, several were transfers of valuable city property, the most important one involved being the business block at the corner of North and Richmond streets, assessed on a valuation of \$30,700. The announcement of a settlement by the city with the estate of E. B. Holden for land taken on Norman street for school purposes, in 1902, was also made public. There was considerable trading in the districts, and in the outside localities. The sales of a \$10,800 business property in Chelsea was the most im-



ash.

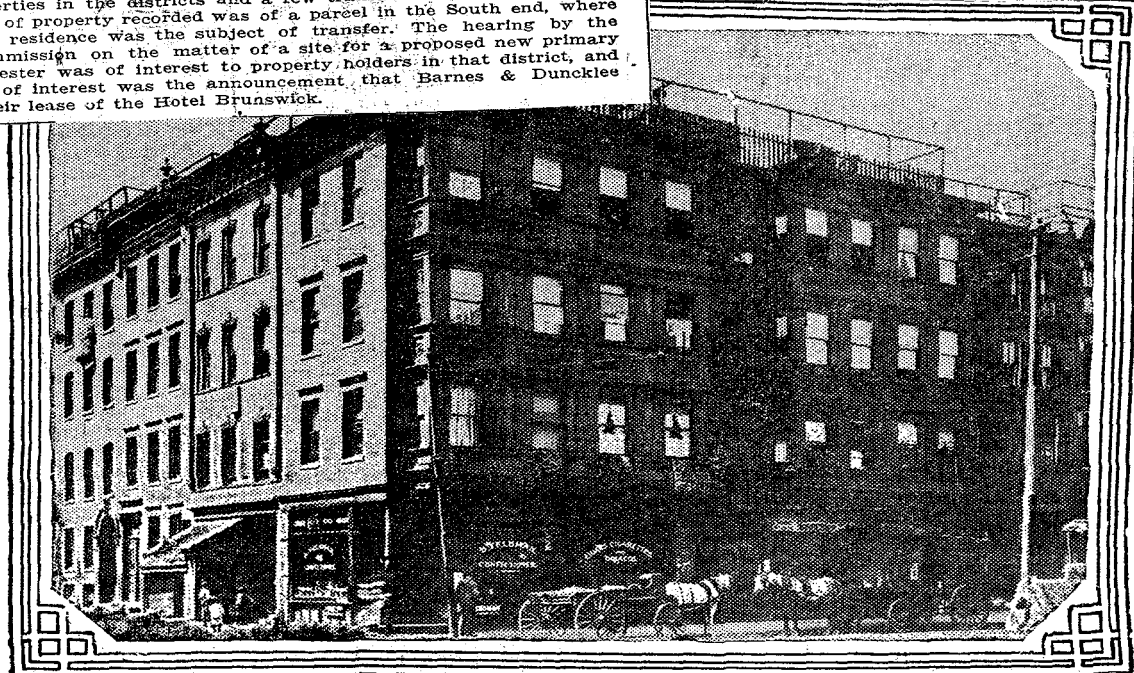
Aug 22

77 DARTMOUTH STREET.

PROPERTY PURCHASED BY MARY J. JONES.

Yesterday's real estate trading consisted, in the main, of transfers of small residential properties in the districts and a few transactions in the city. The only conveyance of property recorded was of a parcel in the South end, where the Kendall street residence was the subject of transfer. The hearing by the schoolhouse commission on the matter of a site for a proposed new primary school in Dorchester was of interest to property holders in that district, and the other news of interest was the announcement that Barnes & Dunclewick would renew their lease of the Hotel Brunswick.

Aug 24.

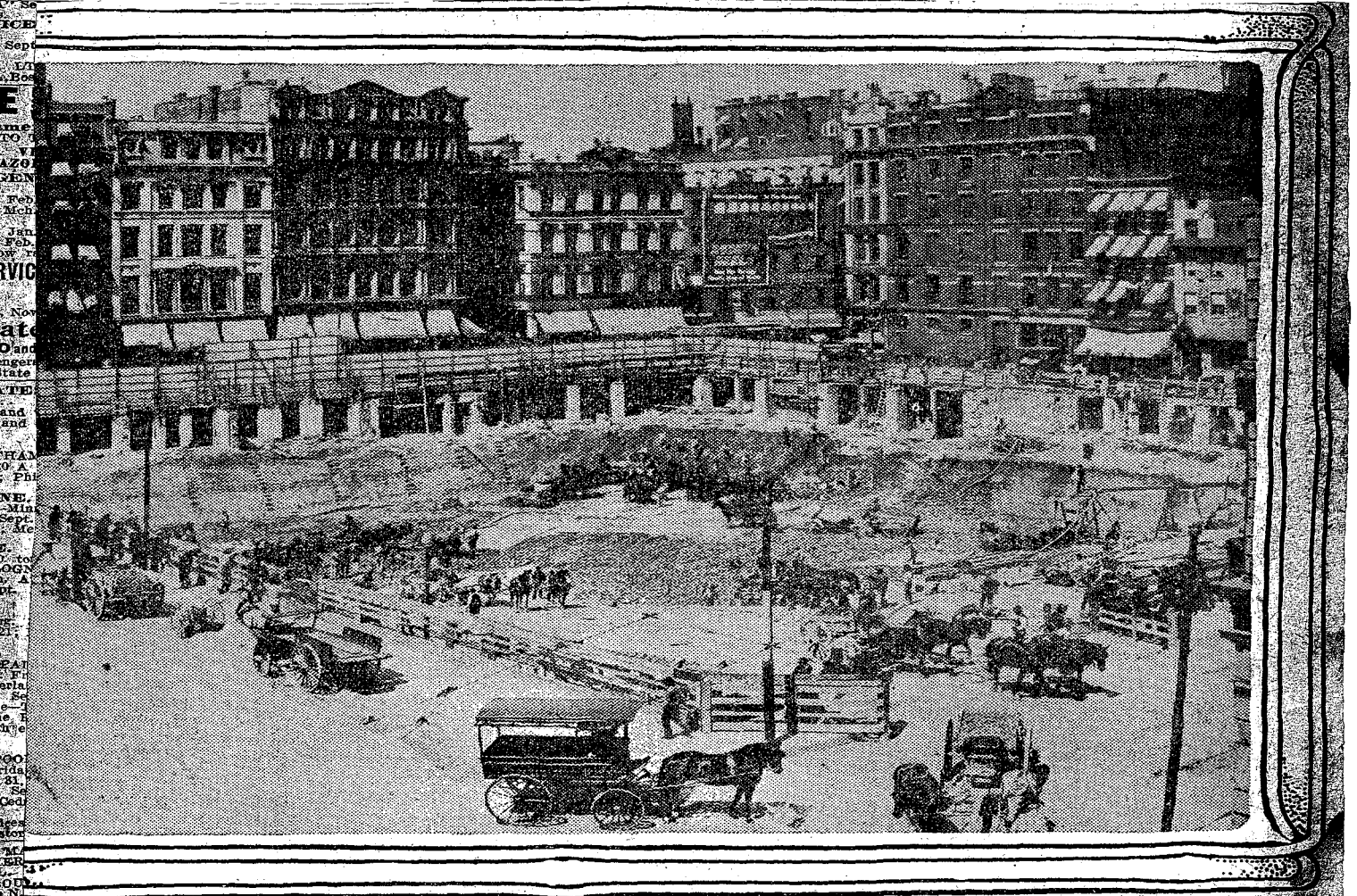


**WEST END PROPERTY RECENTLY CONVEYED.
69-69B Lowell Street, Corner Minot Street.**

The scene of yesterday's real estate trading shifted from the West end, where there has been an active week, to the North end and the business district. In the former locality, two new brick stores and apartment house structures, just erected, were conveyed. The land on which they stand is assessed on a \$7500 valuation. The business block transferred was on Pearl street, between Milk and Franklin streets, assessed on a \$50,300 basis. The South end produced one conveyance, that of a Rollins street residential property. In the districts there was fairly active trading, Dorchester leading with eight transfers, one of the properties being a \$10,400 estate on Melville avenue. In the outside localities, a lot of vacant land in Braintree and an estate in Newton were the most valuable properties conveyed.

Cash.

Cr.



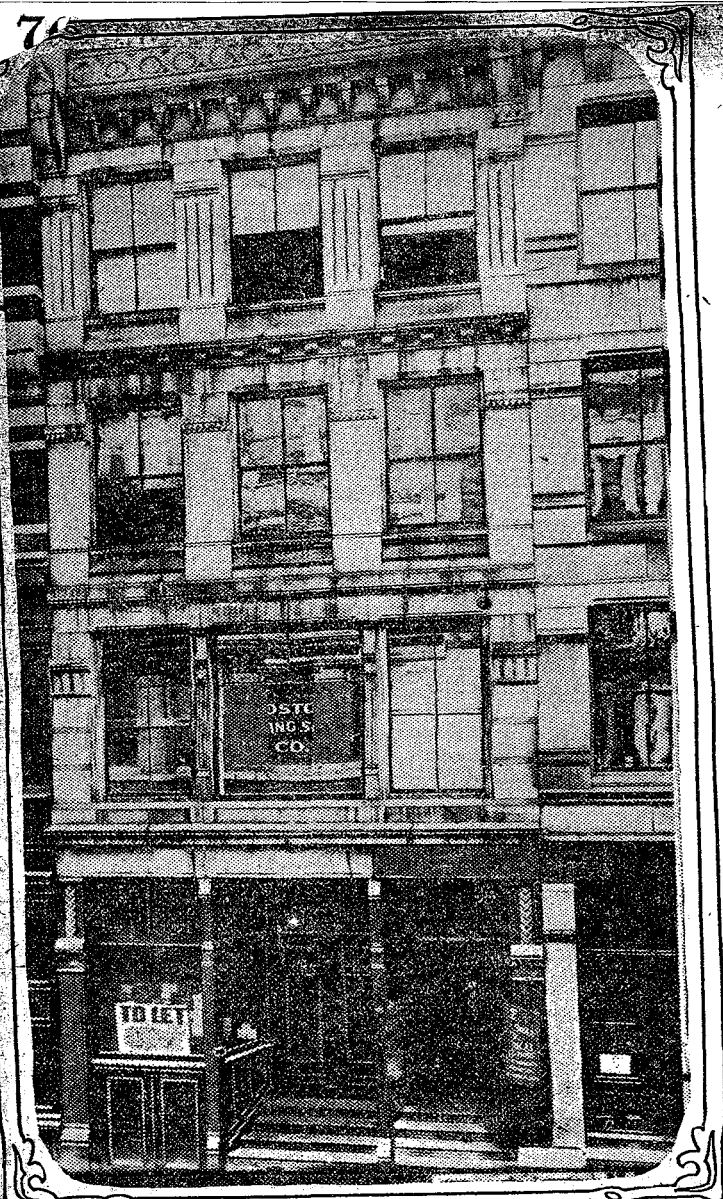
THE WORK OF EXCAVATING FOR THE FOUNDATIONS OF THE NEW SIEGEL BUILDING ON WASHINGTON STREET.

Real estate dealings of yesterday had to do mostly with medium priced properties in the districts and out-of-town sections. In the matter of city trading, the only actual transfer reported was of a residential property on Holyoke street, near Columbus avenue, assessed on a valuation of \$1400. In the districts, Dorchester dealings were the most numerous, and included one property valued at \$3700. A Shawmut avenue, Roxbury, parcel, valued at \$9,000 or \$12,000, although the houses being new are not assessed, was also reported sold. The transfer of several lots of vacant land in Brighton, Roxbury, West Roxbury, as well as Brookline was reported. In the outside places, a \$15,000 Newton estate was the most valuable property transferred, not in that district, but in the whole day's reported business. A \$7300 Brookline residence was also conveyed.

August 25, 1904.

Bash.

Aug 26, 1904.



37-39 PEARL STREET.
PROPERTY JUST PURCHASED BY H. H. CARTER.

Yesterday's real estate transactions, what there were of them, were the transfers of some small district properties, a few mortgages and several leases. There was no transfer recorded of city property, a fact that is rather remarkable this month, when nearly every day has produced some good sale in some part of the city proper. The annual report of the Boston building department shows some interesting figures regarding the building in the city for seven months past, and the period corresponding for several years previous.

Aug 29.

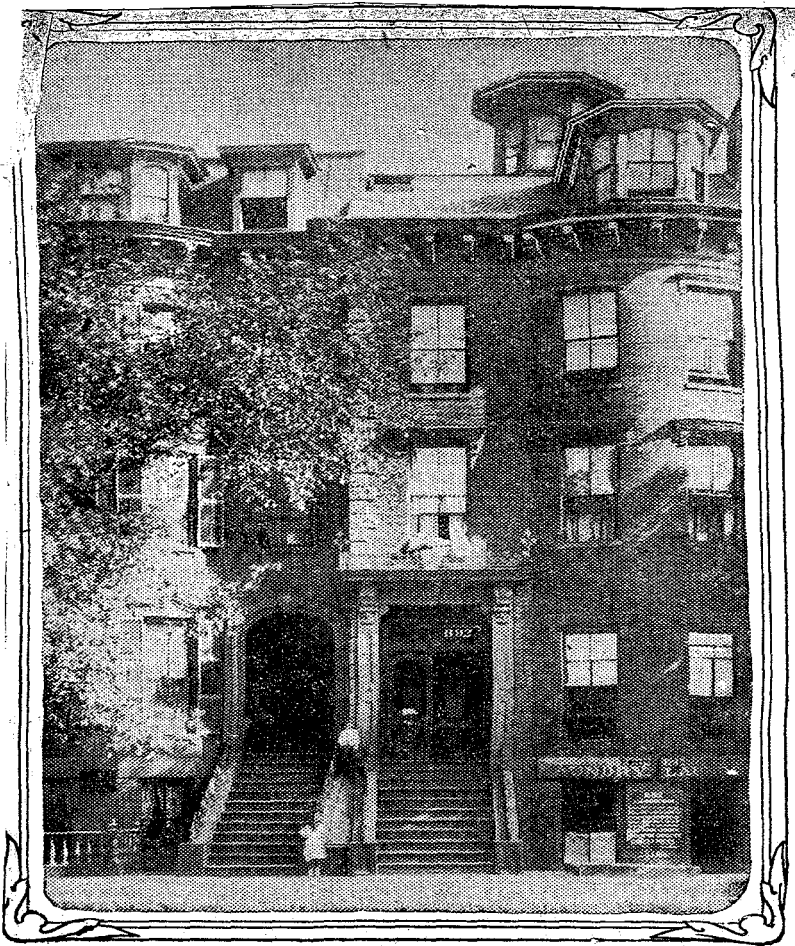


509 COLUMBUS AVE.
COLUMBUS AVENUE PROPERTY RECENTLY SOLD.

It would almost seem as if the bottom had dropped out of the real estate market, judging from the results of yesterday. Dull days come occasionally, even when business is good, and yesterday was one of them. There is enough in sight, however, to cause such a day to be overlooked, because it is unprecedented, when the records show but one sale within the district of Boston. There was one South end property, valued at \$3800, conveyed, and this alone saved the day from a blank record. There is enough business at the registry, but it is mostly in the placing of mortgages, or releases or assignments of the same.

Cr.

Aug 30



SOUTH END PARCEL, INTEREST IN WHICH IS SOLD.
692 Tremont Street.

In summarizing the realty transactions of yesterday there is shown something of an improvement over the previous day's business. The feature of the recorded transfers was the conveyance of a Tremont street property on which there is an assessed valuation of \$14,500. District work took on something of a brace, and Dorchester showed four good conveyances, one of land carrying a valuation of \$30,000, while three other parcels conveyed have valuations of \$11,000, \$8500 and \$6300, respectively. Other district trading was shown in Brighton, which reported two sales, and South Boston, Roxbury and Charlestown one each. There was also one conveyance in Cambridge.

Aug. 31, 1904

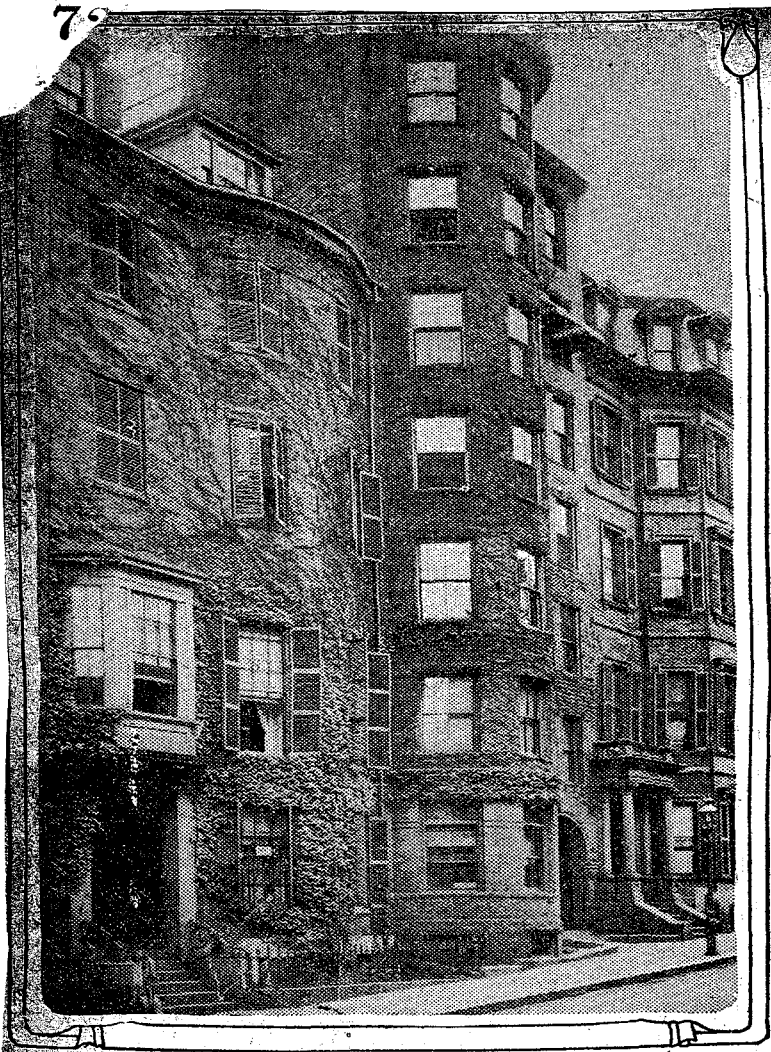


DORCHESTER ESTATE RECENTLY CONVEYED.
Corner Cushing and Upham Avenues.

There was a stronger tone in the real estate market yesterday, not so much in volume as in good priced properties. The Back Bay led with a \$20,000 transfer on Westland avenue, while the North and South ends furnished one each in the city proper. In East Boston, where there is seldom a sale of more than ordinary amount, a \$20,000 group of dwellings was sold, followed by a reconveyance of two of the parcels. Dorchester led in the number of district conveyances, being four, while other transactions were in Brighton and West Roxbury. Cambridge and Newton were also represented in the day's work. The summary of the morning's business was somewhat matter of course.

ash.

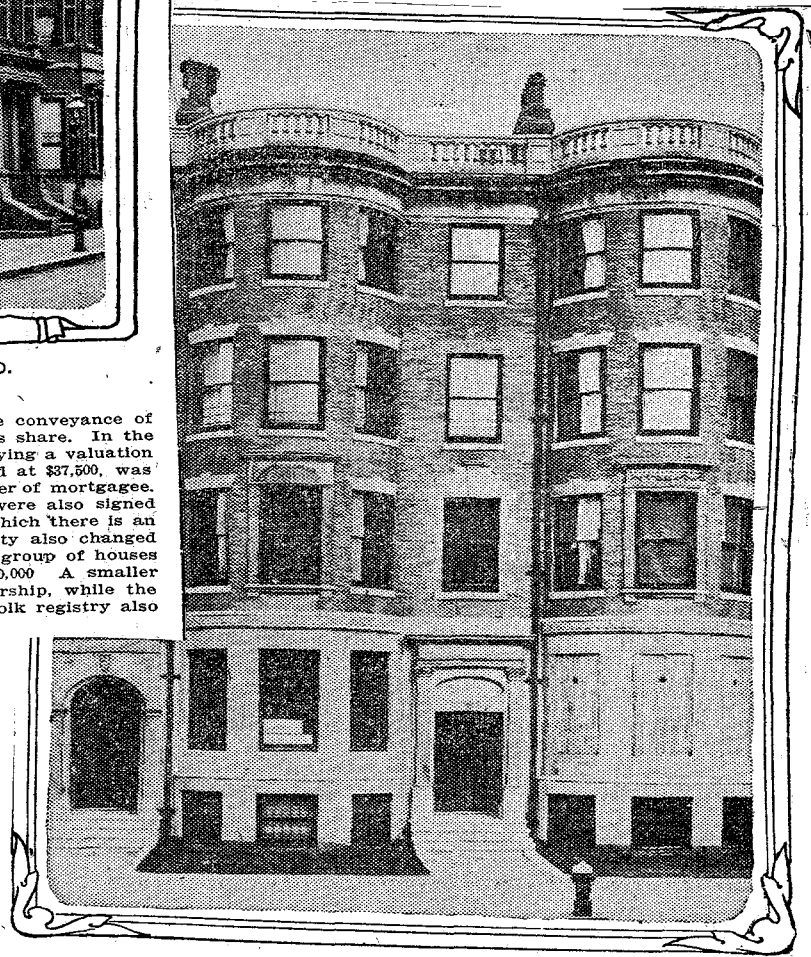
September 1, 1904.



36 HANCOCK STREET, RECENTLY CONVEYED.

Yesterday was a day in real estate business in which the conveyance of high priced properties was the rule, and the Back Bay had its share. In the business district was the sale of a North street property, carrying a valuation of \$77,000. Then in the Back Bay a Beacon street parcel, valued at \$37,500, was sold, as was also a Commonwealth avenue dwelling under power of mortgage. This property is taxed on a valuation of \$34,000. Agreements were also signed for the sale of another Commonwealth avenue dwelling, in which there is an assessed valuation of \$24,000. On Beacon Hill a \$39,000 property also changed hands. Brookline followed Boston with the conveyance of a group of houses on Naples road and Fuller street, carrying a valuation of \$60,000. A smaller property in the West end, valued at \$4800, passed to new ownership, while the districts showed considerable business. The work at the Suffolk registry also developed one of the best days in a long time.

Sept. 2, 1904



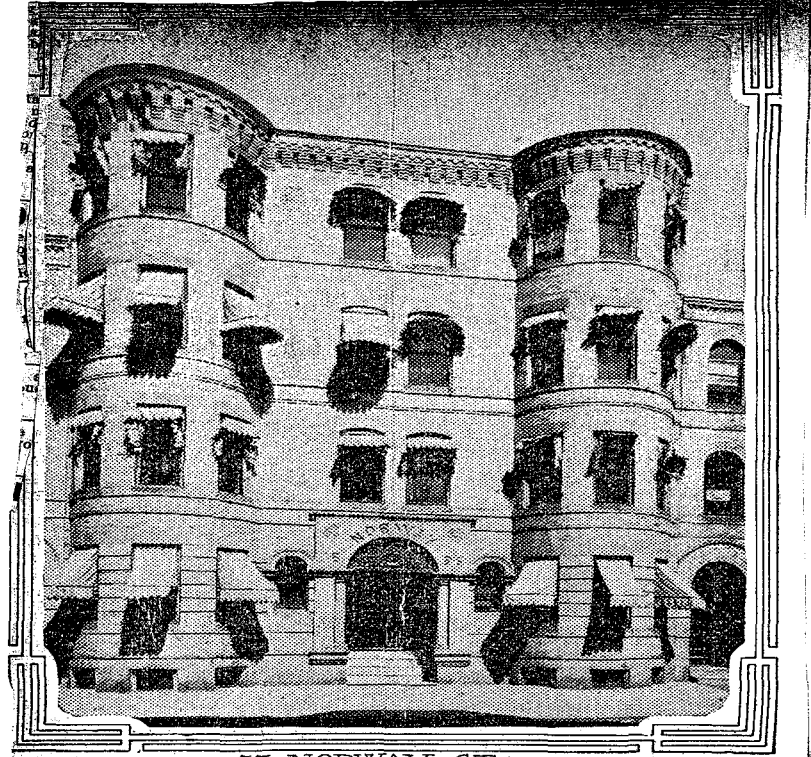
DWELLING BOUGHT BY DAVID C. PERCIVAL.
486 Beacon Street.

A miscellaneous business of seasonable volume and substantial character marked yesterday's business in real estate, and this business varied from manufacturing properties to residences, with here and there a land parcel. Again high-priced parcels ruled, and in the West end, where the sales are seldom above an average, a block of 11 brick buildings, abutting on three streets and aggregating \$98,700, was conveyed. Two other sales were also reported from this city section. Charlestown also came to the front with the transfer of a property valued at \$106,000, while the South end had two good sales, one of five houses, aggregating \$21,000, and one of a single house of \$13,500. A small reconveyance in the North end was also noted. The Back Bay contributed its transaction in the line of a land parcel on the Fenway valued at about \$25,000. The districts showed considerable business with two each in Dorchester and Roxbury, where fairly good prices ruled. A Brookline estate was also reported sold, while Newton contributed two. A Chestnut Hill sale involved an amount exceeding \$10,000.

Cr.

Sept. 5

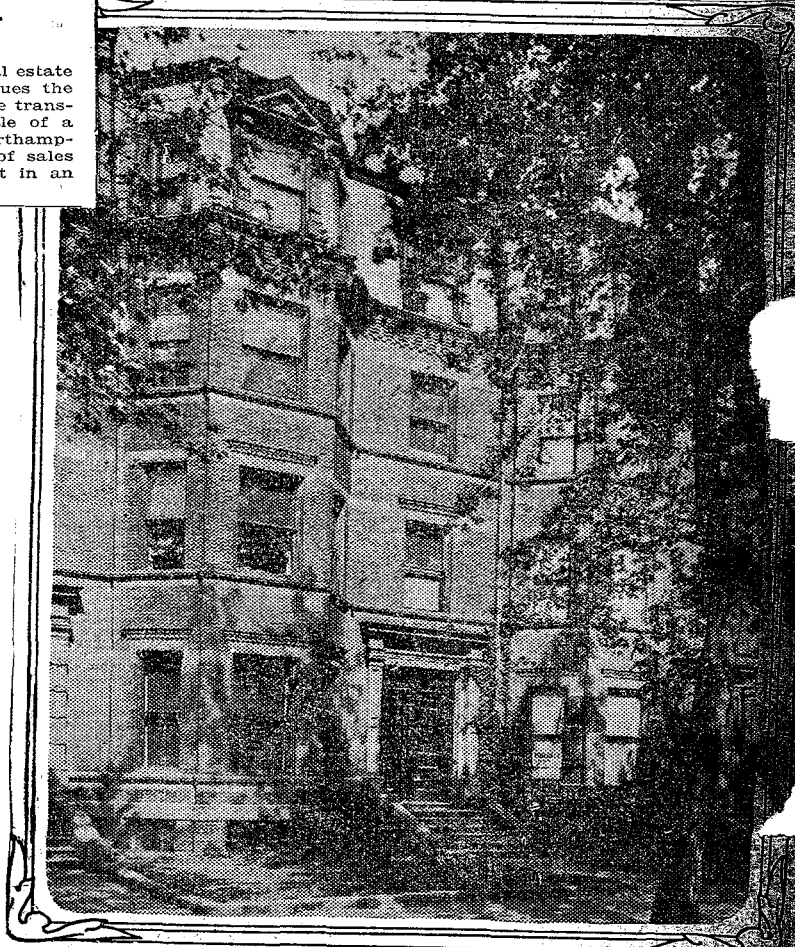
Sept 7.



57 NORWAY ST.

BACK BAY APARTMENT HOTEL RECENTLY CONVEYED.

For a day following a holiday, and a Monday at that, yesterday's real estate dealings showed up in a very favorable light. The Back Bay continues the line of some good transactions, and yesterday's contributions were the transfer of a \$10,000 parcel on St. Stephen street and agreements for the sale of a \$5,500 residence on Bay State road. A small South end parcel on Northampton street was also conveyed. In the districts there were a number of sales of small residential property recorded, and a conveyance of an interest in an \$8,000 Dorchester apartment hotel.

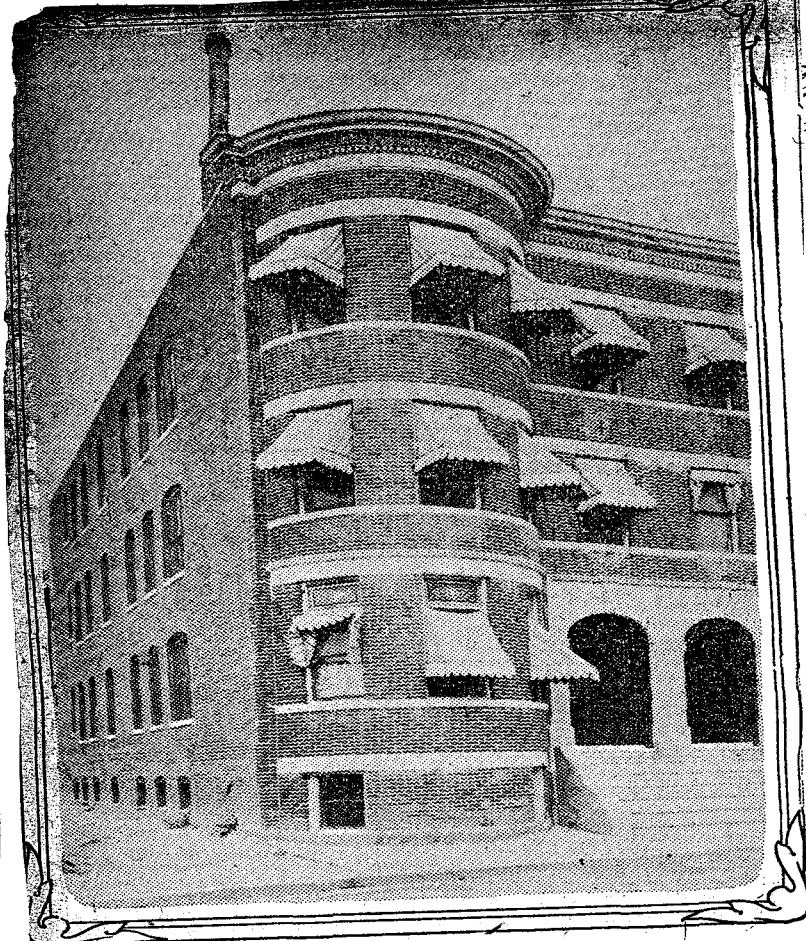


BACK BAY PROPERTY CONVEYED YESTERDAY.
215 Newbury Street.

Several city properties were included in the list of yesterday's real estate transfers, the most valuable being in the Back Bay, a \$21,000 Newbury street estate. In the South end, a small Fellows street parcel was conveyed, and in the West end a \$7000 McLean street property passed into new hands. In the districts, several valuable properties were conveyed, including a \$11,700 Brighton estate and a \$10,000 group of houses in Dorchester. In the outside localities the most important transfer was of a \$10,000 Brookline estate, while a property in Newton, valued at \$9200, and one in Cambridge, valued at \$3800, were also conveyed. The sale of the Board of ship building plans by the Massachusetts...

Bash.

Sept. 8, 1904



BROOKLINE PROPERTY CONVEYED TO FRED A. PRINCE.
103 Francis Street, Brookline.

The real estate trading yesterday was made up, in the main, of transfers of small properties in the city proper and in the districts. Two South end parcels, one on St. Charles street, the other on Oswego street, and a parcel of land on South Russell street, West end, made up the city proper transactions, while in the districts a number of properties, valued at from \$2000 to \$8000 were conveyed. Noticeable among these latter conveyances were several lots of vacant land, one of them located in Brighton, containing 15,000 feet, the others small house lots in different districts.

Sept 12.

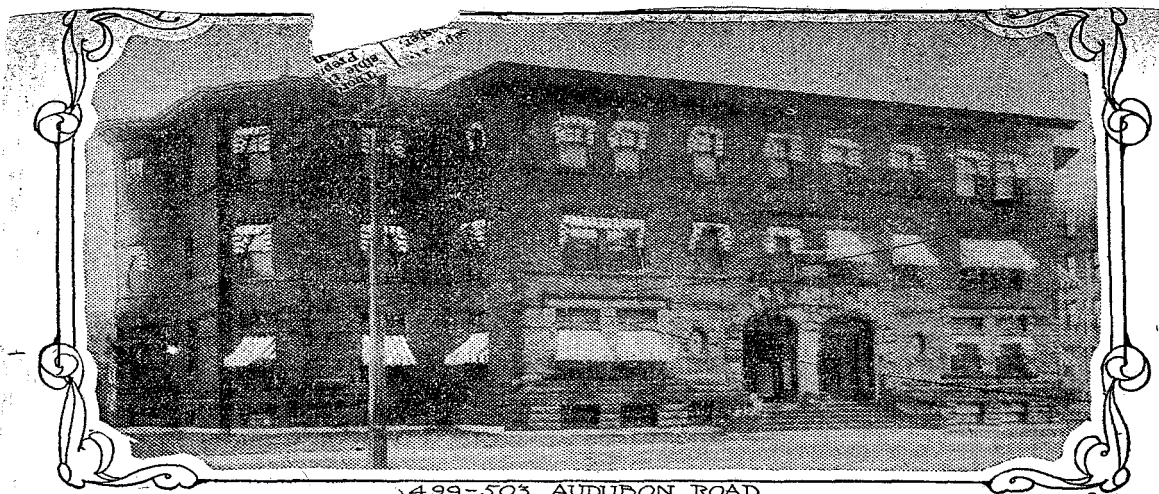


PROPERTY BOUGHT BY JAMES D. ROBERTSON.

Considerable activity was shown in transactions of real estate from yesterday's record, and it was not confined to any one section. Another feature was the amounts involved. While none were in the high class, the average was above that shown in recent sales in the same districts. The leading sale was in Back Bay, where a \$14,000 property on Gloucester street was conveyed. In the South end a Pembroke street property valued at \$11,000 and one in the West end of \$6000, completed the transactions in the city. Dorchester had sales of \$7200 and \$4700, Roxbury \$3000 and \$3400. West End and Cambridge had three, two of them being in the \$10,000 class.

Cr.

Sept. 15

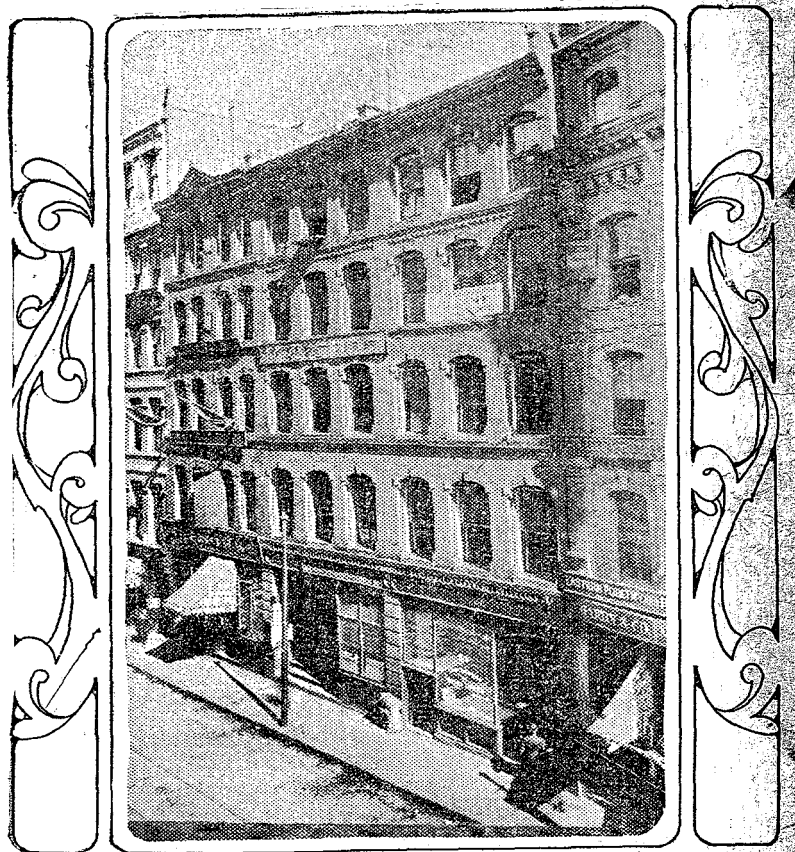


499-503 AUDUBON ROAD.

BACK BAY APARTMENT HOUSE CONVEYED TO EMMA F. PERKINS.

Several properties located in various sections of the city proper were included in the list of yesterday's real estate conveyances, one of them a \$12,500 residence on Chestnut street, Beacon Hill. This is the first property in this locality to change hands for some weeks, and the transfer is of interest, as showing that there is still a demand for good property in this section. In the other sections of the city, the transfers were, for the most part, of small properties, one in the North end and one in the West end being recorded. The property in the districts included in the list of transfers was, in most cases, of the residential variety and generally of assessed value under \$5000. One of the documents filed at the Suffolk registry was a petition, by various owners of property on Commonwealth avenue, Cummington street, Hinsdale street, etc., new Back Bay, for the removal of certain restrictions on the land bounded by those streets.

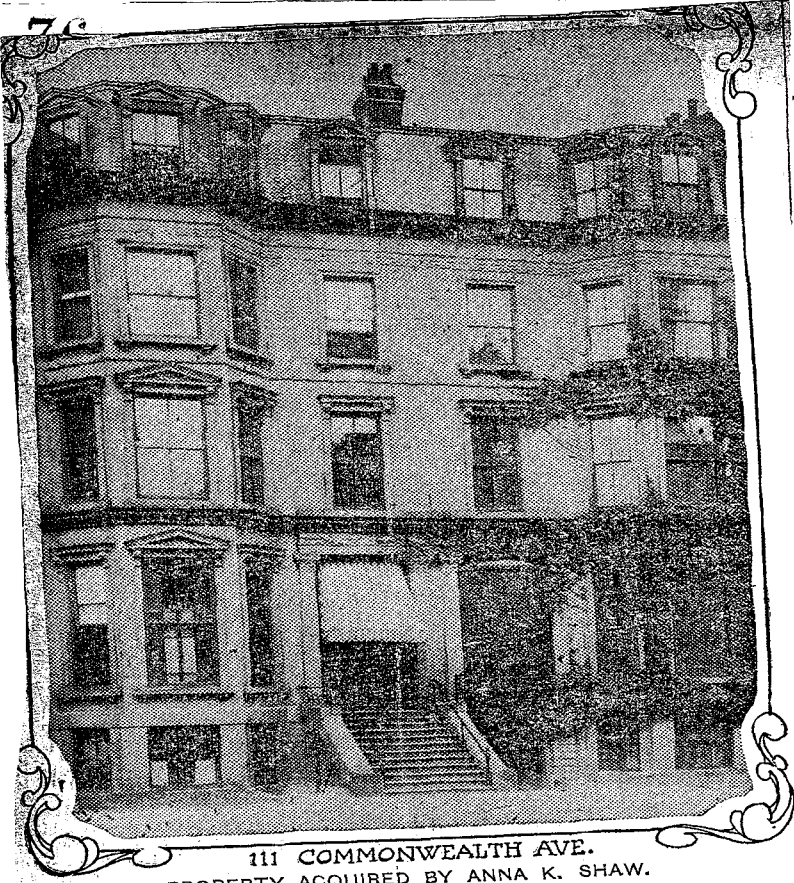
Sept. 16, 1904.



24-26 HAWLEY ST.

BUSINESS PROPERTY CONVEYED TO CHARLES S. COOK.

Yesterday's real estate transactions were of the varied character that usually obtains when the business is in a thriving condition, and about every kind of property was involved in the day's dealings. The business district, after a spell of inactivity, was represented in the transfer of a \$36,000 Hawley street property, and in the West end a \$11,500 Kennard parcel, a new apartment house on South Russell street and a Parkman street investment property were conveyed. The Back Bay was represented in the transfer of a \$9500 Mountfort street estate. In the districts some good properties were conveyed, including an \$11,300 apartment house on Circuit street, Roxbury, a \$10,100 West Roxbury estate and several smaller properties in the various other districts and outlying properties in the various other district and outlying localities. The desire for a valuable Long wharf property for a long term of years was also reported.



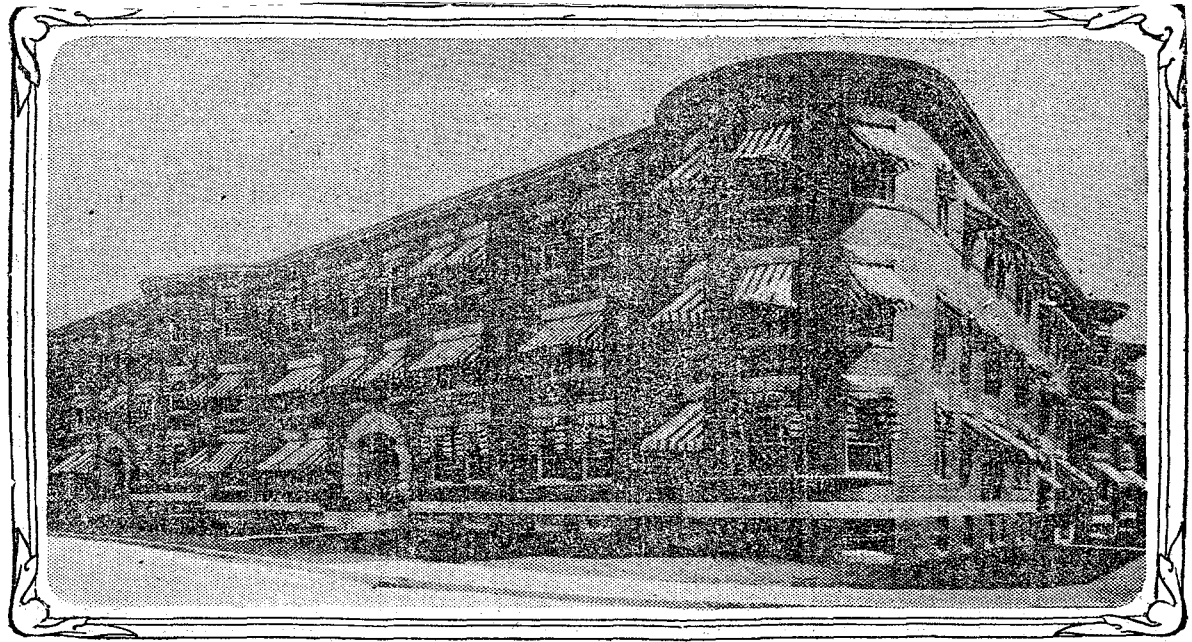
ash.

Sept. 19.

111 COMMONWEALTH AVE.
PROPERTY ACQUIRED BY ANNA K. SHAW.

The real estate transactions brought to light yesterday included the sale of another Back Bay residence, a \$33,000 parcel on Beacon street, and in that part of the Back Bay that seems of late to be a favorite locality for purchasers of houses for occupancy. In the districts there were a number of transfers of property of medium valuation, including several lots of land in Dorchester and West Roxbury. The agreement for the sale of an \$11,000 piece of land on Beacon street, Brookline, was also reported, and from Cambridge and Newton several small properties were recorded as passing to new hands.

Sept. 21., 1904



BROOKLINE PROPERTY CONVEYED YESTERDAY TO HARRY E. HASTY.
56 to 62 Greenough Street, Brookline.

The credit for producing the principal real estate transaction of yesterday must be accorded to Brookline, where a brand-new block of apartment houses, not yet assessed, but valued at about \$100,000, at the corner of Greenough street and Gorham avenue, was conveyed. In the city proper there were also a number of very good transactions recorded, including the conveyance of a large business block on Wareham street, valued at \$48,000, a Massachusetts avenue estate valued at \$10,000, a \$5900 parcel on Shawmut avenue and a \$3000 parcel on Irving street, West end. In the districts several valuable parcels were transferred, the most valuable being a \$42,900 business property on Congress street. The other were mostly small residential properties.

Cr.

Sept. 22.

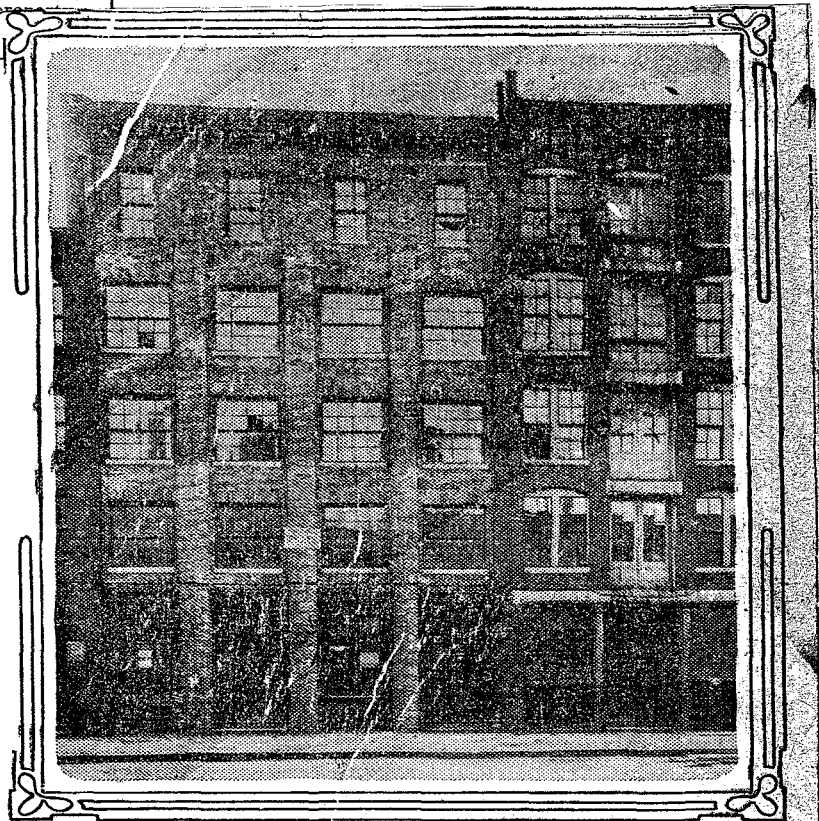


306 BEACON ST.

PROPERTY RECENTLY PURCHASED BY W. K. RICHARDSON.

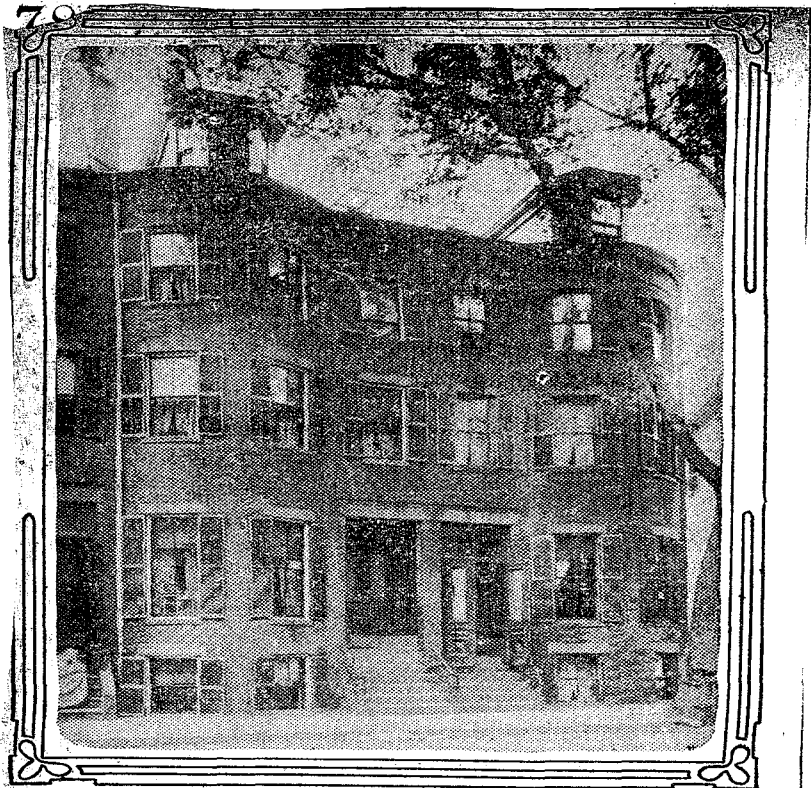
Another day marked by the transfer of several very valuable real estate properties was in order, and yesterday as on the day before, the principal property conveyed was located in Brookline—in this case a valuable group of brick houses at the corner of Harvard, Foster and Vernon streets, valued at \$145,200. In the city proper, an \$87,200 property on North street was conveyed, and a \$30,000 one on West Rutland square. In the districts, a \$44,300 Washington street, Roxbury, parcel was transferred, and a \$19,900 Dale street investment property in the Roxbur district. A number of transfers in various other districts were also reported.

Sept 23.



61-63 WAREHAM STREET
PROPERTY RECENTLY CONVEYED BY B. F. SHATTUCK.

There were a number of transfers of good property recorded yesterday, including a \$19,000 estate on Beacon street, near Gloucester street, another sale of Back Bay property purchased for occupancy. Another valuable property conveyed was on Unity street and Webster avenue, North end, where several pieces with an aggregate value of \$19,400 were transferred. A good number of district properties were transferred, in most cases of the residential order, and of medium value. In the outside localities the same sort of property was the subject of conveyance, and the most valuable, from an assessed standpoint, was a \$9900 estate in Newton.



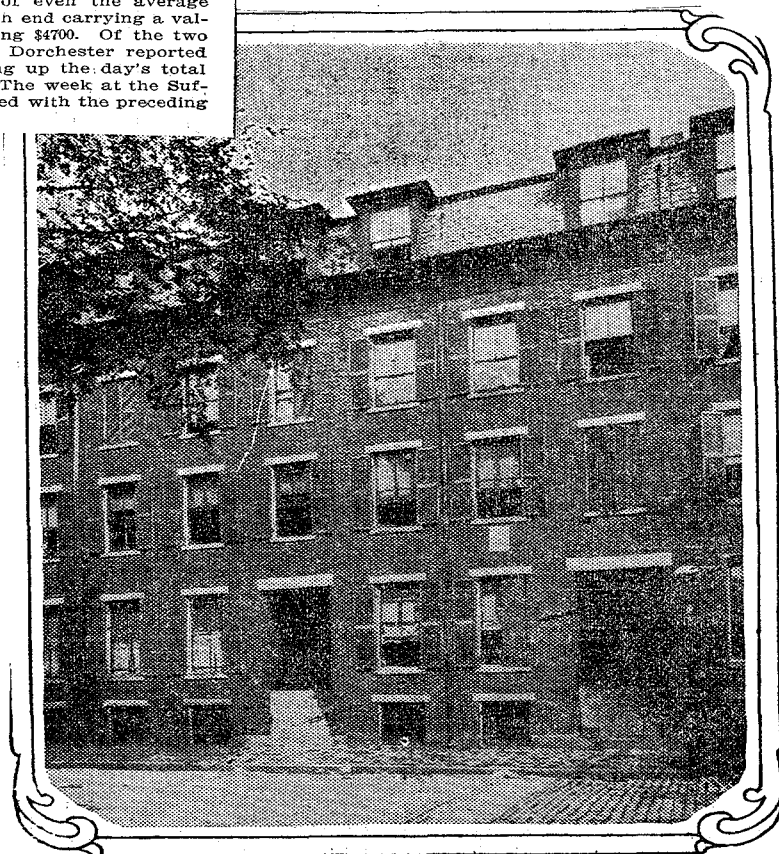
12 RUTLAND ST.
SOUTH END PROPERTY RECENTLY CONVEYED.

Yesterday's developments in real estate were not of a remarkably encouraging character. The city proper failed to show a sale of even the average amount, the only ones recorded being a block in the South end carrying a valuation of \$3400 and two parcels in the North end aggregating \$4700. Of the two in Roxbury the higher priced one was only of \$4500, while Dorchester reported but one, and that a \$5800 parcel. The other districts making up the day's total were Brighton and East Boston, with one transfer each. The week at the Suffolk registry showed something of a falling off as compared with the preceding week.

sh.

Sept 26

Sept 27.

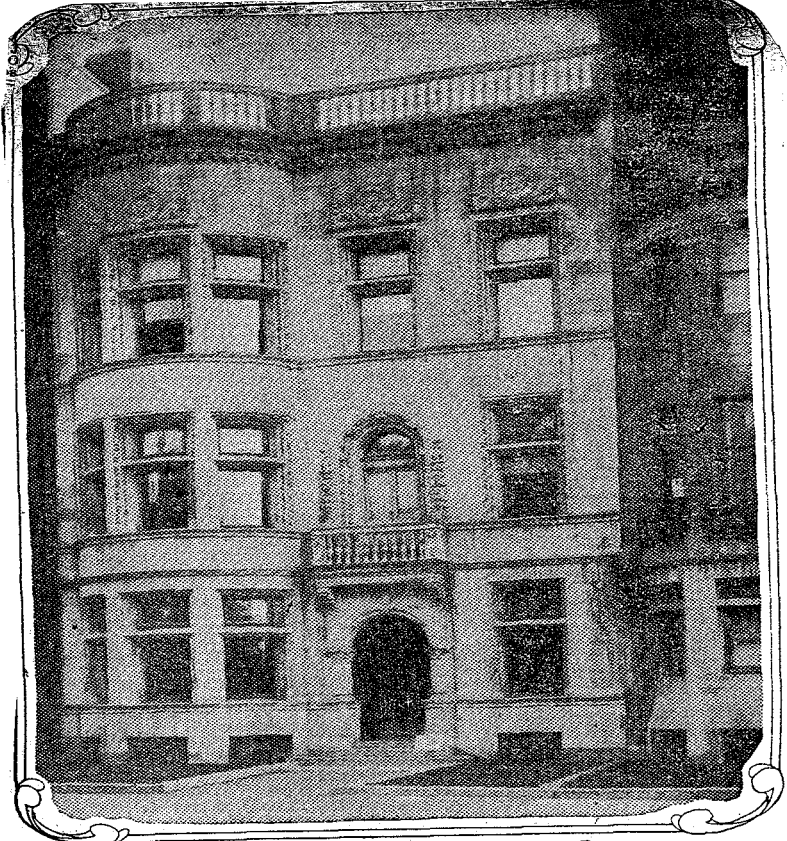


77-79 LENOX ST., ROXBURY.
SOUTH END PROPERTY RECENTLY CONVEYED.

A number of valuable properties in the city proper and the districts changed hands in the course of yesterday's real estate transactions. The most valuable property sold was in the Back Bay, a \$66,000 residence on Commonwealth avenue, near Hereford street. In the North end, interest in a \$26,600 investment property was conveyed, and in the South end, two small parcels were transferred. In the districts, a \$25,000 apartment house property in Allston was conveyed, and in Dorchester a tract of land valued at \$29,400 was transferred. In West Roxbury, a big tract of land comprising about 3 1/4 acres, carrying a valuation of \$50,000, and comprising about 1000 sq. ft. was sold. In other districts a number of other properties were sold.

Cr.

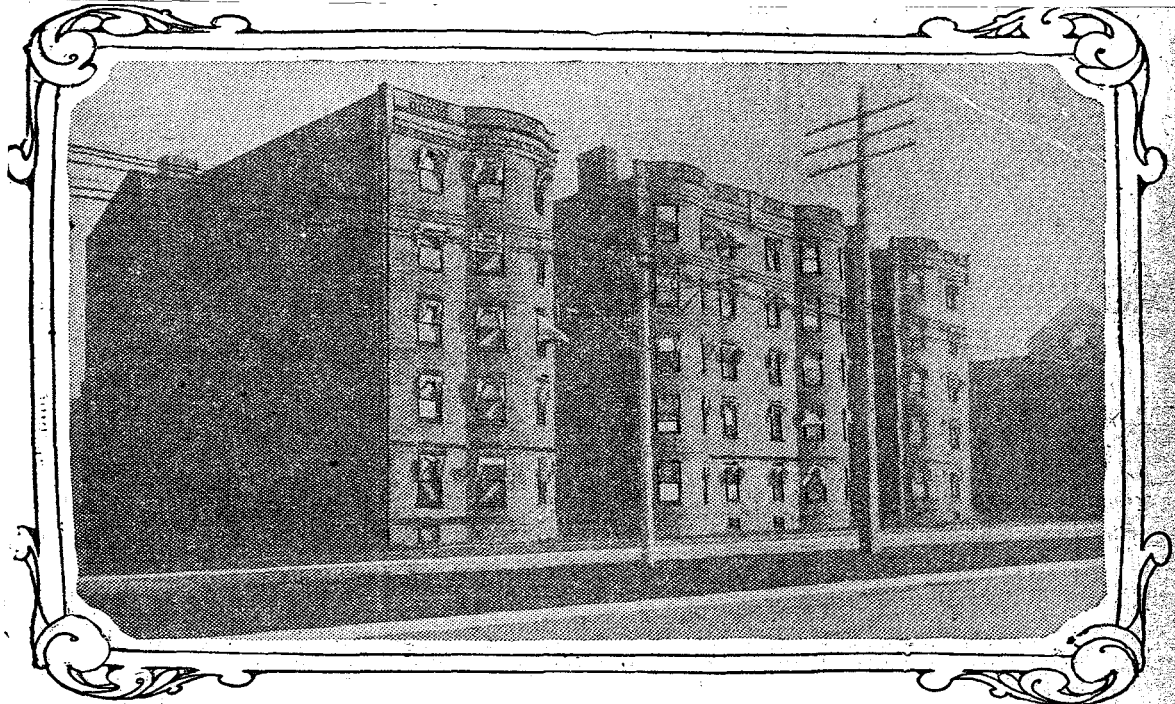
Sept 28.



304 COMMONWEALTH AVE
BACK BAY PROPERTY PURCHASED BY L. A. CROSSETT.

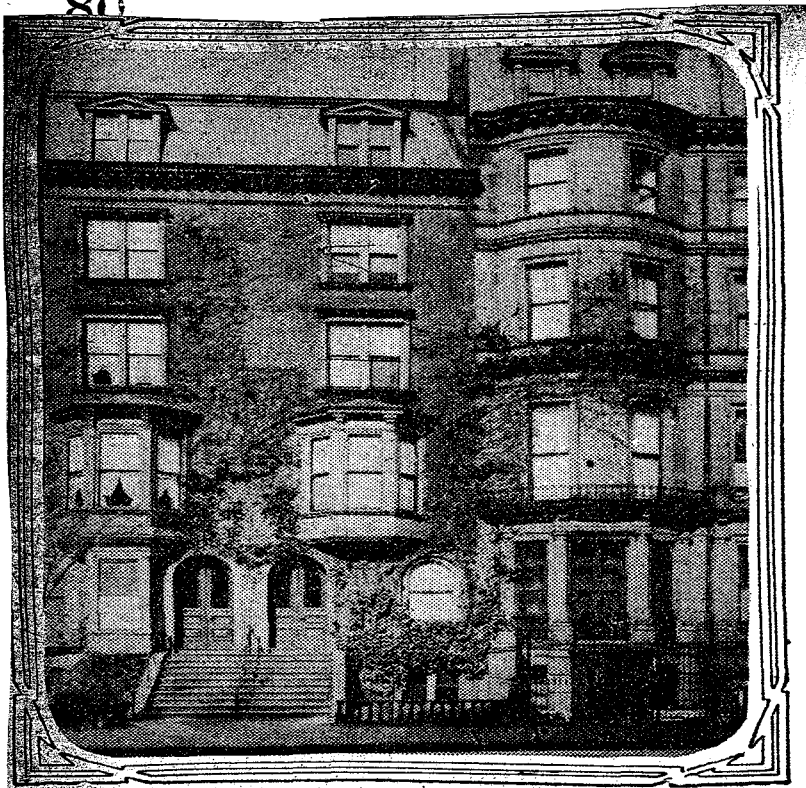
A good trading in city and district properties was noted yesterday, the largest transaction involving eight parcels in the South end, on Hammond and Windsor streets, carrying a total valuation of \$37,100. In the North end, an Endicott street property was sold, the purchaser buying for improvement. In the districts, a large number of properties of medium value were transferred, and in East Boston one of the properties involved was the Cunard wharf and dock, part interest in which was conveyed. A long term lease of a valuable Tremont street business property was also reported.

Sept. 29.



BACK BAY PROPERTY SOLD YESTERDAY TO GEORGE J. WILSON.
309-315 Huntington Avenue.

Trading in valuable property was the order of the day in real estate transactions, and several high priced parcels changed hands. The most important, as assessed valuation is concerned, was a Huntington avenue group of apartment houses, all valued at \$114,000. This is one of the biggest sales of investment property in this section for many months. Down town the conveyance of a parcel on Canal and Traverse street, valued at \$106,500, was effected while in the South end a \$23,600 Yarmouth street parcel was transferred, and two on Genesee street, valued at \$12,000 passed into new hands. In the West end, a \$11,700 Charles street property was conveyed, as was interest in a \$11,000 Cross street property. In the districts, too, a number of valuable parcels were transferred, including a \$20,000 tract on Irving street, and the 2000 square foot South Boston apartment houses. In Brookline a \$11,000 lot of land on ... as well.

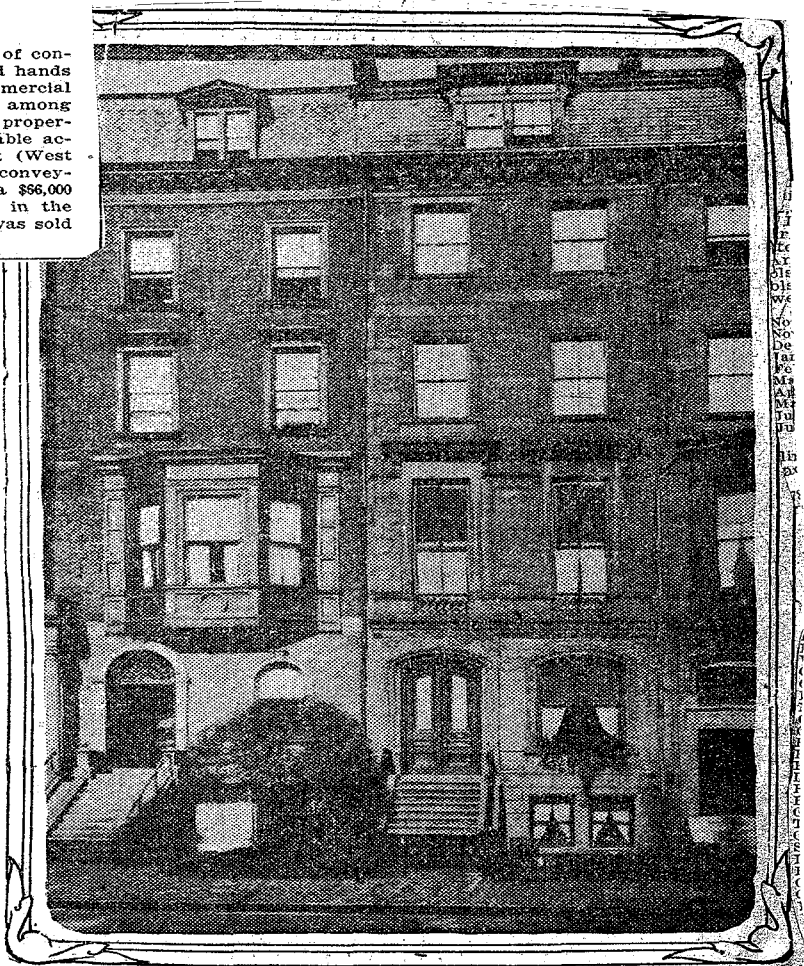


ash. Oct. 1,

BACK BAY PROPERTY BOUGHT BY J. SUMNER DRAPER.
192 Beacon Street.

Yesterday was one of the liveliest days of the season in the number of conveyances recorded and a good proportion of the properties which changed hands were good priced investment parcels. In the city proper a \$32,700 Commercial street mercantile property and a \$24,200 Snow Hill street parcel were among the more valuable to change hands, while many South and West end properties of fair value were transferred. In the districts there was noticeable activity, the most valuable parcel conveyed being a \$13,900 Centre street (Westbury) estate. In the outside localities there was also a big list of conveyances, Brookline having two each of \$12,000 value, while in Cambridge a \$66,000 property, one valued at \$19,000, and another at \$10,500, were included in the transfers recorded. In Waltham the old Gen. Banks homestead was sold to a Boston business man.

Oct. 4,



BACK BAY PROPERTY BOUGHT BY ELIZABETH TUDOR.
208 Beacon Street.

While the number of actual conveyances of real estate yesterday were not numerous, so far as city proper parcels were concerned, there was a fair amount of trading in suburban property. A very good number of mortgages were also recorded, many of them on city property, in advance of improvements to be made. The final papers in the sale of a \$56,700 West end property were recorded, and a \$10,800 North street parcel was conveyed, while in the districts a number of medium value were transferred.

Oct. 7. Cr.



BACK BAY RESIDENCE BOUGHT BY HENRY F. HURLBURT.
621 Commonwealth Avenue.

The best of the real estate trading yesterday was in district property, and while there was a large number of conveyances of this sort, there was not an actual sale of city property recorded. The most valuable district properties reported sold were a group of apartment houses on Lamartine street, Jamaica Plain, valued at \$15,100, and a Tremont street (Roxbury) investment parcel, valued at \$15,500. Besides the transactions in the way of sales, a number of leases were reported. The report of last week's work at the Suffolk registry is interesting, in that it was the first week of the year that has gone on the corresponding weeks for several years back.

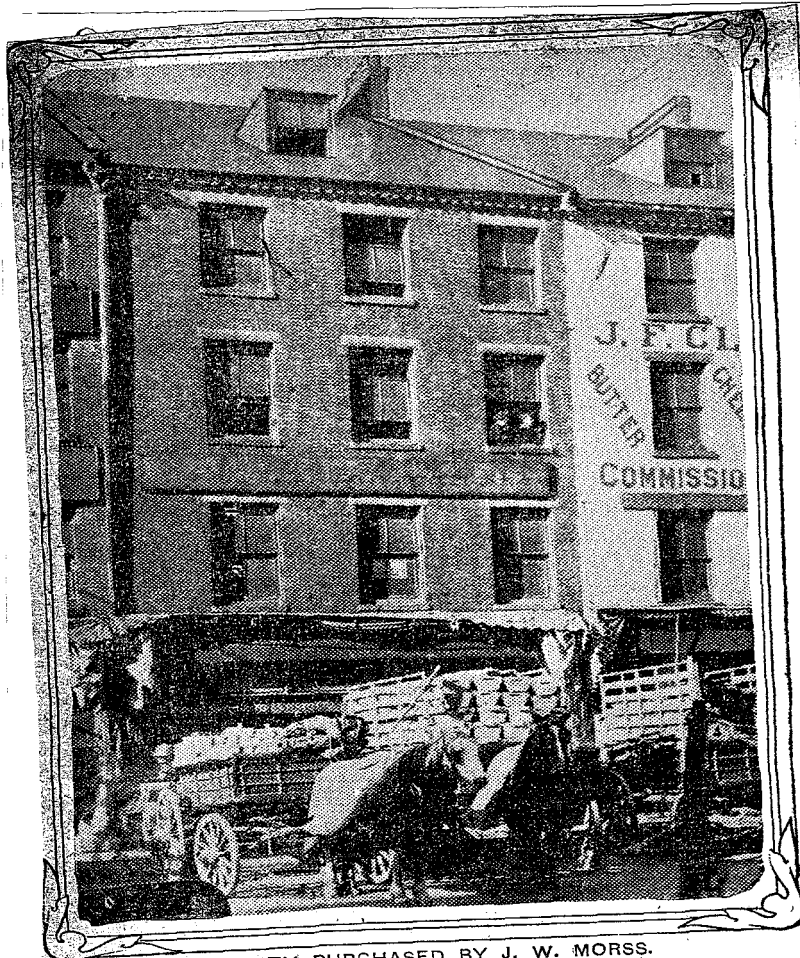
Oct 9.



SOUTH END PROPERTY JUST SOLD.
207 West Canton Street.

The usual day-after-election dulness did not fall on the real estate market yesterday, for while the list of sales was not remarkably long, there were enough good properties conveyed to make the day's business a fair one. The most valuable parcel sold was an investment property on Washington street, South end, valued at \$31,000. Several other South end parcels were also conveyed, and in the districts a fair amount of trading was observed. In Brookline several properties were sold, one of the properties transferred being a \$10,600 Centre street estate. The settlement with the city for the taking of Ferrin street, Roxbury, property for school house purposes was also among the transactions recorded.

ash. Oct. 15



PROPERTY PURCHASED BY J. W. MORSS.
70-72 Commercial Street.

A good number of valuable investment properties changed hands yesterday, including several of the choice business section investments. Among these were an \$89,500 Commercial street parcel, turned over in less than a month by a well known operator, and a \$28,800 property, also on Commercial street. An interest in a \$164,500 Park street property was also conveyed, while in the Back Bay a \$50,000 Commonwealth avenue estate and a \$33,200 land parcel on Newbury street were reported sold. Small properties in the South and West ends, and a good number of properties in the districts were also included in the list of those conveyed.

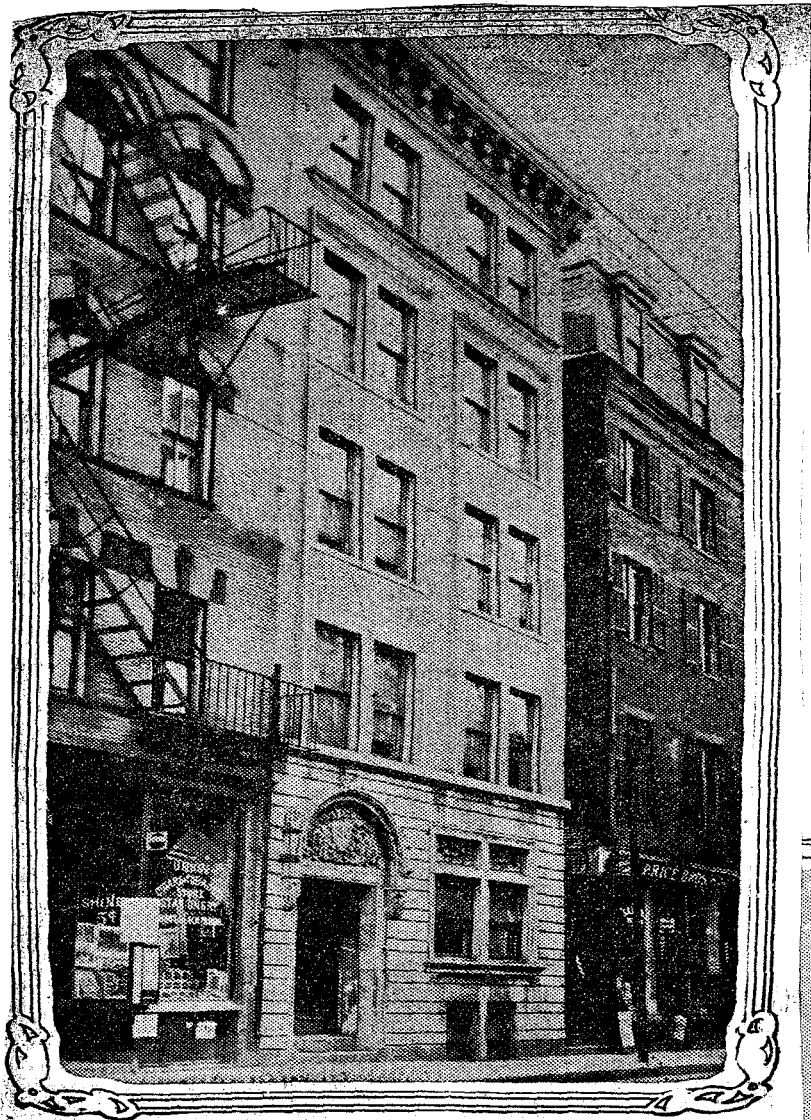
Oct. 16.



PROPERTY PURCHASED YESTERDAY BY MRS. C. C. JACKSON.
462 Beacon Street.

A good number of properties in the city were reported sold yesterday, the most valuable being a \$40,000 Beacon street estate, purchased for occupancy. In the West end a \$23,500 investment parcel was conveyed, while in the North end an \$11,500 property of the same sort was the subject of transfer. Several South end properties and a long list of district properties were recorded as passing to new owners, and the fact that there is a lot of business going on at the Suffolk registry is shown by the fact that Monday's transfers numbered an even hundred. A good number of leases of all kinds of property were also reported.

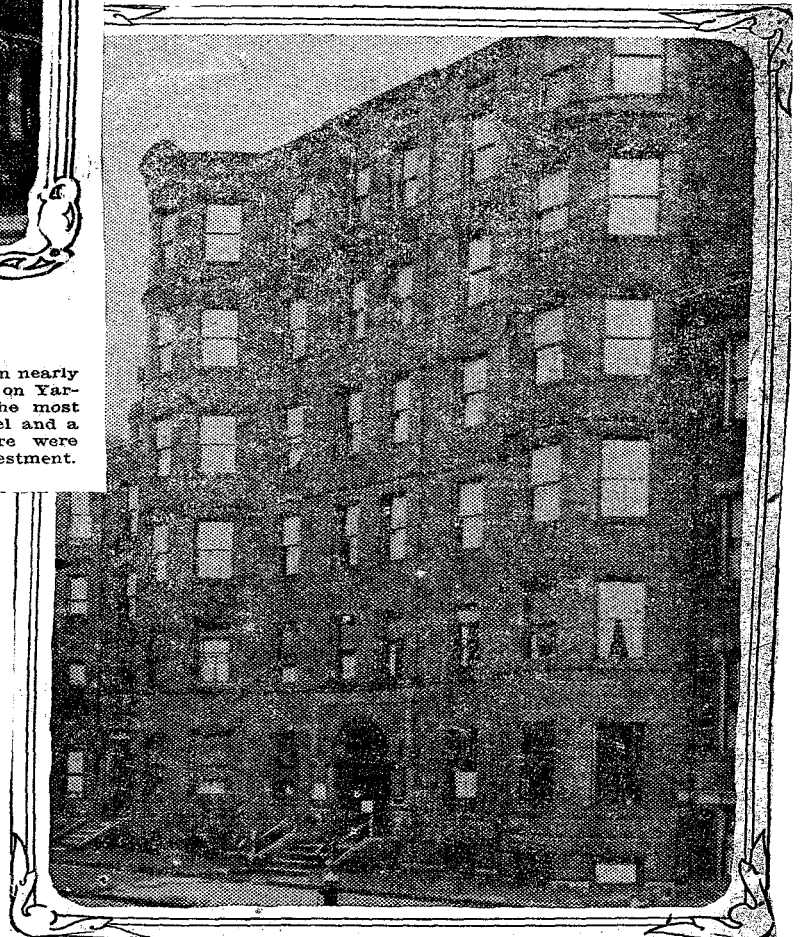
Oct. 17, Cr.



WEST END PROPERTY RECENTLY CONVEYED.
80 Green Street.

A big list of transfers yesterday included investment of all kinds in nearly every section of the city. In the South end a \$71,500 apartment hotel on Yarmouth street and a \$16,000 property at Perch and Pike streets were the most valuable conveyed, while in the West end a \$22,100 Lyman street parcel and a \$13,500 Charles street estate were transferred. In the districts, there were many conveyances, including a \$12,000 Forest street, Roxbury, investment. The sale was also reported of a \$10,200 Winthrop hotel property.

Oct. 18,



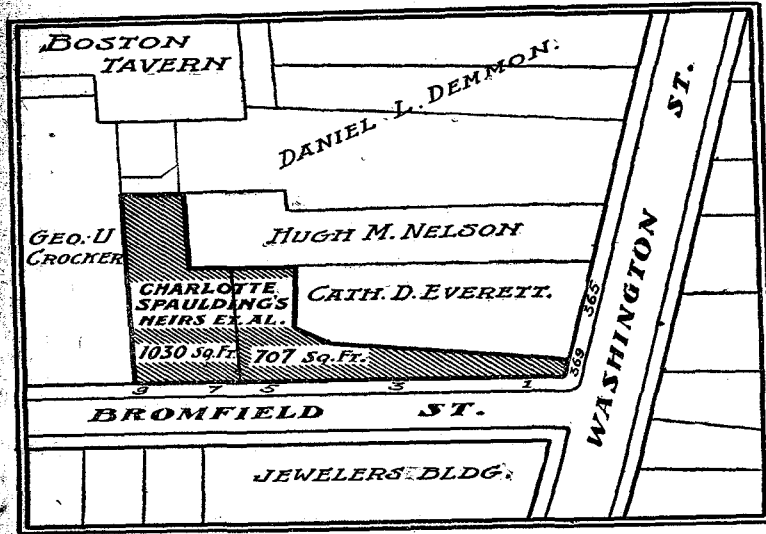
SOUTH END APARTMENT HOUSE RECENTLY CONVEYED.
Hotel Landor, 17 Yarmouth Street.

A long list of properties conveyed yesterday included a good number of parcels of better value than the average, particularly in the districts. Some of the more important parcels transferred were a \$20,600 Columbus avenue investment property, three Oswego street, South end, parcels, valued at \$19,500, \$9600 Upton street dwelling in the same section, a group of apartment houses on Quincy and Magnolia streets, Dorchester, all valued at \$22,400; a \$10,200 estate in Jamaica Plain. The most valuable property conveyed, however, was a \$74,500 group of Bay State road houses, just over the line in ward

CHOICE BUSINESS PARCEL SOLD AT AUCTION.

Wsh. Oct. 28

A. & A. C. Ratschesky Buy 1 to 9 Bromfield St, and Will Improve.



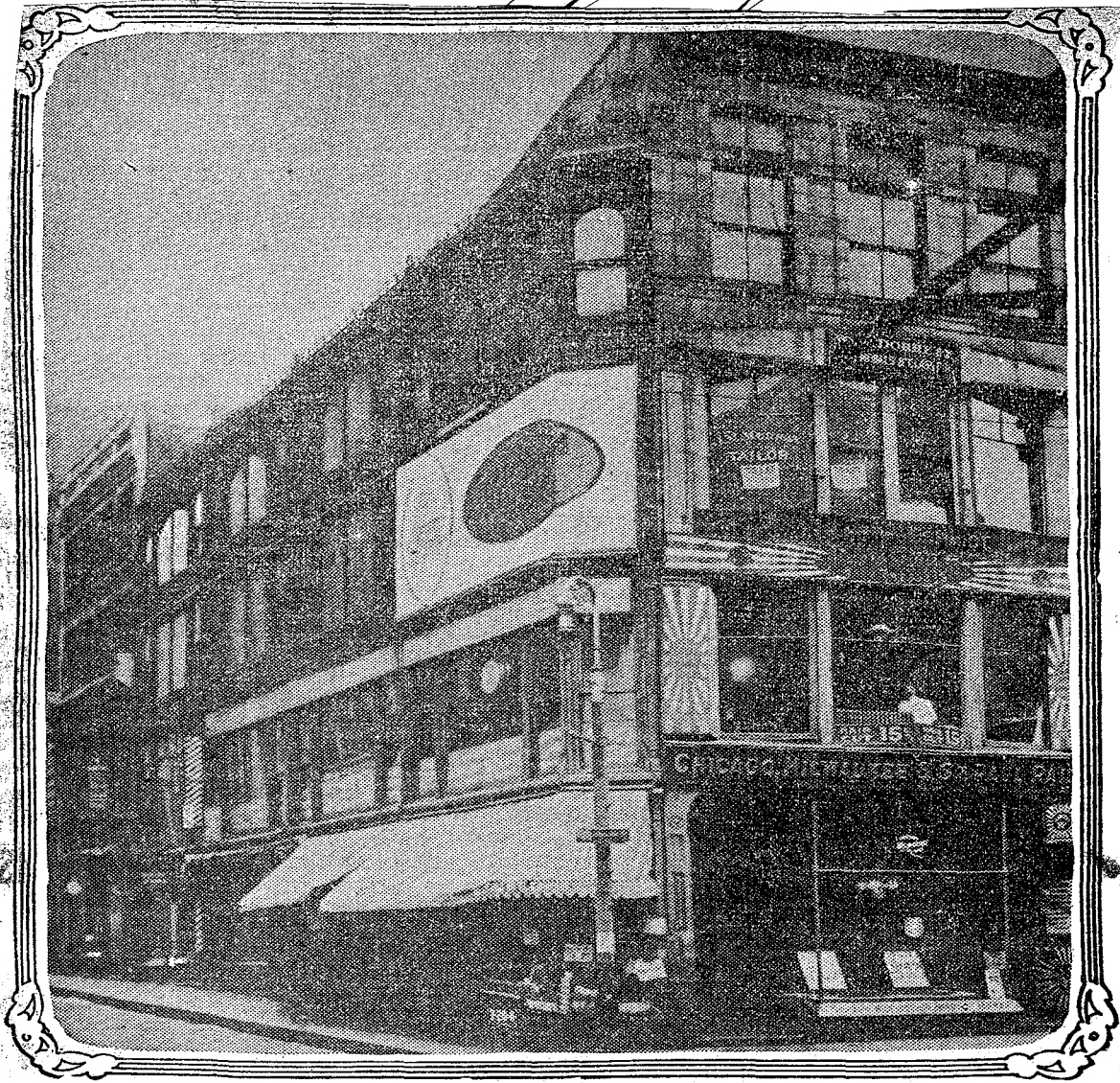
Oct 28.



**PROPERTY BOUGHT BY BOSTON REAL ESTATE TRUST.
25 to 31 West Street.**

Yesterday was the biggest real estate day in some weeks, and a number of very valuable properties changed hands. One transaction of interest was the sale at auction of two properties at the corner of Bromfield and Washington streets, for \$220,000, which are assessed at \$134,500, and another was the sale of a new building on West street, the land alone being valued at \$291,500. A lot of vacant land on Commonwealth avenue, valued at \$29,600, was also reported sold, the purchaser to improve with a fine residence. In the South end, a \$15,000 estate was reported sold, and in the districts a good number of sales were recorded. The closing of two leases of valuable down-town properties was also announced.

Cr.

Oct. 29
1904.

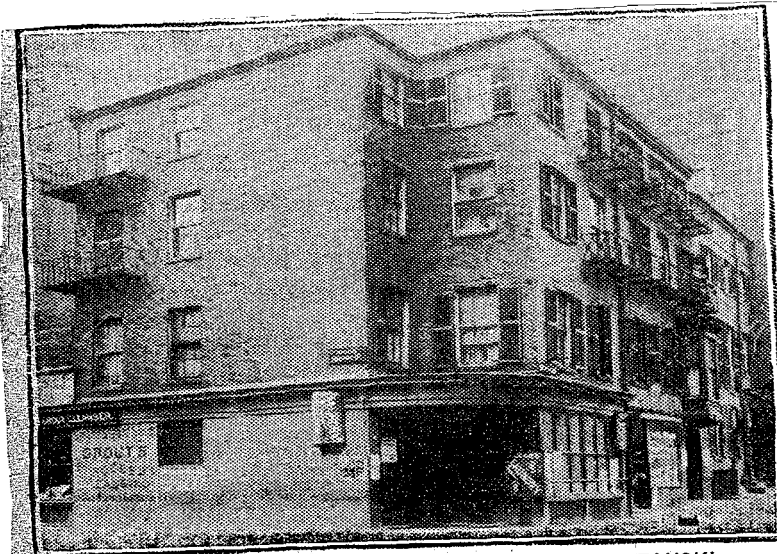
PROPERTY BOUGHT AT AUCTION BY I. A. AND A. C. RATSHESKY.
1 to 9 Bromfield Street, Corner of Washington Street.

A number of important sales of property and other transactions relating to real estate were included in the list of dealings yesterday. One of the most interesting features was the recording of a 75-year lease of the property at the corner of Washington street and Temple place, at an annual rental of \$70,000, with other stipulations that make it a most significant transaction. The sales of property included those of a \$120,000 Commonwealth avenue apartment hotel, a \$50,400 group of Blue Hill avenue, Roxbury, buildings, and two apartment house properties in Brighton, valued at \$25,700 and \$15,300 respectively. A large number of transfers of smaller properties in the districts was reported, and in the outside localities an important sale was that of a \$12,900 tract of land in Winchester.



PROPERTY PURCHASED YESTERDAY BY M. E. AND C. E. WYZANSKI.
(1 to 7 Green Street and 6 to 14, Chardon Street.)

A general desire on the part of those having real estate deals on hand to close them up before the opening of a new month was responsible for a big day's real estate business yesterday. As regards the business section of the city, the passing of the final papers in the sale of a \$89,600 Spring Lane property was noted, and in the West end the sale of a \$133,000 Bowdoin square property and of a \$15,000 Church place, one was recorded. A \$28,000 Huntington avenue apartment house was the Back Bay conveyance reported, while in the North end a \$16,200 group of houses was sold. In the districts several good properties were conveyed, including a \$18,300 Dorchester estate, while in the same localities a \$19,000 Cambridge parcel was the most valuable one to be transferred. The conveyance of a large number of brickyards to a new company, was also recorded at the Middlesex registry. The review of the November dealings furnishes some interesting facts regarding the condition of the real estate business at the present time.



PROPERTY BOUGHT BY M. E. AND C. E. WYZANSKI.
Corner of Howard and Bulfinch Streets.

There was a good line of real estate trading noticeable yesterday, and some excellent properties in the city and in the suburbs changed hands. In the city proper, the Back Bay again came into notice with four conveyances, one of a \$25,000 Beacon street property, another of a \$10,000 Mountfort street estate, and a third of a \$24,500 Marlboro street residence. In the districts a good trading was carried on, with about all the sections included, while in Brookline a number of good sales were reported, including that of a \$45,900 apartment hotel property, a \$16,700 Beacon street estate and a lot of vacant land. In Cambridge the sale of a \$26,200 Broadway property was announced. The record of the past month's work at the Suffolk registry shows a good business, both in conveyances and in mortgages.

November 1.

Nov. 9. Cr.



BACK BAY PROPERTY SOLD TO DR. W. A. MORRISON.
583 Beacon Street.

The brisk trading in real estate that opened the month of October on Saturday was continued yesterday, and, while there were no transfers of remarkable size, the number of good properties to change hands was large enough to lift the day's total from the ordinary run of business. Two good mercantile properties were conveyed—one a \$45,600 one at Broadway extension and Lehigh street, the other a \$35,900 parcel on Commercial street. In the Back Bay a \$16,500 Newbury street estate was transferred, and in the South end several properties passed to new ownership. In Brookline a \$70,000 Beacon street investment property was reported sold, and a number of smaller properties in other outlying towns and cities. The record for the week at the Suffolk registry shows a good business, especially in the amount of mortgages.

Nov. 7.



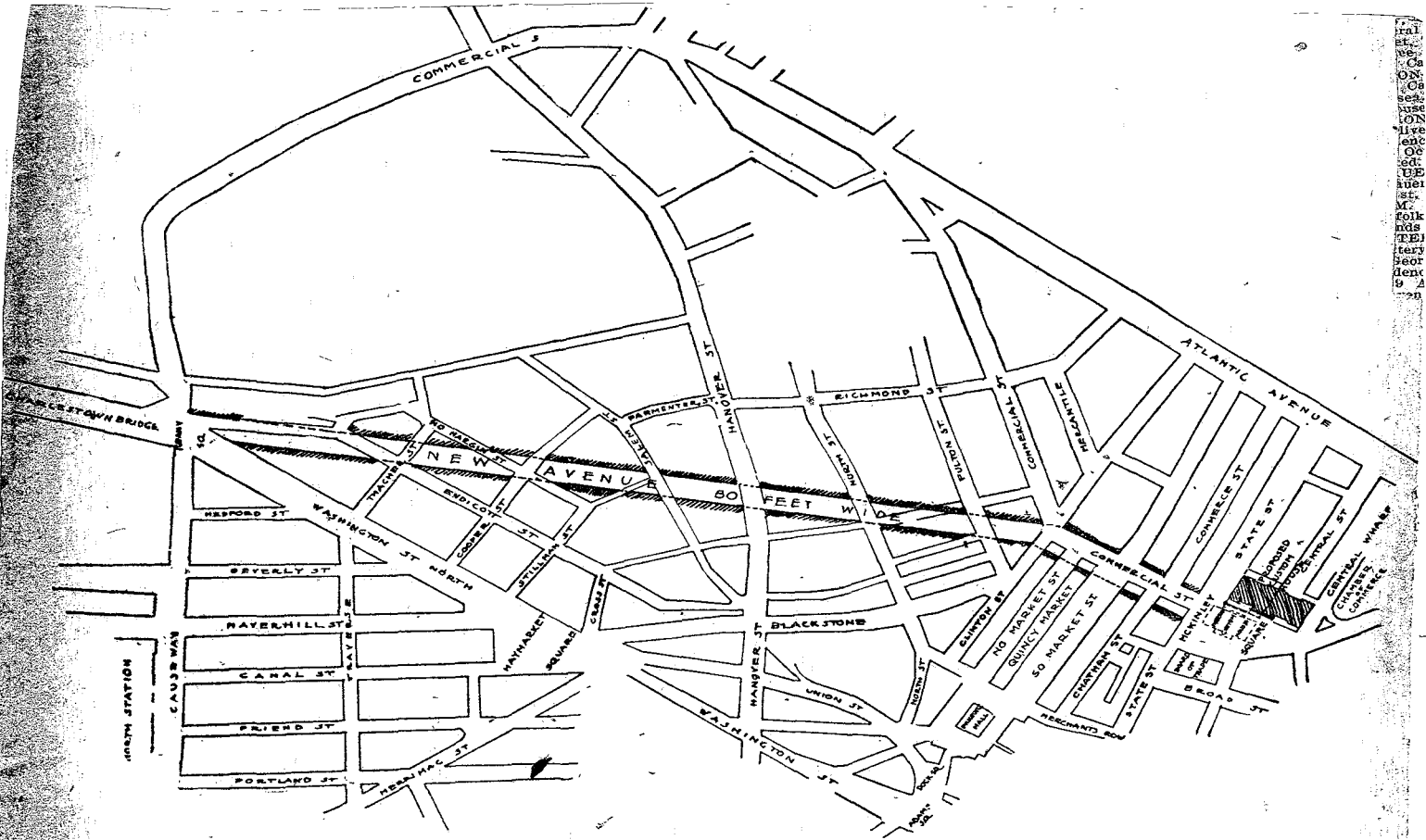
SOUTH END PROPERTY RECENTLY CONVEYED.
699 Massachusetts Avenue.

As was the case for the day or two preceding, yesterday's city property real estate dealings had to do mostly with South end properties. A \$44,000 Tremont street property was the most valuable to be transferred, and the \$30,000 Berwick park residence. In the districts, Roxbury was represented by a \$11,000 Georgia street conveyance, while in Dorchester a \$11,500 estate was conveyed. In Brookline, Cambridge and Newton the principal transfers were of vacant land, in house lot size.

Dr.

Cash.

Nov. 10.



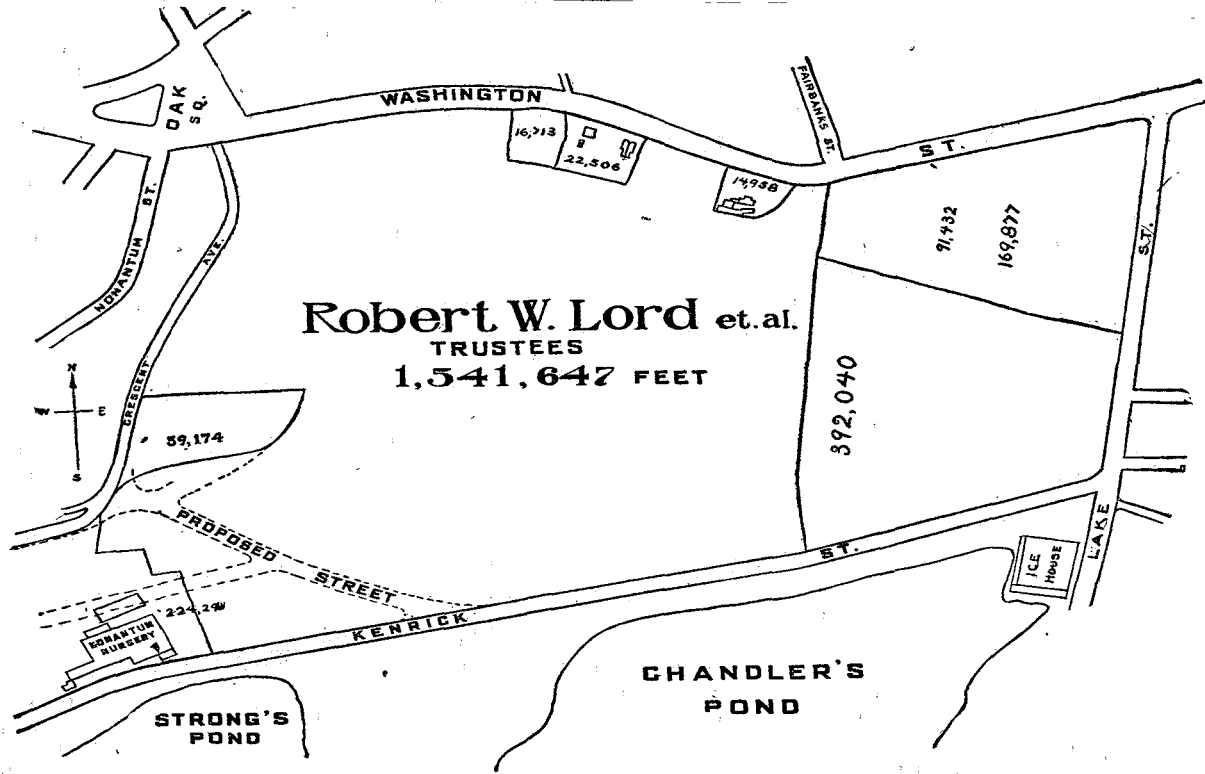
PLAN SHOWING NEW STREET PROPOSED AS A MEANS OF RELIEVING TEAMING CONGESTION.

The most interesting feature in the real estate news of yesterday, so far as its effect on property in the city is concerned, should it result in any, was the presentation of a plan to the Associated Board of Trade, at the annual meeting, for a new street, 80 feet wide, running directly through a part of the North end, now given up principally to tenement houses, and which, in the way of expense and practicability, seems to be the most satisfactory plan yet proposed, of the traffic congestion problem, which has had the attention of Boston business men for some years, and for which some remedy has been found. That the latest plan, which is fully explained below, would furnish complete relief, cannot be gainsaid, but whether it will be deemed worth the time and careful consideration by business men and city officials will have to determine. In the matter of actual real estate transactions yesterday, South Bay produced conveyance of two parcels on Norway and Falmouth streets, valued at \$19,800; the South end was responsible for two small street transfers, while Roxbury and Dorchester had a number of transfers of valuable property, including an estate valued at \$172,000, a portion of those sections. Another Roxbury property conveyed was a \$10,700 Humboldt avenue estate. Smaller properties of different value made up the remainder in other districts.

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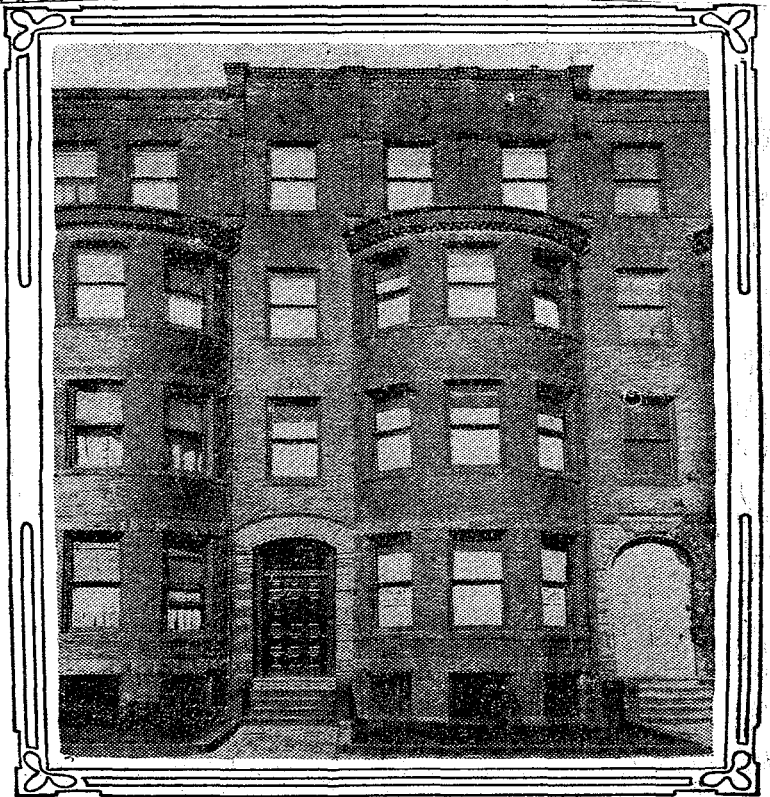
Cash. Nov. 14. Cr.



PLAN SHOWING PROPERTY IN BRIGHTON SOLD BY ROBERT W. LORD TO WILBUR P. RICE.

There was enough doing in the real estate field yesterday to make up for several dull days, and the transactions included sales of almost every class of property. The most important sale of the day was that of over 1,500,000 feet of land in Brighton to be opened up for development as part of Nonantum Hill, is practically assessed as satisfactory, it means an addition of some hundreds of acres. The conveyance of interest in a \$35,600 North e sale of a \$13,000 Harrison avenue parcel, and the recorder of a small West end property. In the districts, a parties was recorded.

Nov. 17.



BACK BAY RESIDENCE PURCHASED BY W. R. FEELYATER. 395 Marlboro Street.

The list of yesterday's real estate transactions shows that most of the properties conveyed were of medium value, and divided about equally between the city proper and the districts. Of the city transactions, but one large property was involved, a \$12,700 Harrison avenue parcel, and the rest were in the South and West ends. In the districts a number of residential properties were conveyed, and in Brookline the sale was reported of an \$11,400 estate on Naples road, where several residences have been sold during the past few months.

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Dr.

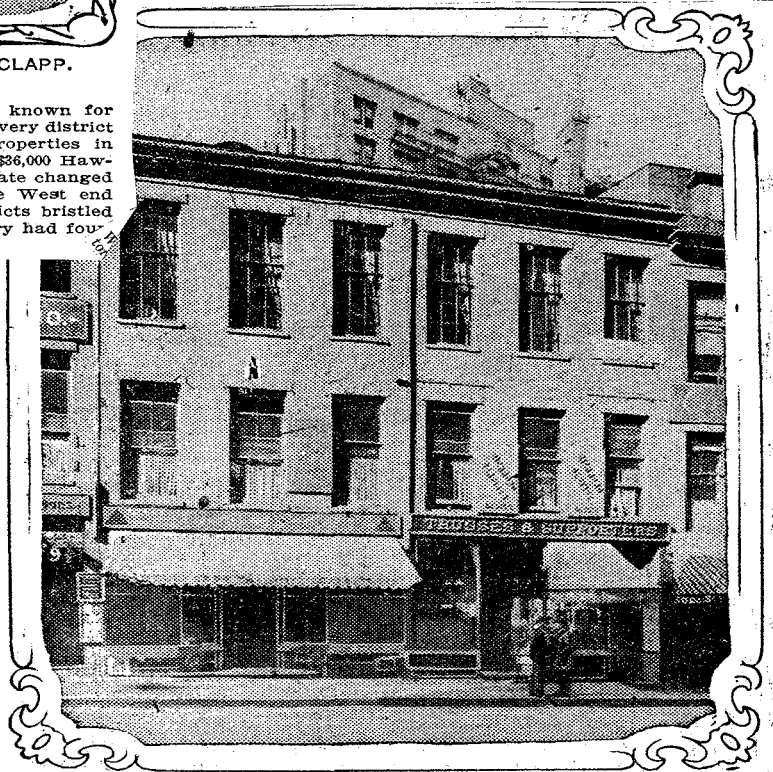
Cash. Nov. 21.



BACK BAY PROPERTY CONVEYED TO SUSAN P. S. CLAPP.
923 Beacon Street.

Yesterday was by far the busiest day the real estate field has known for many weeks, and property in every section of the city and in about every district was conveyed. The most important sales recorded were of two properties in the business district, one an \$83,100 South street parcel, the other a \$36,000 Hawley street piece. In the Back Bay, a \$20,500 Huntington avenue estate changed hands, and in the South end four parcels were conveyed, while one West end estate and a \$10,000 North end property were also sold. The districts bristled with sales, and Dorchester led with 10 transactions, while Roxbury had four, West Roxbury three and East Boston and South Boston one each.

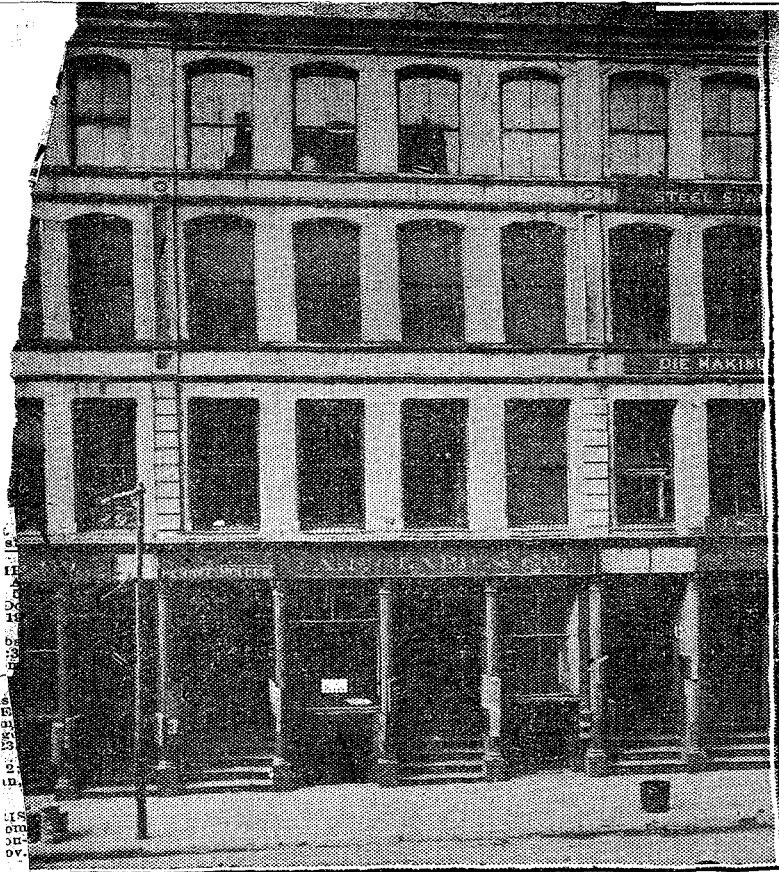
Nov. 24



PROPERTY PURCHASED BY I. A. AND A. C. RATSHESKY.
25 to 29 Tremont Street.

The week opened well in real estate trading with the sale of several good investment properties, the principal one in the city proper being a 214,900 parcel on Tremont street, near Scollay square. The sale was also reported of one of the largest estates in Cambridge, bought for probable development, valued at \$33,000. In the various sections of the city sales and agreements were reported, while in the districts the number was not quite up to the size of last week.

Nov. 26. Cr.



SOUTH STREET PROPERTY SOLD TWICE IN ONE WEEK.
19 to 23 South Street.

Nov. 27.

Yesterday's real estate transactions were fair in number and rather above average in quality. A South end investment property, a \$90,000 Tremont pet store and apartment block, the most valuable conveyed in that section for a long time, was sold, and two Beacon Hill estates, one valued at \$16,200 and one at \$11,000, were sold, while a \$6800 West end property was also included in the list of transfers. In the districts a brisk trading was noticeable, Dorchester leading with seven parcels going to new owners, while in the other districts the normal number of conveyances was recorded.



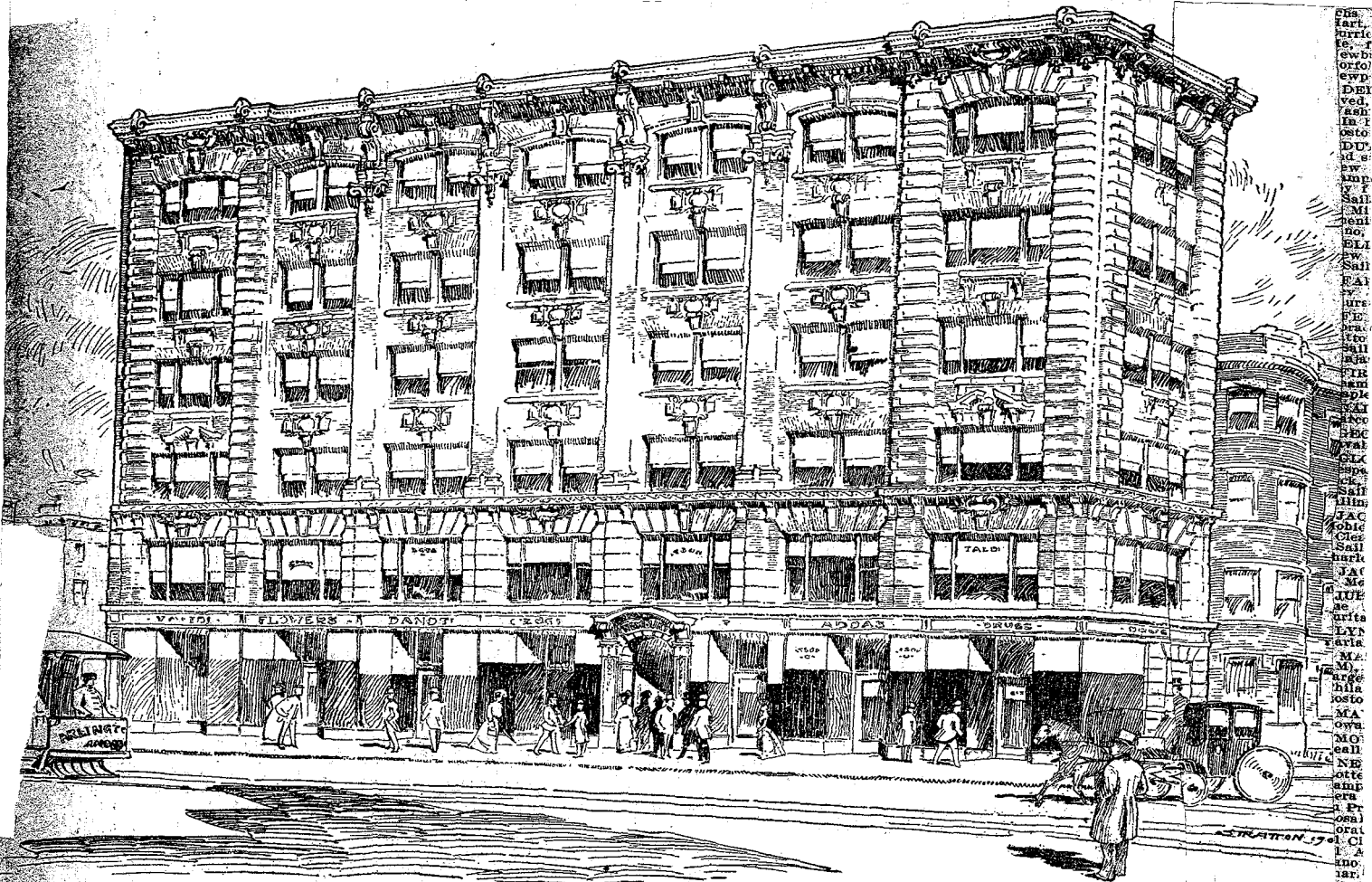
SOUTH END STRUCTURE BOUGHT BY ALVIN D. PUFFER.
565 to 569 Tremont Street.

While the number of parcels transferred yesterday in the real estate market was not large, the amounts involved were of such figures as to make the day of more than an average. In the day's business the South end still had the call with five conveyances. Two were Washington street properties carrying valuations of \$72,900, respectively; one on Tremont street of \$12,000, another on Warrenton street of \$13,600, and the fifth on Milford street, a residential structure, of \$8600. The districts also developed several good transactions, the leading one being the transfer of a block of houses on Blue Hill avenue, Dorchester, assessed on a valuation of \$22,800.

Dr.

Cash.

Nov. 28



NEW OFFICE BUILDING TO BE ERRECTED AT THE CORNER OF MASSACHUSETTS AVENUE AND NEWBURY STREET.

A large number of the smaller investment properties changed hands during the course of yesterday's real estate trading, and a great many of the properties were located in the West and South ends of the city. In the West end one of the properties conveyed was a \$10,800 Pitts street parcel; another was a Charles street estate, and the others were smaller parcels on Phillips, Brighton and Minot streets. In the South end a \$16,100, were conveyed, while three Kirkland street houses and a while in the outside sections a number of conveyances were made. The property at the corner of Massachusetts and Newbury street was also of interest to owners of property.

Nov. 31,



PROPERTY AT 31 COMMERCIAL STREET BOUGHT BY J. S. DRAPER. The Piece Purchased by Mr. Draper Is Indicated by the White Lines.

Yesterday's real estate trading included the sale of several valuable city properties, the most noticeable being that of a \$56,700 property at the corner of Howard and Bulfinch streets, which was sold at auction for \$51,000, the first sale of property in this locality for a long time. A \$34,000 parcel on Joy street and a number of small parcels in the South and West ends completed the city proper list, while a number of good district properties changed hands. A review of the month's real estate transactions shows that a marked improvement in trading has been the rule during the past few weeks, and this is particularly true of property in the city proper, as the list published below shows.

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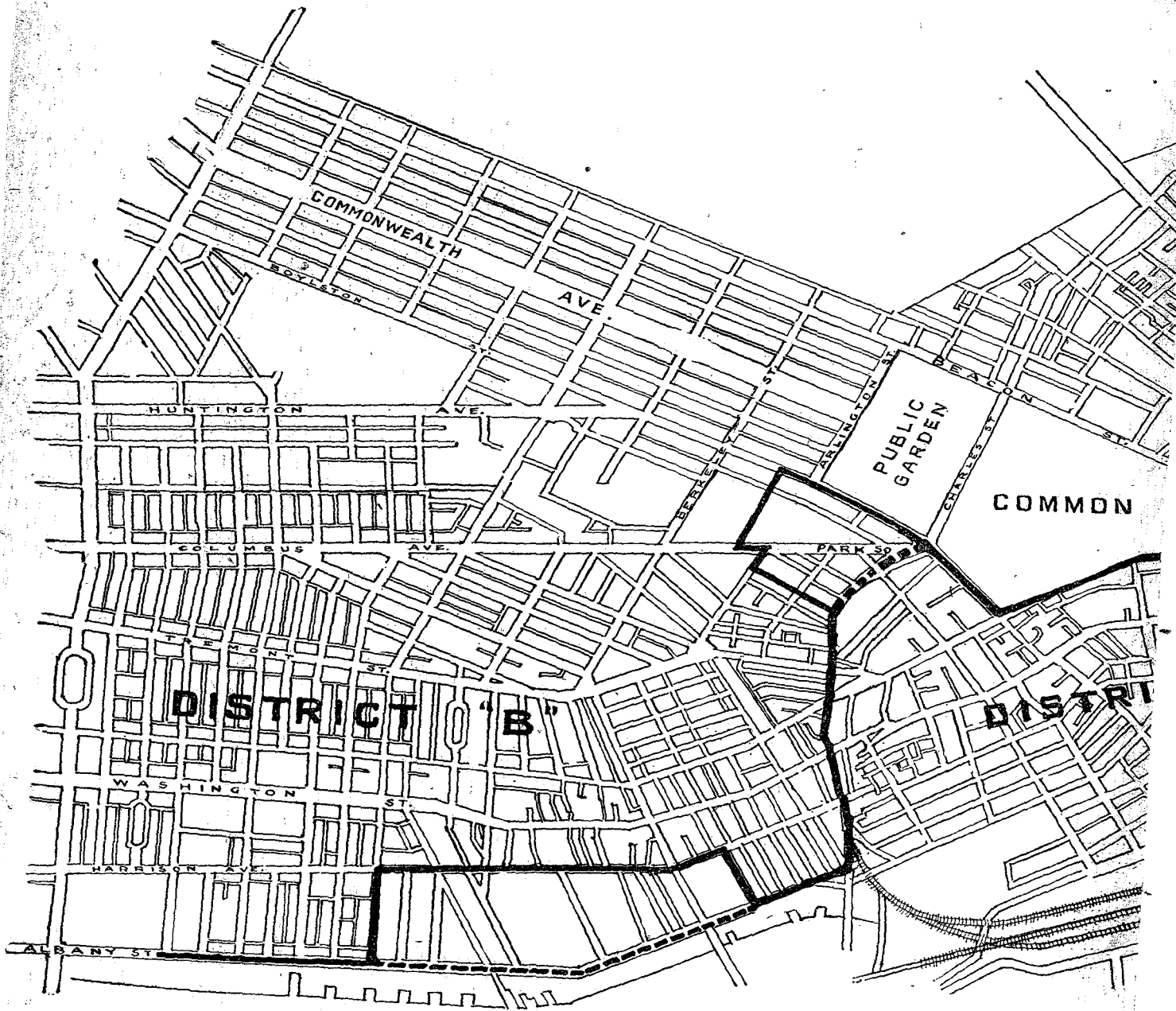
BACK BAY PROPERTY RECENTLY SOLD
Hotel Ericsson, 373 Commonwealth Avenue.

Plenty of trading in good property was noticeable yesterday, and the most valuable was a South street business property, about one-third of an estate valued at \$197,800 being included in the sale. In the South end the trading was very lively, and a \$12,000 Columbus avenue property, with others amounting in all to \$37,600, were conveyed in one sale. A \$9500 Greenwich park estate was also conveyed. Three West end properties, one an \$11,500 Leverett street parcel, were conveyed, and final papers were recorded in the sale of a \$34,000 Joy street estate to the Twentieth Century Club. A number of good district and suburban properties were sold, including a \$100,000 Winthrop parcel.

Dr.

Cash.

Dec. 5, 1904.



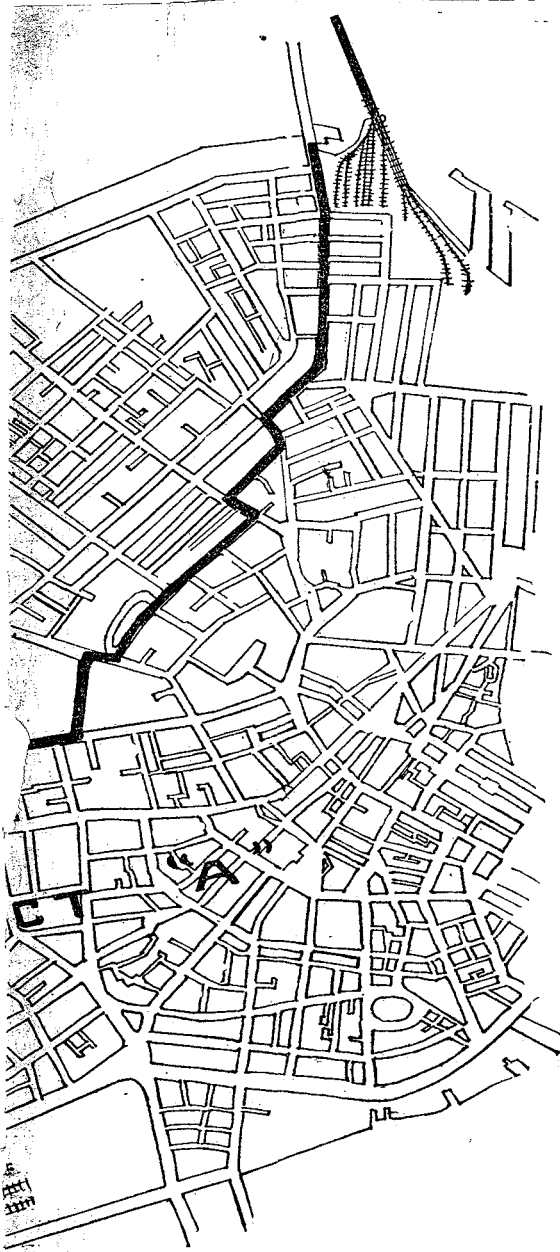
MAP SHOWING THE NEW LINES LAID DOWN BY THE COMMISSION ON THE HEIGHTS. The heavy black line shows the boundaries decreed by the order filed yesterday. The dotted line shows the boundaries as they were decreed by the order of the Board of Public Works. The dotted line shows the boundaries as they were decreed by the order of the Board of Public Works. The dotted line shows the boundaries as they were decreed by the order of the Board of Public Works.

Sec. 6
Back Bay

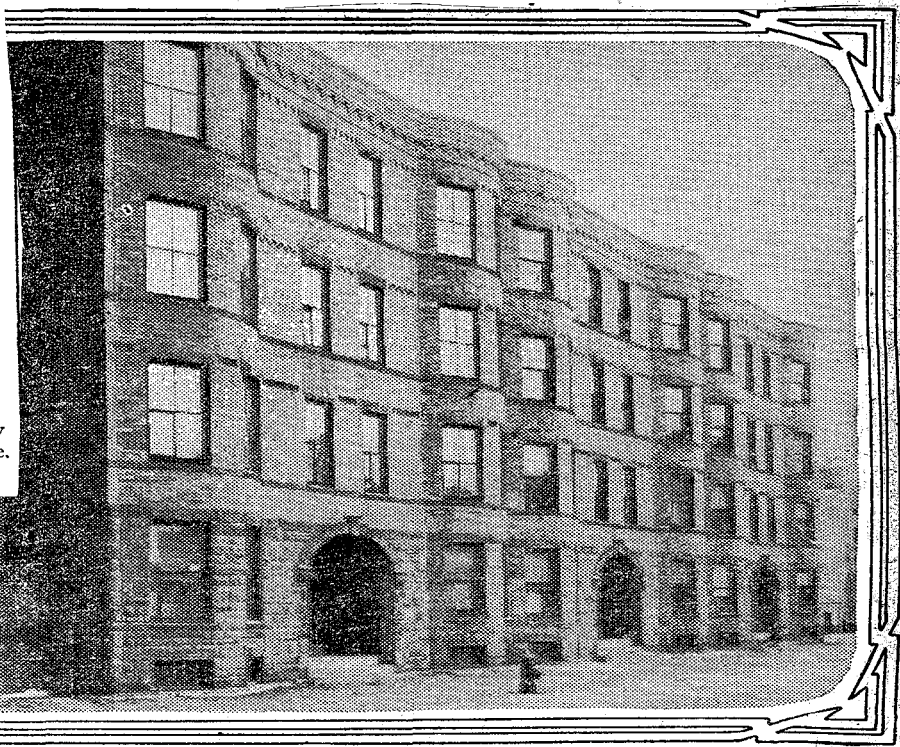


BACK BAY PROPERTY BOUGHT BY J. T. WETHERALD.
 915 Boylston Street.

The real estate trading yesterday was of considerably better character than for several days previous, and some good investment parcels changed hands during the day's dealings. The most valuable property sold was a pair of apartment houses on Batavia street, Back Bay, valued at \$45,000, while a \$10,700 business parcel at the corner of Washington street North and Travers street was conveyed. Several North and South end properties of fair value were conveyed, and the same was true of the districts and the localities just outside of Boston.



OF BUILDINGS.
 creed by the old order. The new line runs along Albany
 Ferdinand street, to an arbitrary line on Columbus avenue.



BACK BAY INVESTMENT PROPERTY BOUGHT BY JOHN P. WEBBER.
 36-38 and 40-42 Batavia Street.

The most important real estate news of the day was the announcement of the sale of the Hotel Plaza to a syndicate of Boston business men, for cash, at a figure higher than the \$208,000 assessed valuation. The trading included also residential property in various sections. Among those sold was a \$18,000 Beacon street estate, near Aubunon circle, and a \$7700 Charles street estate. In the South end, two small properties, one on Camden street and one on Northampton street, were subjects of conveyance, while in the districts three Dorchester properties and a lot of vacant land on Coventry street, Roxbury, were the principal transfers. In the outside localities, the conveyance of two Somerville estates was recorded, while in Cambridge a tract of vacant land and in Brookline a \$10,500 Winchester street property were also reported as passing to new hands.

Sec. 7.

Dr. Dec. 8. Cash.

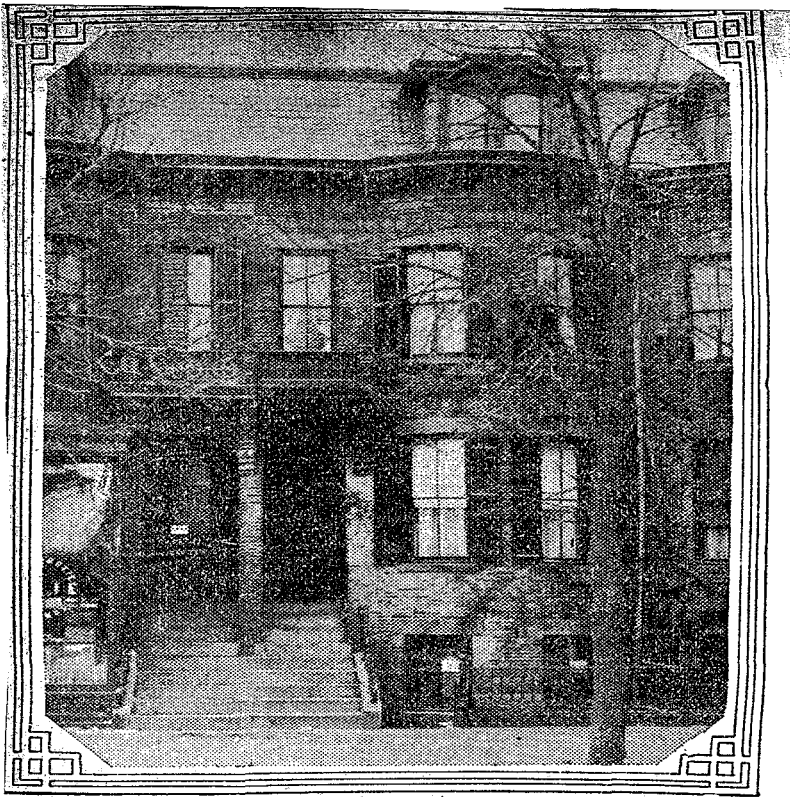


HOTEL PLAZA, COLUMBUS AVENUE, THE SALE OF WHICH WAS ANNOUNCED YESTERDAY.

A number of transactions of importance in the real estate field were recorded yesterday, one of them being the settlement by the city for property last May by the transit commission, for the incline to the entrance to the new Washington street tunnel. This taking was one of the largest, and the settlement without resort to the courts, cleans up the majority of the claims. The whole property, from which over half was taken was valued at \$104,100. The conveyance of a \$12,700 residential property on Keswick street, Back Bay, was also recorded, as well as that of a \$13,000 parcel on West Newton street, near Huntington avenue. The reconveyance of a \$7800 Dover street property and the transfer of a \$14,400 North Anderson street investment were other transactions reported. In the districts, a \$30,900 manufacturing plant was conveyed, as well as a \$11,000 Georgia street residential property. In East Boston, Charlestown and Chelsea, sales of medium priced property were reported. In Brookline the sale of a valuable lot of land on Powell street was reported, and in Salem a manufacturing plant was reported sold.

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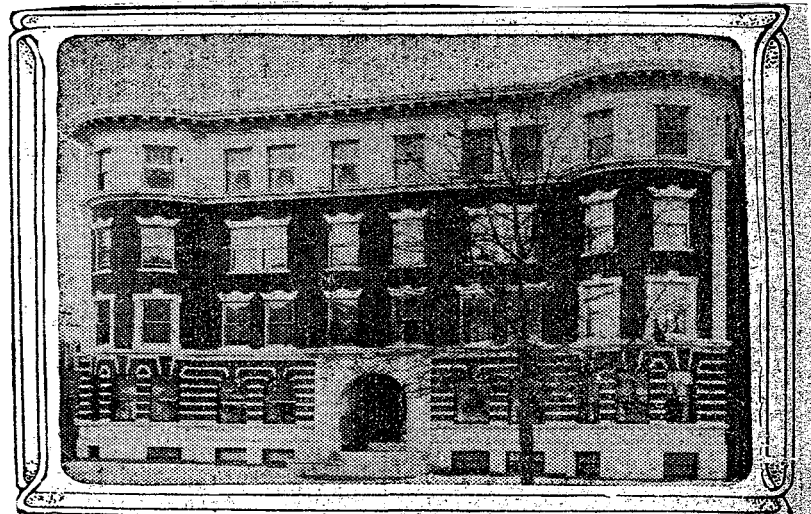
Dec. 15 Cr.



SOUTH END PROPERTY CONVEYED YESTERDAY.
125 Warren Avenue.

Yesterday's real estate transactions were fairly numerous, and involved several good properties. The most valuable city property sold was a \$21,800 Wareham street investment. A settlement with owners of land on Albany street taken by the city for the South end playground in 1903, the basis of settlement being \$35,000, was also recorded. In the districts a number of properties of fair value were conveyed, and in the outside localities a \$52,400 Brookline apartment hotel was reported sold. The commencement of work on the new Ford Memorial, at the corner of Bowdoin street and Ashburton place, was also a matter of interest.

Dec. 16, 1904



BROOKLINE PROPERTY RECENTLY SOLD.
Hotel Algoma, 1589 Beacon Street.

A number of important transactions were included among yesterday's real estate dealings, the most important being the sale of a \$183,000 business property on Washington street, together with the passing of papers in the sale of the adjoining property at the corner of Bromfield street, which gives the purchaser one of the highest priced corners in the retail section. The sale of a \$16,000 Marlboro street estate was also recorded, and the transfer of an \$801,700 dock property in East Boston. Various properties of different value in other sections of the city, and in the districts were also reported, making the best day's business in some time.

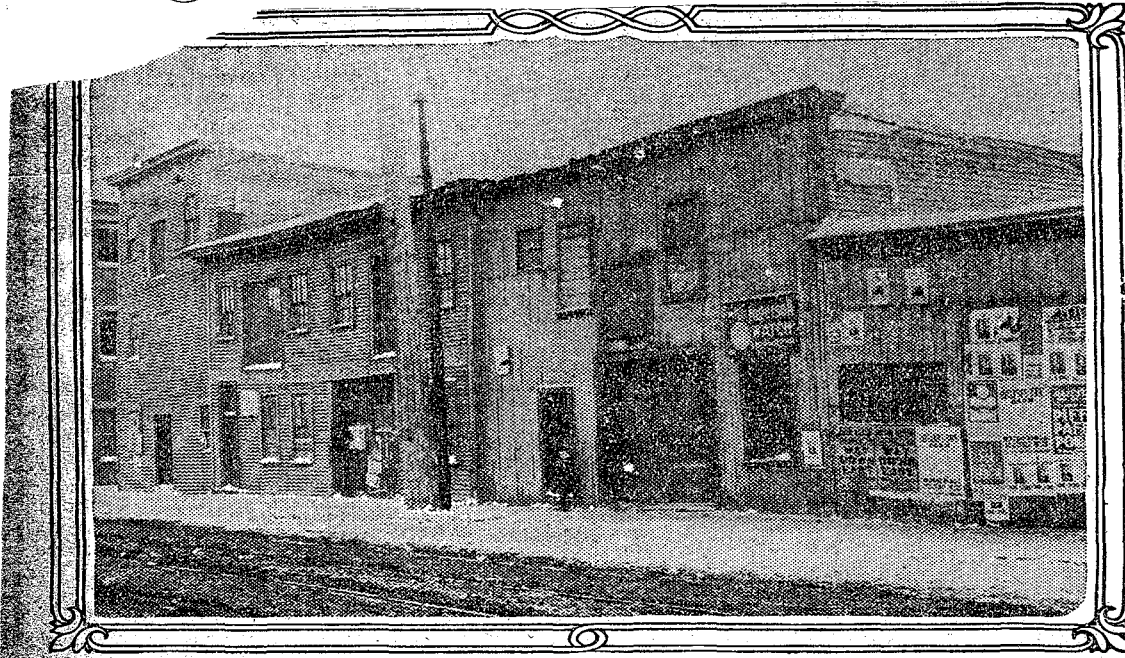
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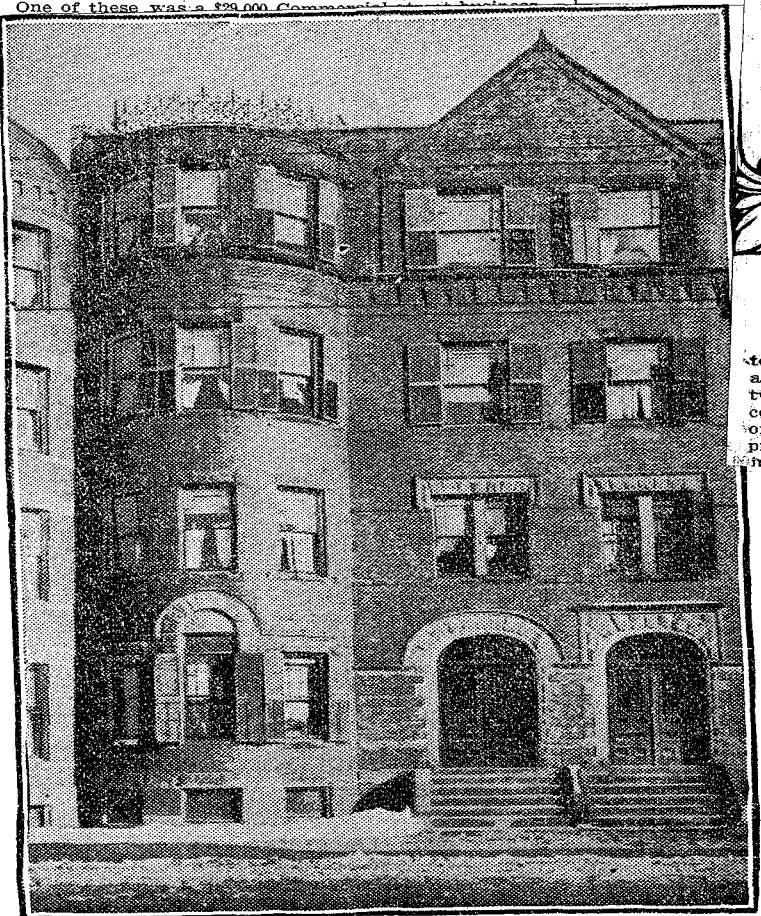
Dr. Dec. 19. Cash.



SOUTH END PROPERTY RECENTLY SOLD BY THE MARTIN J. HALL ESTATE.
63 to 67 Northampton Street.

While the number of transactions in real estate recorded yesterday was by no means large several good properties, particularly in the city proper, passed to new ownership. One of these was a \$24,000 Commonwealth street property, conveyed to the recent purchaser of an adjoining estate and another was a \$10,000 St. Botolph street dwelling. A small number in the districts were also recorded as passing to new hands. The highest price was that of an \$11,600 Brookline property. The record for the week was much heavier than for the same period in two previous years, which is interesting as showing that business has kept up.

Dec. 20



BACK BAY PROPERTY BOUGHT BY J. ALBERT WALKER.
232 Massachusetts Avenue.

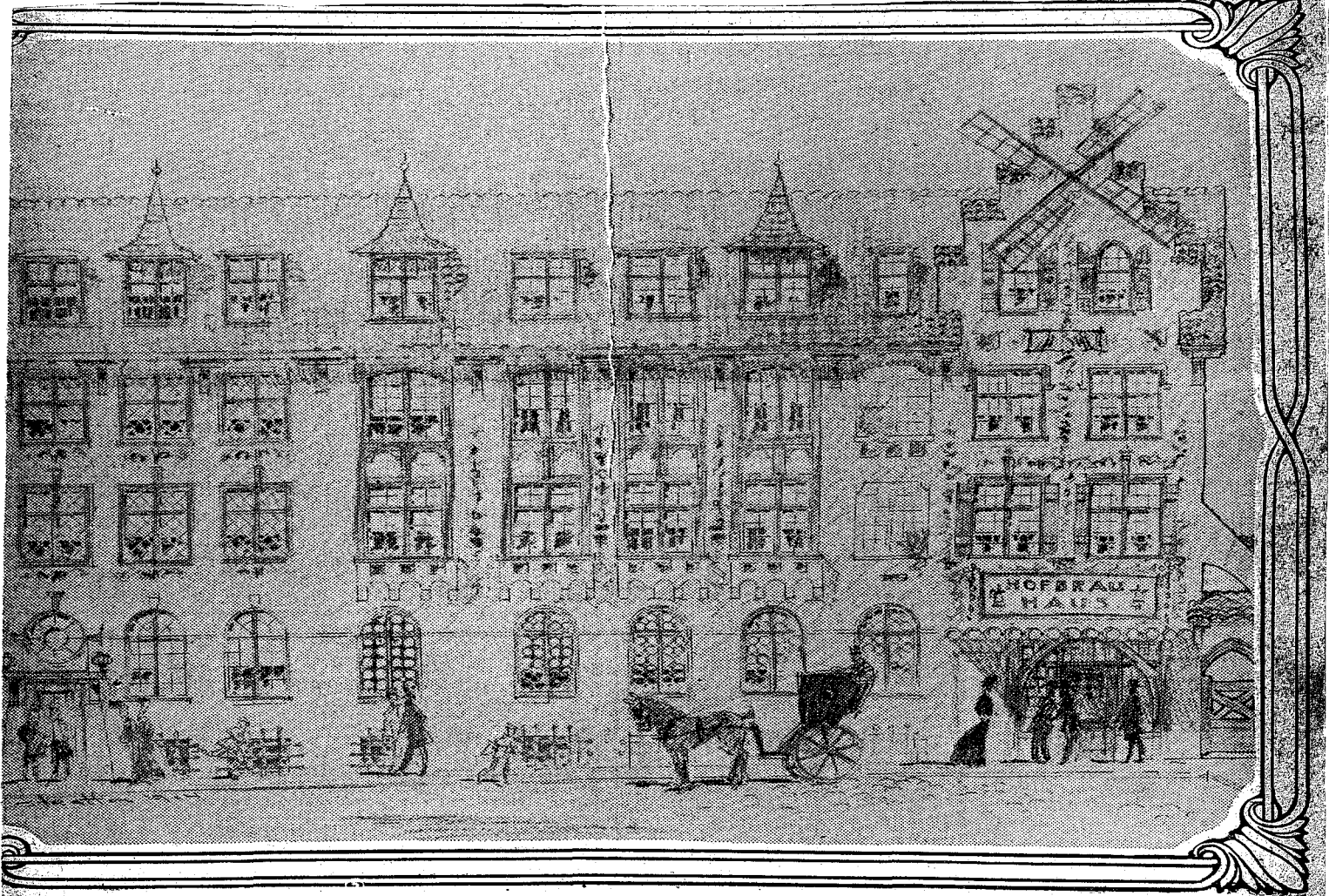
A fair number of properties were conveyed yesterday, including a \$108,000 tract of land on Commonwealth avenue, extending from Cummington street to Hinsdale street. This was the most important transaction of the day, but several smaller properties, including several in the South end, were conveyed. One of the South end transfers was that of an interest in a Massachusetts avenue estate, and another was a small Lawrence street parcel. In the districts only a small number of conveyances was reported.

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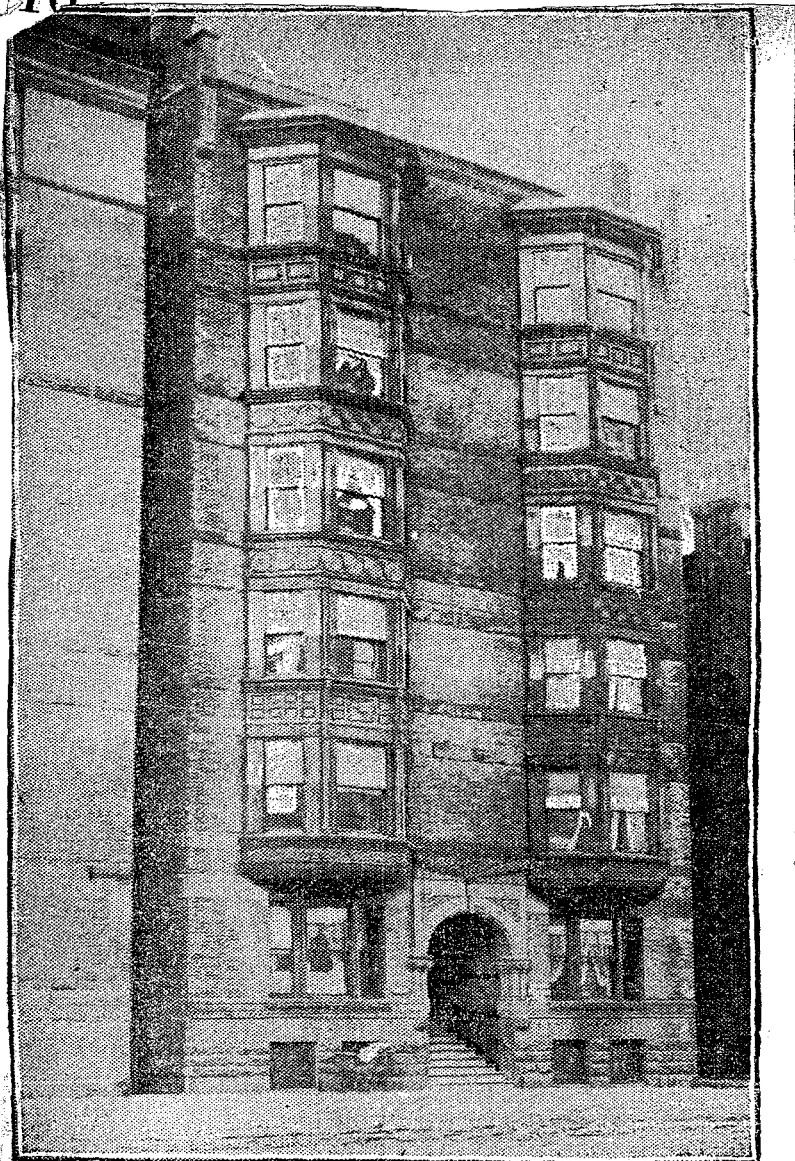


ELEVATION OF PROPOSED NEW HOTEL, AS SEEN FROM BOYLSTON STREET.

The principal real estate news of interest yesterday was the announcement that a new hotel is to be erected on La Grange street, running through town square. This comes close on the announcement of the location of several of the entrances to the new tunnel stations in this immediate vicinity. Others are to be selected, two of them probably very close to the location of the new hotel, it shows that property just south of Boylston street, between Washington and Tremont streets, is assuming a value in the eyes of real estate and business men that only such a proposition as the new tunnel will be given to it, for years to come at any rate. It is an interesting fact that the land on which the hotel is to be built has been leased for a term of years. A number of sales of good property were also reported, including an \$86,000 Massachusetts avenue apartment hotel, a \$29,200 Sudbury street and a \$58,200 business property on Washington street, near Dover street. Several other properties of smaller value in other parts of the city and districts were also conveyed.

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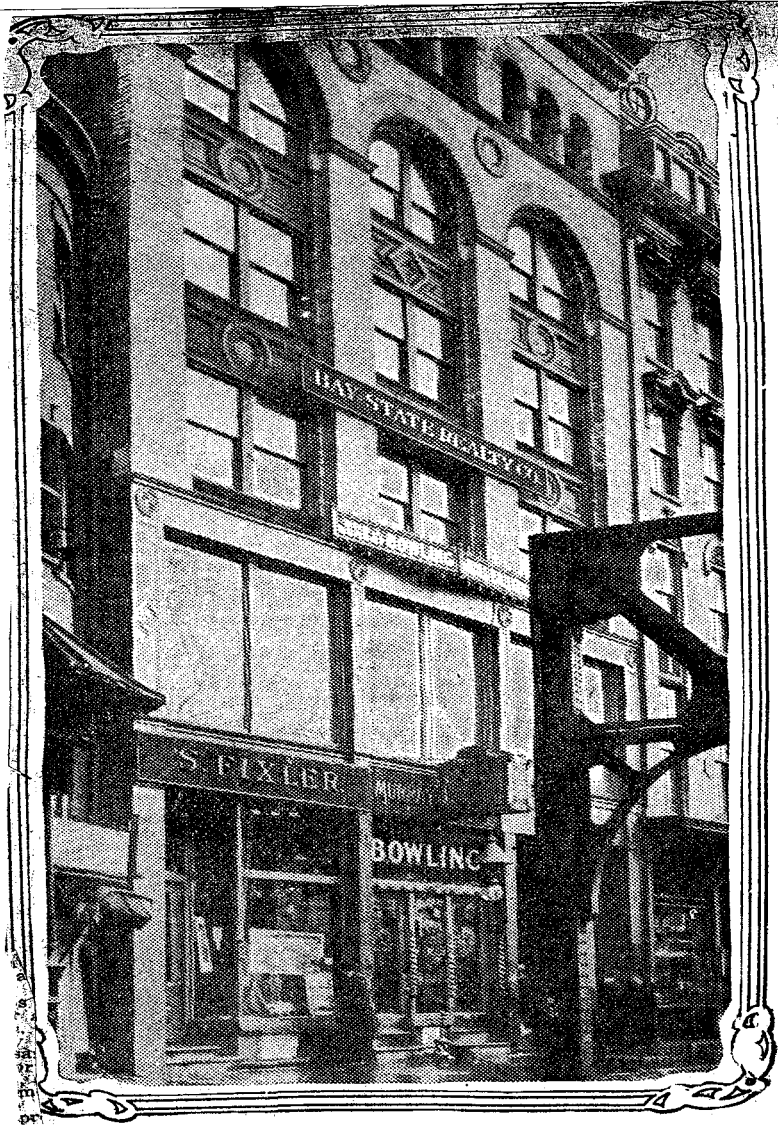
Dec. 22



BACK BAY APARTMENT HOTEL JUST SOLD.
 Hotel Stratford, 31 Massachusetts Avenue.

While there were a number of conveyances of district property recorded yesterday, for the first time in some weeks no conveyance of city property was made. The bulk of the business was in East Boston, where four parcels were transferred, one a \$22,500 wharf property on Condor street, the others smaller properties. The balance of the trading was in medium priced residential parcels in Roxbury, Dorchester and Charlestown, and the general tone of the market was such as generally obtains just preceding the Christmas holidays.

Dec. 27. Cr.



SOUTH END PROPERTY BOUGHT BY EDWARD A. DREW.
1154 to 1160 Washington Street.

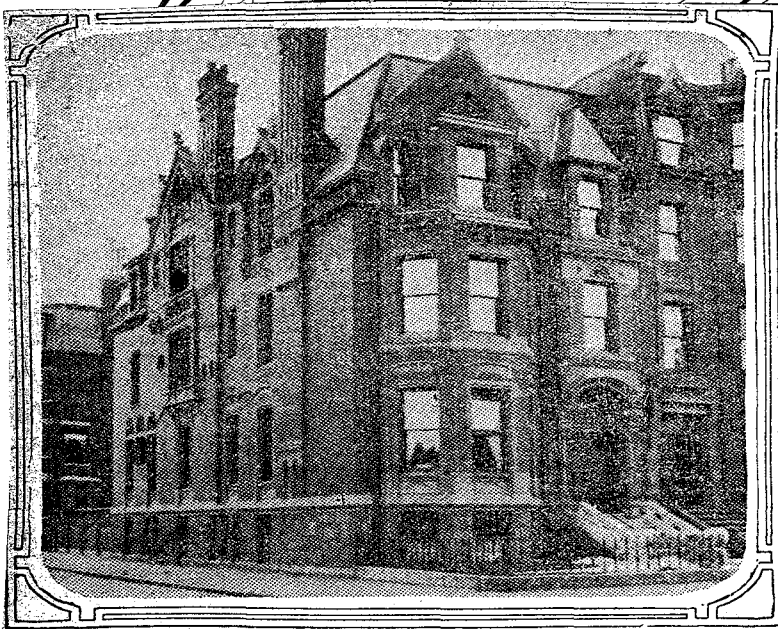
Following on the heels of a half-holiday Saturday, and two whole holidays that, the real estate business yesterday was quite conspicuous by its absence. This was discounted by the business of last week, however, as the report of Suffolk registry business shows. The principal matter of interest yesterday was the issuing of the report of the real estate exchange committee on legislation, and some very interesting facts are brought out in it. In the matter of actual sales, two city properties, both in districts, one in Roxbury, other in Charlestown, with a farm property in Marshfield, were the only ones reported.

Dec. 28.



BACK BAY PROPERTY BOUGHT BY WALTER S. HALE.
187 to 195 Massachusetts Avenue.

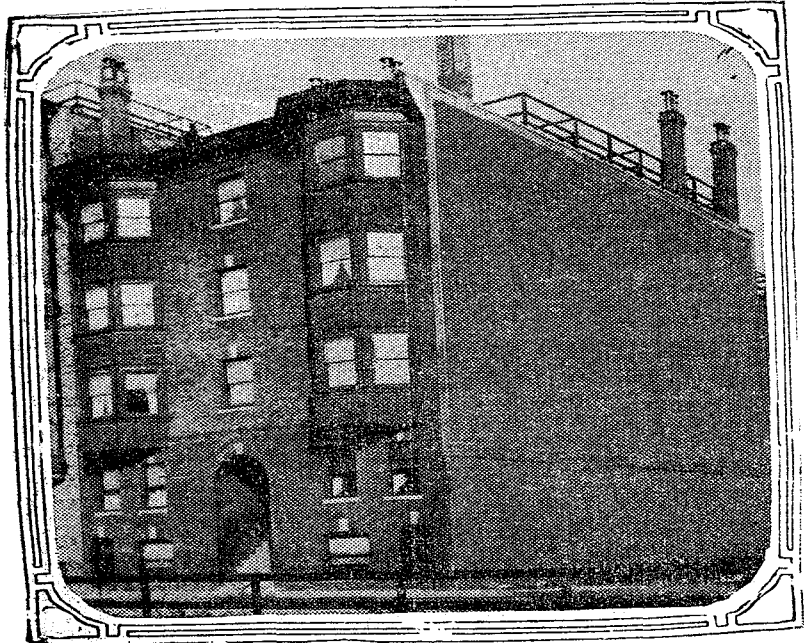
The real estate market had a recovery yesterday from the effects of the Christmas dullness, with the result that there was a very fair list of sales, and the business at the Suffolk registry of deeds picked up noticeably. One of the most important sales reported was that of a \$60,000 corner estate on Commonwealth avenue. A small lot of land on Astor street was also conveyed. On Beacon Hill two properties were transferred, one a \$10,500 Temple street estate, the other a \$10,000 Bowdoin street parcel. In the South end a \$12,000 Columbus square property was reported sold, as well as several smaller pieces, and in the districts, a lot of medium priced properties passed to new ownership.



BACK BAY PROPERTY BOUGHT BY MRS. W. L. MCKEE.-
284 Commonwealth Avenue.

Medium priced properties were about the only ones in the city proper which were involved in real estate transactions of any sort yesterday, and the only one actually reported sold was a \$6800 Clarendon street, South end, parcel. In the districts better conditions obtained. The conveyance of a \$21,400 apartment house property on Walpole street, Roxbury, was recorded, while in East Boston interest in the \$437,500 Cunard wharf property was transferred. In Cambridge, a \$10,100 Massachusetts avenue estate was sold, and in Dedham a fine 80-acre estate passed to new ownership.

Dec. 31.



ROXBURY PROPERTY RECENTLY CONVEYED.
Hotel Kingsley, 15-19 Walpole Street.

A good number of sales of high grade property were reported yesterday, including a big business property on Beach street and several fine Back Bay residential properties. The Beach street property is numbered 24 to 40, and is assessed on a valuation of \$200,000. One of the Back Bay estates was a \$35,000 Commonwealth avenue one, another, valued at \$30,000, is located on Beacon street, while a third was a \$14,500 Falmouth street apartment house. Several South and West end properties were also conveyed, and a fair number of district properties. The December trading, as shown by the monthly review, was of a good order, and better than that of preceding months.

Cr.

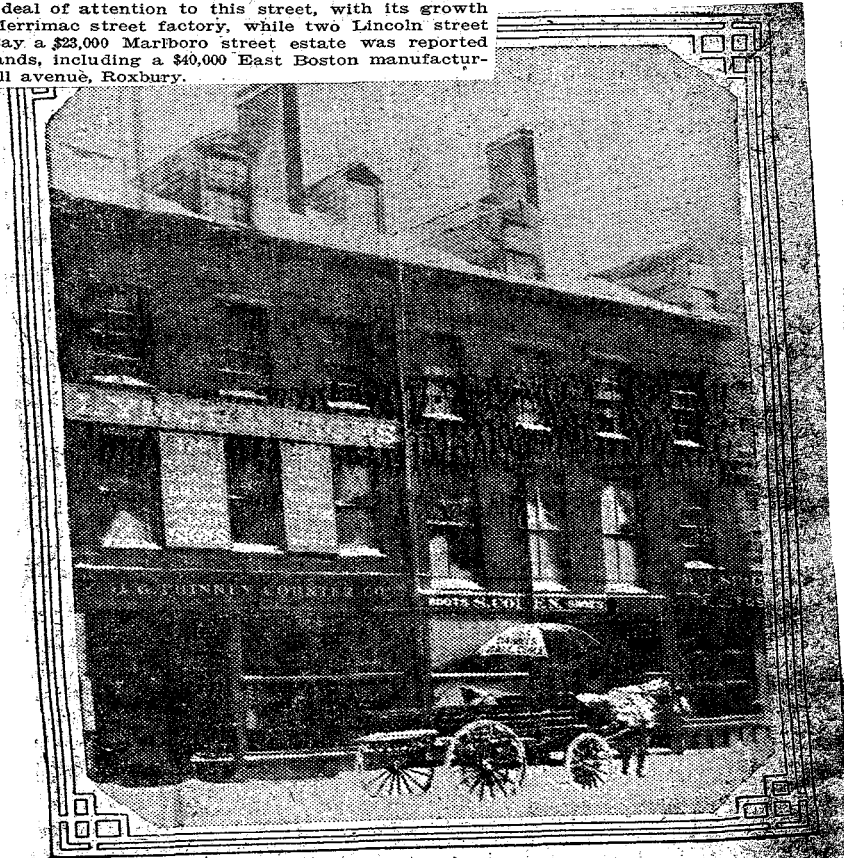
*Jan 3.
1905.*



SOUTH END PROPERTY BOUGHT YESTERDAY BY M. E. AND G. F. WYZANSKI.
573 and 575 Columbus Avenue and 426 Massachusetts Avenue.

The year's business in real estate opened up yesterday with the sale of a number of valuable properties in various sections of the city. The most prominent transaction was the sale of property at the corner of Massachusetts avenue and Columbus avenue, valued at \$103,700. This is one of a number of sales along Massachusetts avenue in the last few months, and investors apparently are giving a great deal of attention to this street, with its growth as an artery of travel. Another property conveyed was an \$87,700 Merrimac street factory, while two Lincoln street parcels, valued at \$42,700, were also reported as sold. In the Back Bay a \$23,000 Marlboro street estate was reported sold, and in the districts a number of valuable properties changed hands, including a \$40,000 East Boston manufacturing plant, on Mill street, and a \$10,900 investment parcel on Blue Hill avenue, Roxbury.

Jan. 4. 1905.



BUSINESS PROPERTY RECENTLY SOLD.
174-180 Lincoln Street.

A lively trading in various kinds of investment property was the rule yesterday, and several good sized parcels changed hands. The most valuable was a \$35,000 business piece on South street, near Summer street, while in the South end a \$34,000 Union Park street apartment house was one of the parcels conveyed. An \$11,000 Roxbury group of apartments, \$14,800 Mattapan Charlestown property, and an \$3400 East Boston parcel were among the important ones conveyed in the districts, and in Hyatt Park a \$40,000 block was reported sold. The annual meeting of the Real Estate Exchange stockholders was also one of the events of the day.

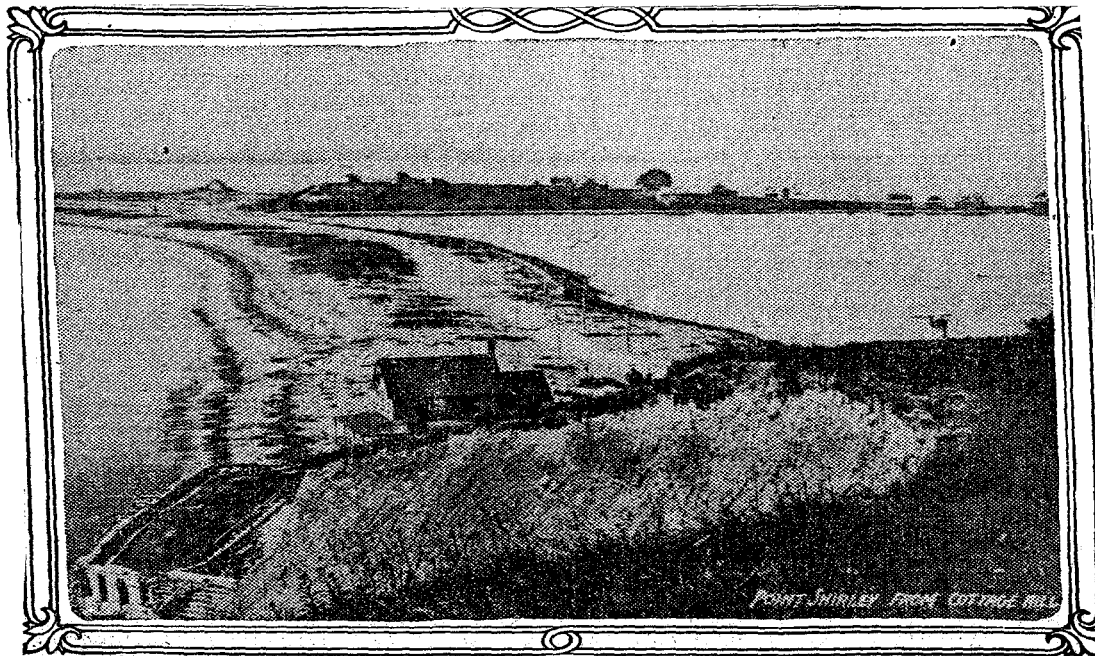
Jan. 5.



GROUP OF BACK BAY HOUSES SOLD YESTERDAY.
189 to 195 St. Botolph Street.

There was trading enough in high-priced realty properties yesterday to make a fairly good record for one day, when it is considered that none of the parcels conveyed was in the business district, where high prices, as a rule, prevail. The newer Back Bay led in number and amount of the city transfers recorded, the principal sale being a block of four apartment houses on St. Botolph street valued at \$66,000. Then, near by, a tract of land bounded by Huntington avenue, Bryant street and Fencourt, assessed on a valuation of \$40,700, was conveyed, and another lot on the corner of Belvidere and Dalton streets, appraised at \$9,000, passed to the buyer of the tract already mentioned. A South end sale was of a parcel on Harrison avenue, valued at \$9,300. Beacon Hill was also represented in the day's transactions, a Chestnut street estate, taxed on \$14,000, having passed to new ownership. Another city transfer was for two dwellings on Snelling place, North end, having a valuation of \$4,600. The districts had several good transactions, and also the suburbs, Cambridge reporting a conveyance on Cambridge street, valued at \$83,000.

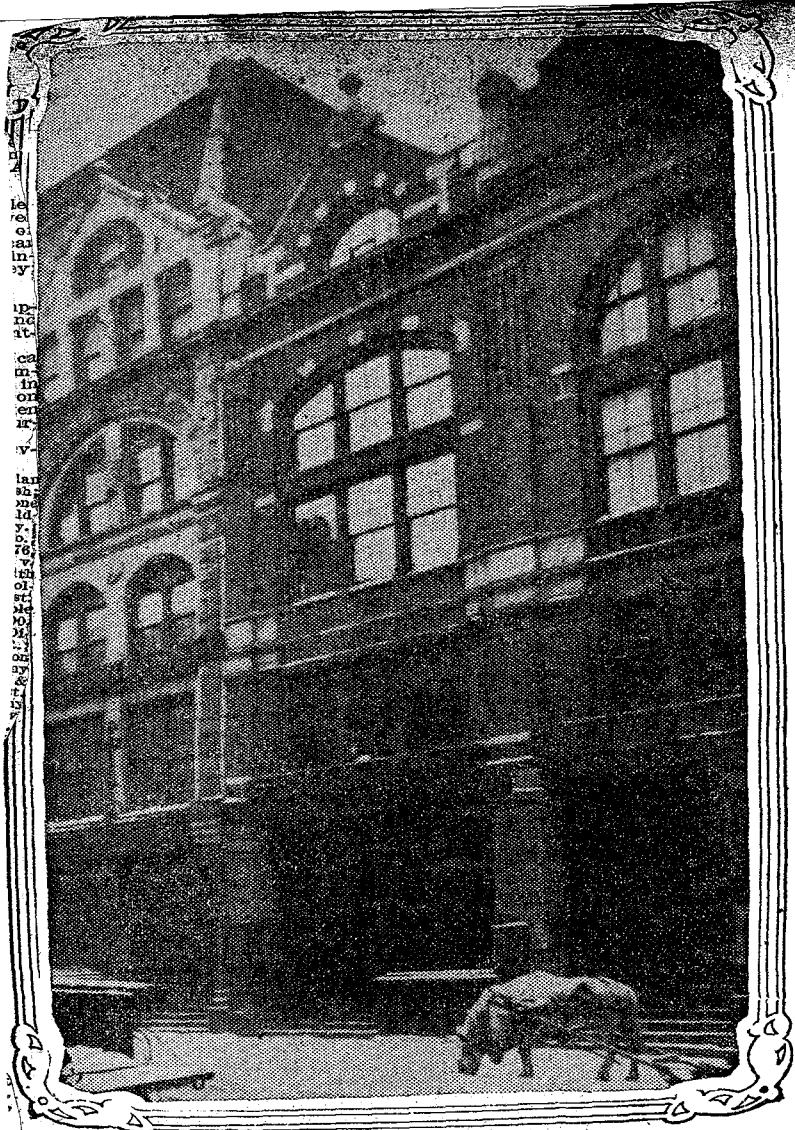
Jan. 7, 1905.



POINT SHIRLEY, SOLD YESTERDAY.
From a Photograph Taken from the Hill.

Cr.

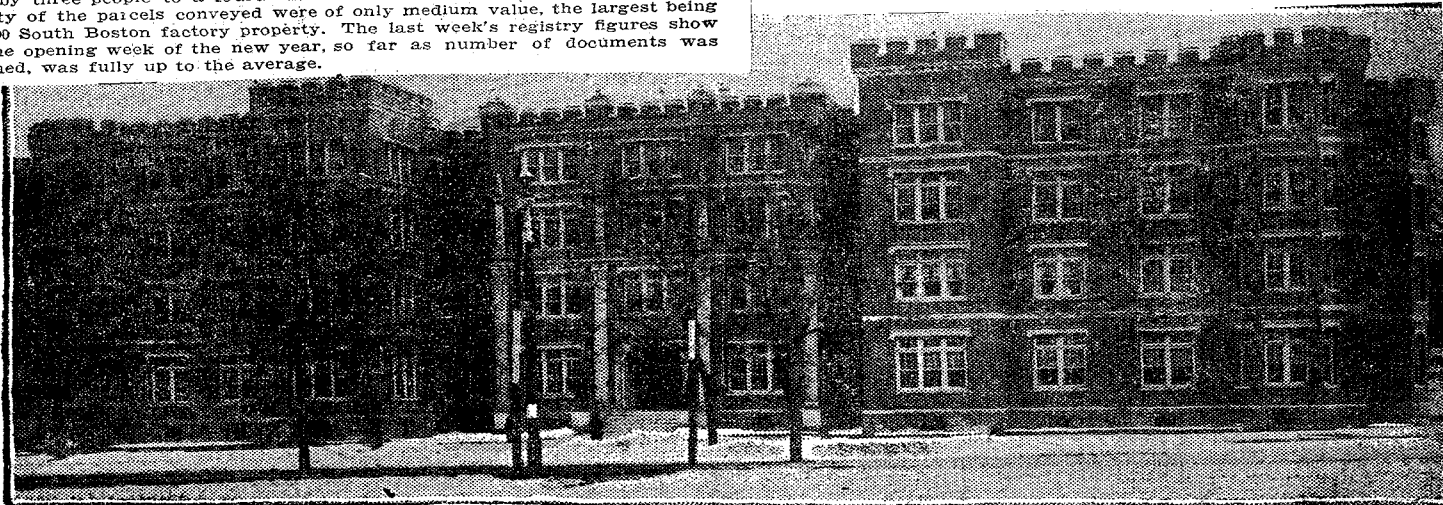
Jan 9, 1905



BUSINESS PROPERTY RECENTLY SOLD.
16-18 South Street.

Jan 11 1905

Yesterday's real estate trading did not produce anything big in the way of proper transactions and as a matter of fact the only property affected in that part of the city was a Pinckney street parcel, interest in which was conveyed by three people to a fourth holder of an interest. In the districts the majority of the parcels conveyed were of only medium value, the largest being a \$33,800 South Boston factory property. The last week's registry figures show that at the opening week of the new year, so far as number of documents was concerned, was fully up to the average.

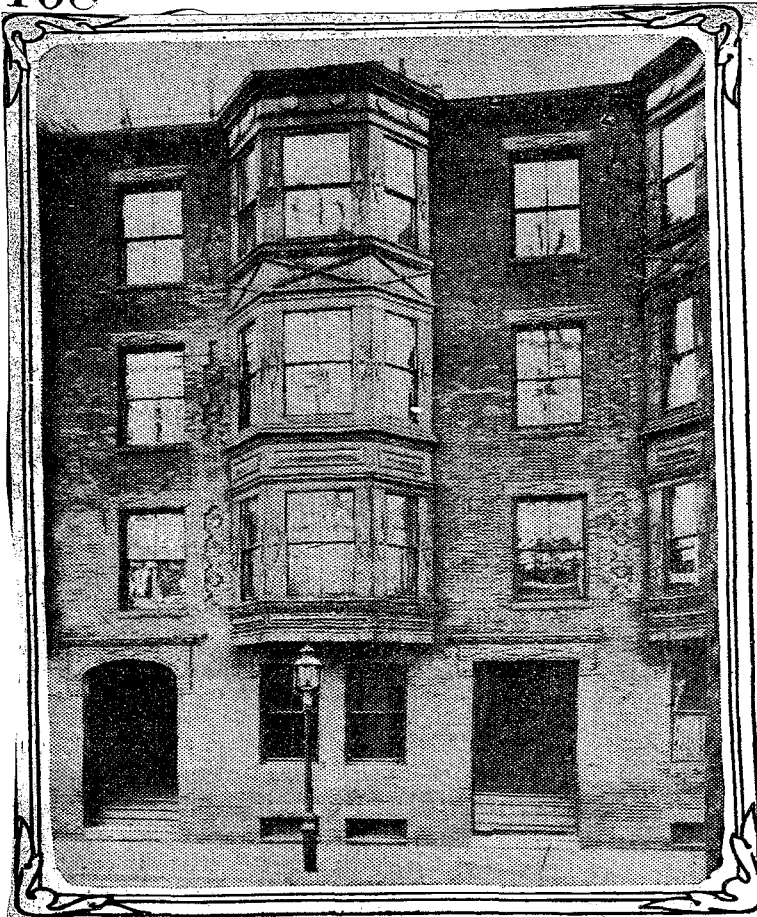


HAMPTON COURT, BROOKLINE, BOUGHT BY M. J. SNOW.
Corner of Beacon Street and St. Paul Street.

The greater part of yesterday's business in real estate was confined to the city proper, in comparison with any one district. The total number of sales was six, one being in the Back Bay, three in the West end and two in the South end. The Back Bay one was a \$49,000 stable property on Perry street, bought by an automobile company for a garage. A retransfer of an Allen street property carrying a taxable valuation of \$17,800, was one of the West end transactions, while the others were conveyances of a \$5500 Phillips street and a \$3600 Poplar street properties. The South end conveyances included one on Cherry street of \$5400, and one on Seneca street of \$5800 valuation. In the districts West Roxbury had a \$22,500 conveyance, Eugene W. Rose the John R. Alley property on Revere street. In East Boston a Webster street property, assessed on a valuation of \$18,000, was conveyed, while in the city a \$15,000 dwelling on Willow Park passed to new ownership. Other district conveyances ranged from \$8000 down. Brookline reported the sale of a valuable estate, one on Beacon street, taxed on a valuation of about \$20,000.

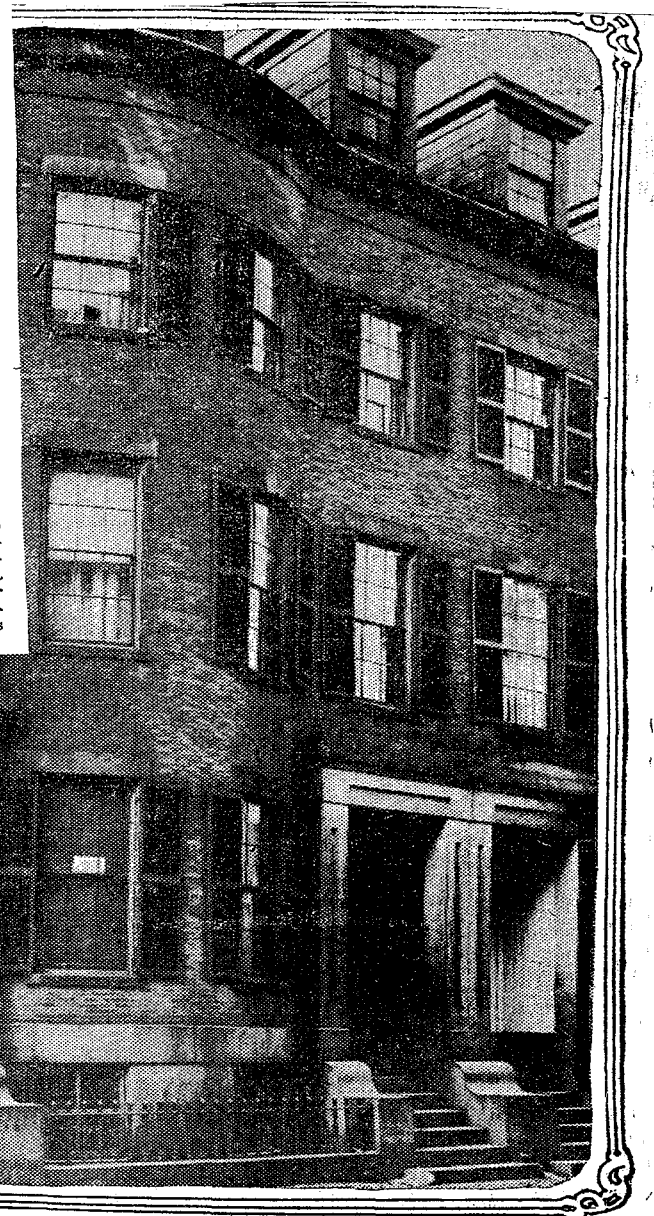
ish.

Jan. 13, 1905.



BACK BAY PROPERTY BOUGHT BY ISAAC H. LEARNED,
4 St. Paul Street.

The sale of 12 residential properties in the South end yesterday to Frederick A. Kennett saved the day's business from being devoid of any feature. These purchases were of parcels ranging in value from \$12,000 to \$3500, the total taxable valuation being \$73,300. In the business section a \$56,000 Washington street property was sold, and in the West end a retransfer was recorded of the property 79 and 81 Brighton street, two brick houses carrying a valuation of \$17,500. There was a dearth of trading in the districts, Dorchester showing but two and West Roxbury one. Outside sales were also few, Somerville and Winthrop being the only suburban places in which any activity was noted.



WEST END PROPERTY JUST SOLD.
3 Bowdoin Street.

Jan. 16, 1905.

While the number of conveyances yesterday was not unusually large, a number of good-sized properties were conveyed. One was a \$41,000 Boylston street estate, while another Back Bay parcel transferred was a lot of vacant land on Commonwealth avenue, near the Brookline line. In Roxbury four valuable properties passed to new hands, two being apartment houses on Copeland street and Waverley street, one valued at \$23,500, the other at \$20,800. A third was on Blue Hill avenue, also store and apartment house property, a group of six being valued at \$32,700. An apartment house at the corner of Eustis street and Harrison avenue, valued at \$16,700, was also sold. In Brookline a \$31,300 Cottage street property was also reported sold.

Music Shop.



Few Bostonians would recognize in this picture of 1843 the building still standing at the north corner of Cornhill and Court sq. facing the Scollay sq. subway entrance.

Mr. Keith, the music and umbrella dealer who then occupied the building, was apparently an enterprising man for his day, yet he appears not to have made any deep impress on posterity, for several Bostonians whose memory goes back more than 60 years have failed to recall that they ever knew of his existence.

Many remember, however, his successor, Charles C. Clapp, who continued

the dual trade in umbrellas and musical instruments down to about 25 years ago, when he died. Mr. Clapp's chief characteristic is said to have been that "he never knew when to go home," a customer usually being able to find him behind the counter any time between 7 a. m. and 10 p. m.

This picture emphasizes the remarkable fact that Scollay sq. has been the location of an umbrella shop continuously since the revolution, if not since the introduction of that useful article into New England, which was not long prior to the revolution. Today a sign of the trade, which is 60 years old, is

renewed because it was not necessary to Mr. Keith's advertising scheme.

The old building, in its entirety, was from the time of its erection in 1818 until 1841 the New England museum, the most expensive and pretentious establishment of its kind in Boston until the famous Boston museum was founded.

The founding of the Boston museum by Moses Kimball having killed the older establishment, Mr. Kimball was able to get the curiosities at a bargain for his new collection.

During the forties the former New England museum, with the upper stories of the building next adjoining on Cornhill was for a time known as Brougham & Bland's theatre, having such professionals as John Brougham, Billy Bland, John Gilbert, and Mr. and Mrs. E. L. Davenport, the parents of the late Fanny Davenport, in the stock company.

The old theatre entrance and stairway, on Court st. still exists, as also the auditorium, which has the height of two stories still. An architectural peculiarity in this picture is seen in the oblong recesses beneath each of the upper windows.

Probably the only other building in Boston of the same period having the same feature, is the old house at the east corner of Howard and Somerset sts, where the recesses contain artistically sculptured marble tablets. It is not unlikely that the New England museum may have been similarly decorated.

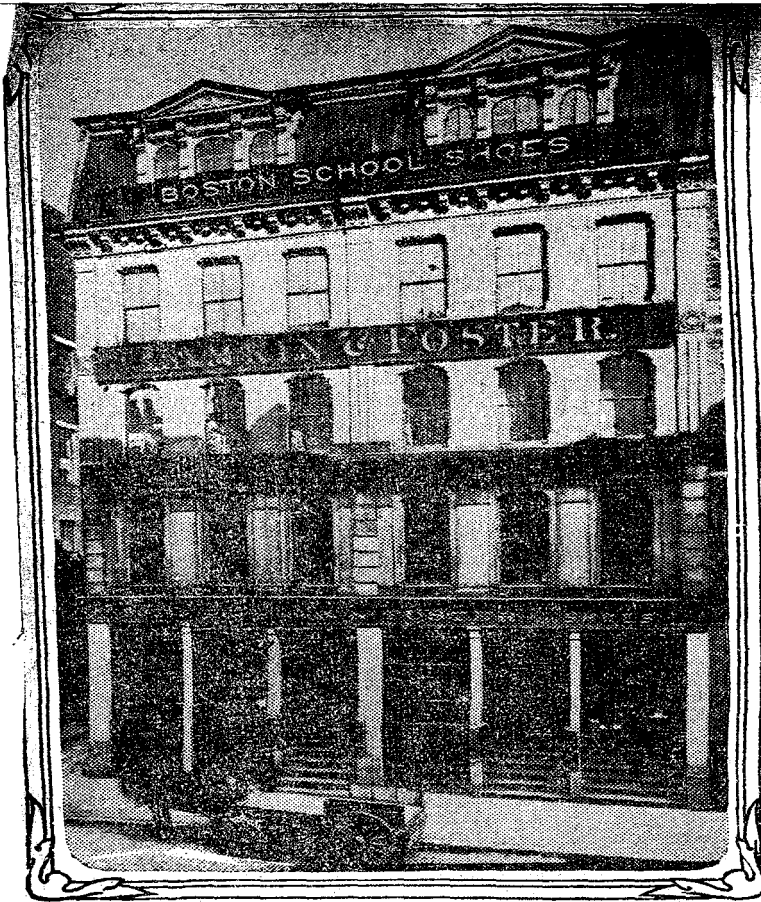
This old Court-st site originally belonged to Joshua Scitow, one of the last survivors of the Gov Winthrop colony, who tried in vain in 1655 to save Mrs. Ann Hibbins from conviction as a witch, and was so terrorized in consequence by the court that he afterward disclaimed his defence of her, lest he should share a like fate to that which befel her.

The present building was erected in 1818, when Cornhill was laid out by David Greenough, one of the leading real estate operators of 100 years ago. He sold it two years later for \$9000 to David Sears, who built the house now occupied by the Somerset club, on Beacon st. Sears then leased it for 500 years to John Bellows, prescribing that the yearly rent should be a certain number of tons of wheat.

The lease, which still has about 420 years to run, is held by 35 Bellows heirs, who, by a court decision, now collect their rent in gold coin instead of wheat. The sublessee, about 25 years ago, paid \$1500 for the entire building. Today it affords an income of at least five times that amount.

Cr.

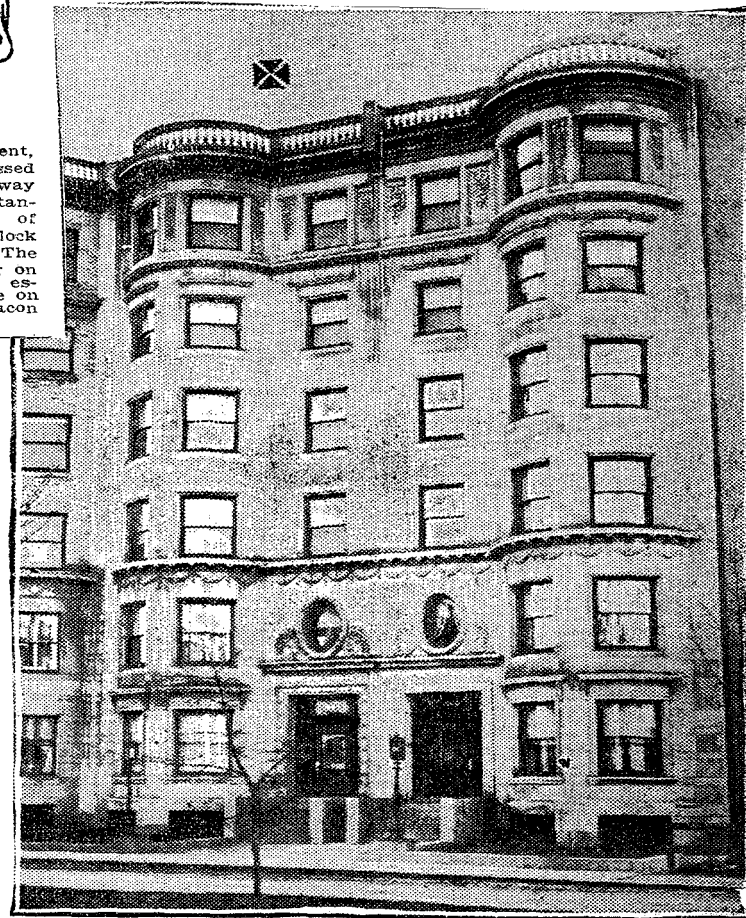
Jan. 17, 1905.



BUSINESS PROPERTY CONVEYED YESTERDAY.
174 to 178 Congress Street.

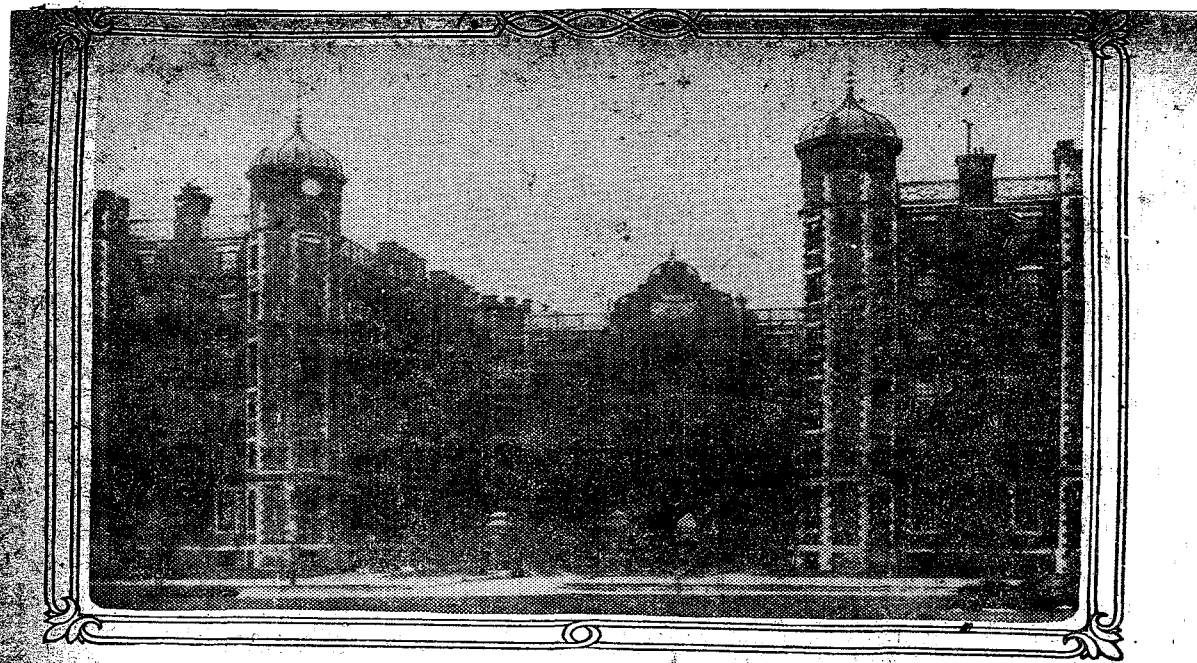
In yesterday's real estate business there was considerable activity apparent, particularly in the newer Back Bay, where seven residential properties passed to the ownership of E. Noyes Whitcomb. They were on Falmouth, Norway and St. Paul streets, and aggregated in taxable valuation \$64,000. On Stanhope street a half interest in a mercantile structure, having a valuation of \$32,600, was also conveyed. In the business district a Congress street block became the subject of transfer. This is assessed on a valuation of \$97,200. The South end was represented in the conveyance of a \$12,000 brick building on Wheeler street. The districts were fairly well represented, Dorchester especially having five recorded transfers. In the suburbs an \$18,000 estate on Chestnut Hill was reported sold, while Brookline had two, both on Beacon street, carrying valuations of \$15,000 and \$31,300. The latter was laid tract.

Jan. 19, 1905.



BACK BAY PROPERTY SOLD TWICE IN TWO MONTHS.
Hotel Torrington, 384 Commonwealth Avenue.
[Property sold is designated by a cross]

Yesterday's real estate transactions included the sale of two city properties and a number of good ones in the districts, as well as a good Brookline sale. In the city a \$57,000 Commonwealth avenue apartment hotel was reported sold while the other conveyance was of a \$7000 Shawmut avenue (South end) property. In the districts the most valuable property sold was a \$15,000 Elm Hill avenue (Roxbury) estate, while in Dorchester, East Boston and West Roxbury number of parcels of medium value were conveyed. The Brookline property consisted of two double houses on Elm street, all valued at \$19,000.



Jan 24
1905.

RIVERBANK COURT, CAMBRIDGE, RECENTLY SOLD AT AUCTION.

The transactions in real estate yesterday were given quite a substantial backing, so far as value was concerned, by the transfer of four mercantile structures on Tremont row, a section but little invaded by brokers or operators. The properties conveyed have long been in the hands of those transferring. The aggregate taxable valuation of the parcels is \$429,000. Other city properties that were included in the day's business was one on Commercial street, conveyed on a release deed in the sum of \$25,500, while an Oneida street property, in the South end, taxed on a valuation of \$40,000, passed to new ownership. This was in the line of an exchange for a property on Willow Park, Roxbury, which is valued at \$15,000. Outside of Dorchester district, there was but little business reported, South Boston having three transfers, East Boston and West Roxbury one each. The fact was also noted of a land tract sold in Waltham to the Hudson L. Thompson Manufacturing Company, which will extend its plant.



Jan-26, 1905.

SOUTH END PROPERTY CONVEYED YESTERDAY.
No. 175 Northampton Street.

Brokers and operators have had a day of rest, so far as sales of real estate were concerned, the blizzard throwing a blanket over the field in a decided manner. As a result, the crop is a small one. It has to do with but few sections and with few transfers in each. The city proper had but three transactions, all in the South end—one a Northampton street dwelling carrying a valuation of \$9500, and a similar property in Concord square of a like valuation, while a mill property on East Dedham street is assessed on \$10,600. The districts were handicapped also, and conveyances from the different ones were as follows: West Roxbury three, Dorchester two, Brighton and Roxbury one each. In Cambridge an \$5000 property on Kirkland street was conveyed, while Brookline was strong with a \$15000 Beacon street dwelling, a \$14000 land lot on Chatham street and a \$2000 lot on Bayville street.

Cr.

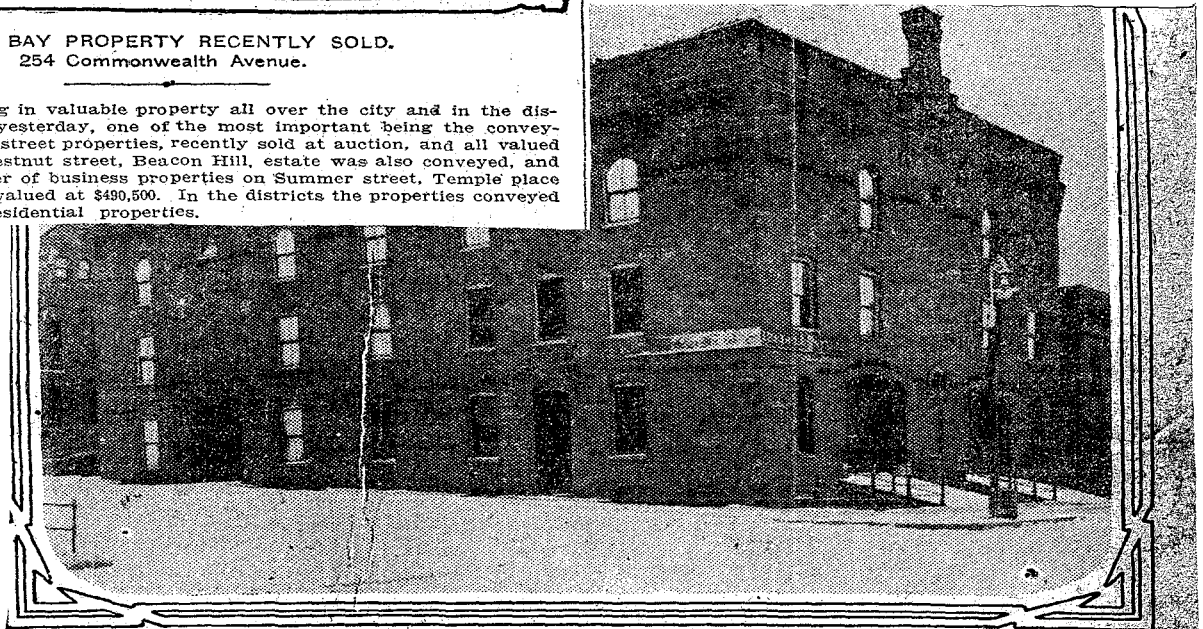
Jan 30, 1905



BACK BAY PROPERTY RECENTLY SOLD.
254 Commonwealth Avenue.

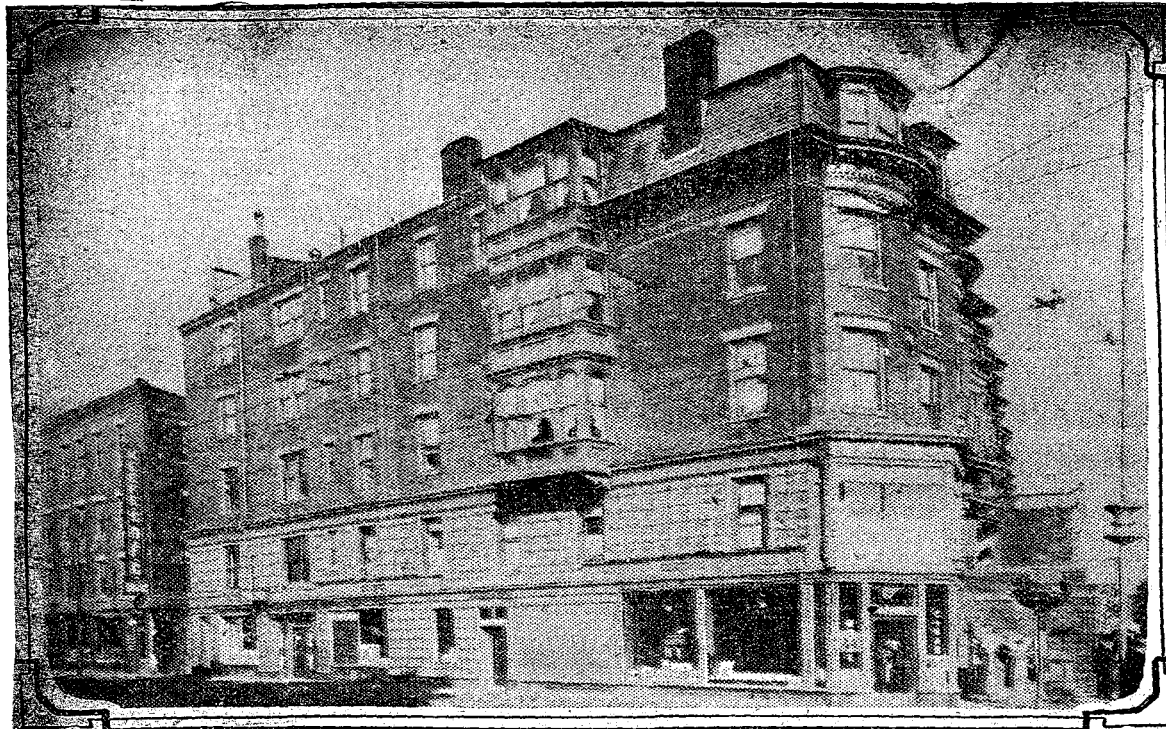
Considerable trading in valuable property all over the city and in the districts was noticeable yesterday, one of the most important being the conveyance of four Newbury street properties, recently sold at auction, and all valued at \$81,900. A \$12,500 Chestnut street, Beacon Hill, estate was also conveyed, and an interest in a number of business properties on Summer street, Temple place and other streets, all valued at \$490,500. In the districts the properties conveyed were mostly small residential properties.

Jan 31, 1905.



BACK BAY PROPERTY BOUGHT BY WHITE SEWING MACHINE COMPANY.
320 Newbury Street, Corner of Hereford Street.

The real estate business had quite a boom yesterday, and many valuable properties in various sections of the city, as well as in the suburbs, were reported as passing to new ownership. In the Back Bay the final papers were recorded in the sale of a \$49,000 Newbury street stable property, purchased by an automobile company for a garage, while three St. Botolph street houses, recently purchased by a well known operator, were reported sold by him, the three being assessed on a valuation of \$49,500. Another one on the same street, valued at \$16,500, was also sold. A lot of land on Lansdowne street, completes the list of properties in this district to change hands. In the business section of the city, two Lincoln street properties, valued at \$42,700, were sold for the second time within a month, while in the West end a \$16,900 Stanford street property was reported sold. In the districts a good number of medium priced residential properties were conveyed, while in Brookline, running over into West Roxbury, a large property valued at \$115,000 was transferred. A \$21,700 estate on Francis street, Brookline, was also reported sold. An interesting feature of the day's transactions was the sale of a \$10,000 in Beverly, were also passed to new owners. An interesting feature of the day's transactions was the sale of a \$10,000 in Beverly, were also passed to new owners. An interesting feature of the day's transactions was the sale of a \$10,000 in Beverly, were also passed to new owners.

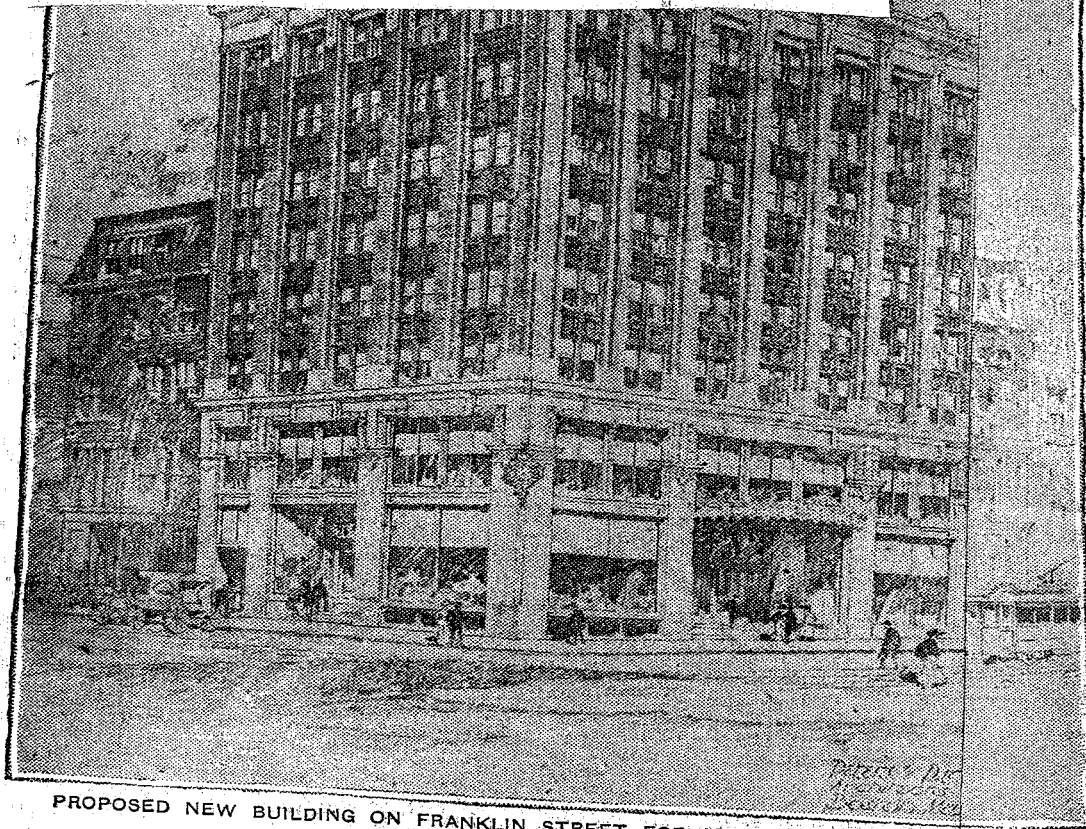


Feb. 1, 1905.

SOUTH END PROPERTY BOUGHT YESTERDAY BY CORNELIUS KEEFE.
335 Columbus Avenue, Corner of Dartmouth Street.

Yesterday was by far the biggest day, in the matter of sales of valuable real estate, in all sections of the city, that has been seen in a long time. Many valuable parcels in the business section, the South end and the Back Bay, as well as in the districts, were sold, and others put under agreement. In the city proper a \$146,000 High street property was reported sold, and the signing of agreements for a \$119,000 Park street estate announced. The reconveyance of a \$93,000 Commercial street property was also announced, while two Portland street properties, valued at \$41,000, were sold. In the Back Bay two lots of land, valued at \$33,000, were reported sold, while in the districts the most important property sold was a \$24,300 Cedar street property, while three East Boston houses were sold for \$24,000. In West Roxbury a \$16,800 group of houses was sold, and various other good priced parcels in the different districts were conveyed.

Feb. 2, 1905.

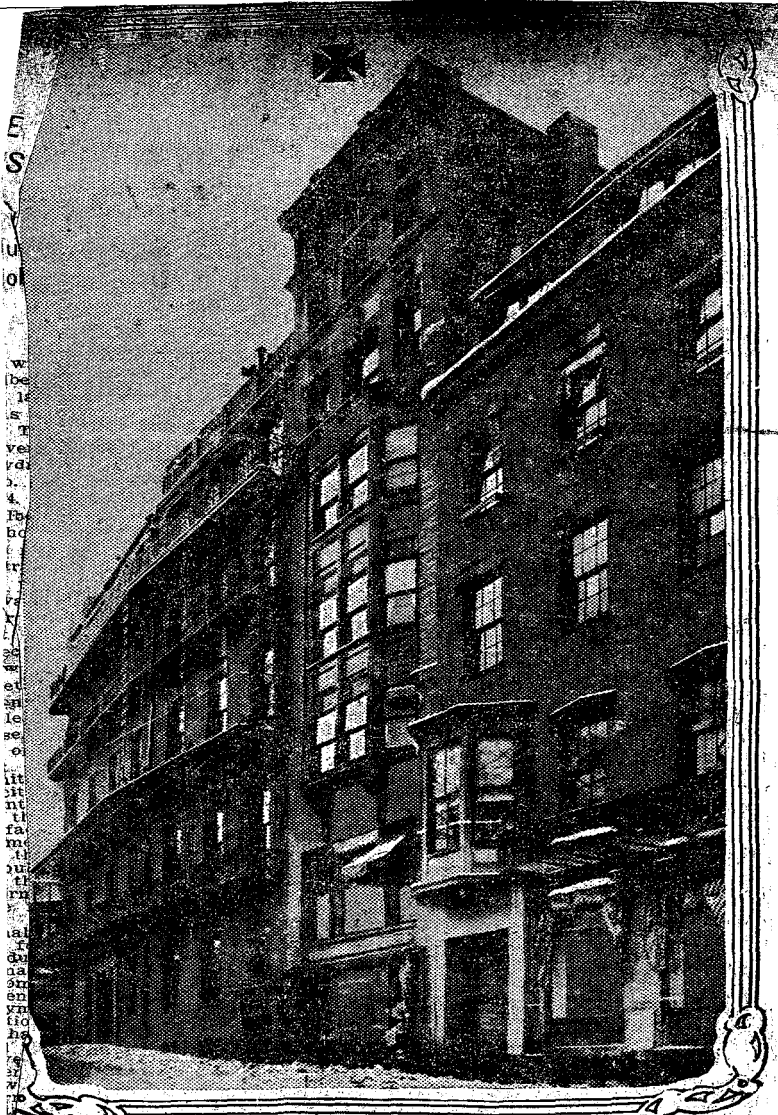


PROPOSED NEW BUILDING ON FRANKLIN STREET FOR JONES, McDUFFEE & SATTON.
[Peters & Rice, Architects.]

The number of real estate transactions yesterday were not so numerous as on the day before, but they included the sale of some valuable properties and the lease of others. In the latter branch of the business particularly there was considerable doing, the most important transaction being the leasing for a long term of years, a property at the corner of Franklin and Hawley streets, with the announcement that the old buildings are to be demolished and a new one erected there. The conveyance of a \$23,000 property on Beacon street was also noted, as well as the purchase of a business building on Devon street, one of the most valuable parcels in the city.

Cr.

*Feb. 6.
1905.*



PROPERTY BOUGHT BY J. SUMNER DRAPER.
6 Park Street.

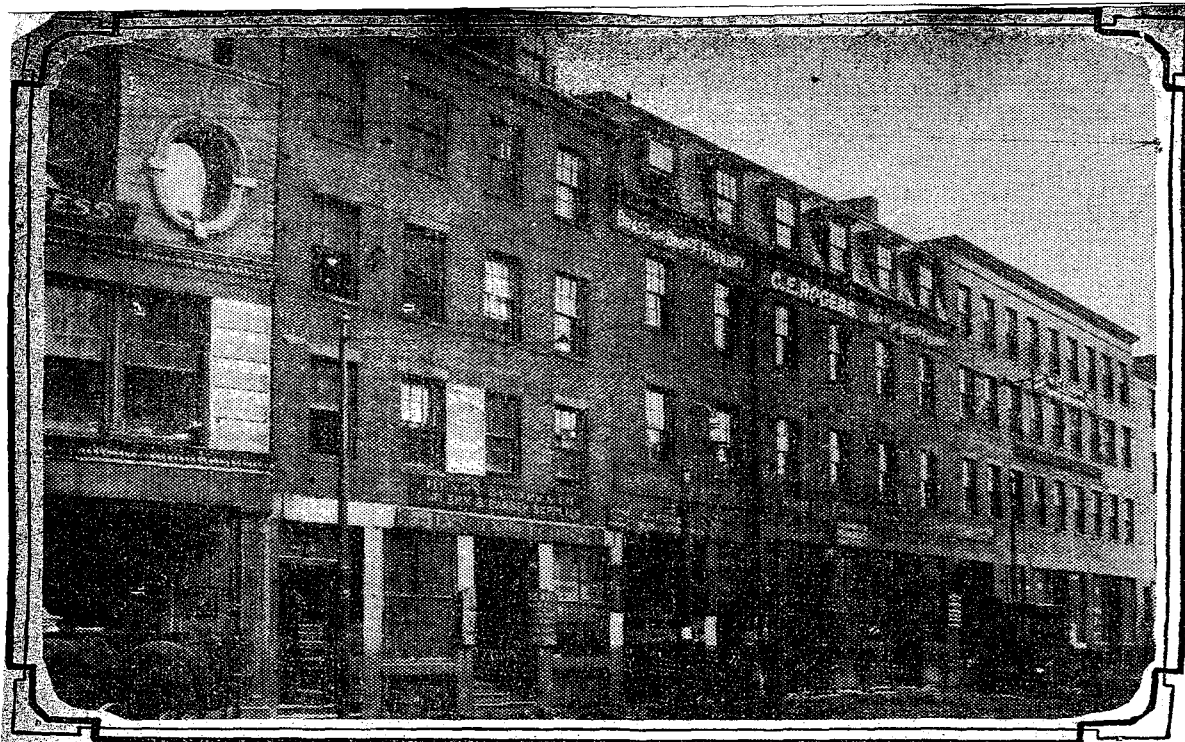
Yesterday's real estate transactions were by no means as numerous as those of last week, but some good transactions were recorded. The most valuable property to change hands was an estate on Audubon road, valued at \$500. Two parcels in South Boston, one in Dorchester, two in West Roxbury and one in Revere, all of medium value, were among those recorded as passing to new hands, while in Cambridge three properties were conveyed.

Feb 9, 1905



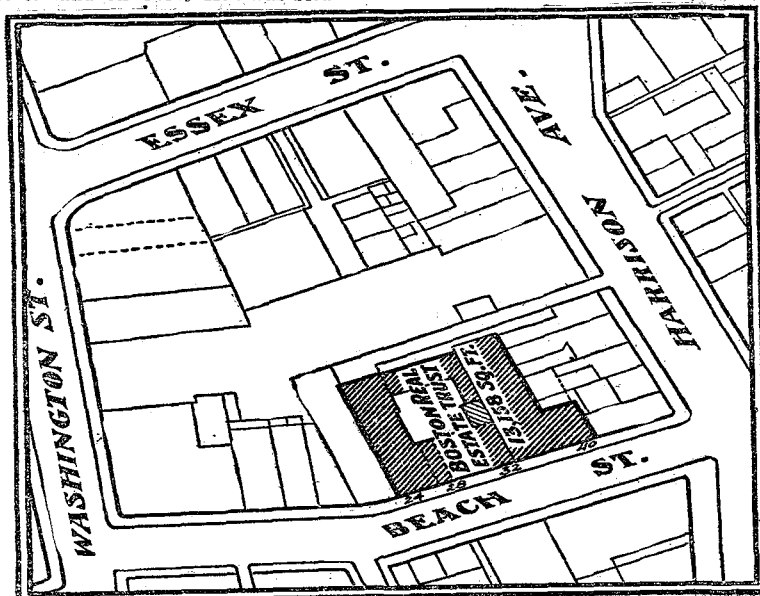
PROPERTY RECENTLY BOUGHT BY BOSTON REAL ESTATE TRUST
336 to 340 Boylston Street.

There was something of a dearth of business in the field of real estate yesterday, but occasionally such a day develops. In every section there appeared to be a cessation, but it may be a temporary let-up in order to get a better hold. The lull was more noticeable in the city, where a \$10,600 Albemarle street, Back Bay, apartment house and a \$3600 property on Sawyer street were the only properties reported sold. In the districts Roxbury and Dorchester had two transactions each, all of fairly good-priced properties, while West Roxbury had one parcel conveyed. In Brookline the transfer of two properties was noted, both on Beacon street, and valued at \$23,000 and \$14,500, respectively.



PROPERTY PURCHASED BY M. E. & C. E. WYZANSKI.
24 to 40 Beach Street.

The real estate transactions of yesterday in comparison with that of the day before showed a marked increase, not so much in quantity as in quality, although the number was enough to make more than an average day. The principal transaction was the recording of final papers in a Beach street sale, in which a mercantile property valued at \$200,000 was involved. Then, too, on Lagrange street, another sale was reported, that of a business property carrying a valuation of \$31,000. In the South end, however, was where the number was made apparent 12 properties, which were bought about a month ago, having been resold. They are located on Harrison avenue, Maple place and Oak street, and have a taxable valuation of \$73,300. A West end property conveyed was that of a portion bought recently from which the buildings had been removed and on which an apartment house is to be built. In the districts the most valuable property sold was a \$125,000 Brighton property, while Roxbury had four transfers, and East Boston one. In Brookline an exchange of properties took place, effecting a \$31,700 parcel on Harvard avenue, and a \$6400 one on Osborne road, while a large tract of land on Corey Hill was sold.



BEACH-ST PROPERTY PURCHASED BY THE HENRY WYZANSKI
ESTATE SHOWN IN SHADED PORTION.

February 10th, 1905.

Cr.



BUILDING TO BE ERECTED BY A. SHUMAN AT WASHINGTON STREET AND DIX PLACE.

No one could find fault with yesterday's real estate trading, unless it be those who were not in on the numerous transactions, for it was the liveliest for some little time, and a number of big properties were sold. In the city a big property at the corner of Washington street and Dix place was bought by a well known gentleman, who intends to build a modern business structure there; the property being valued at \$210,700. In the Back Bay an apartment house property on Commonwealth avenue, valued at \$240,000, was sold, while in the same transaction a \$70,000 tract of land on Peterborough street was conveyed. An \$18,000 Bay State road was also conveyed, while two on My street, valued at \$12,000 each, were also transferred. Several South end parcels of medium value were conveyed, and on Beacon Hill a \$14,300 Mt Vernon street estate passed to new ownership. A \$10,000 West end property, on Chambers street, was conveyed, while in the districts a lot of valuable properties were transferred.

Feb. 15, 1905

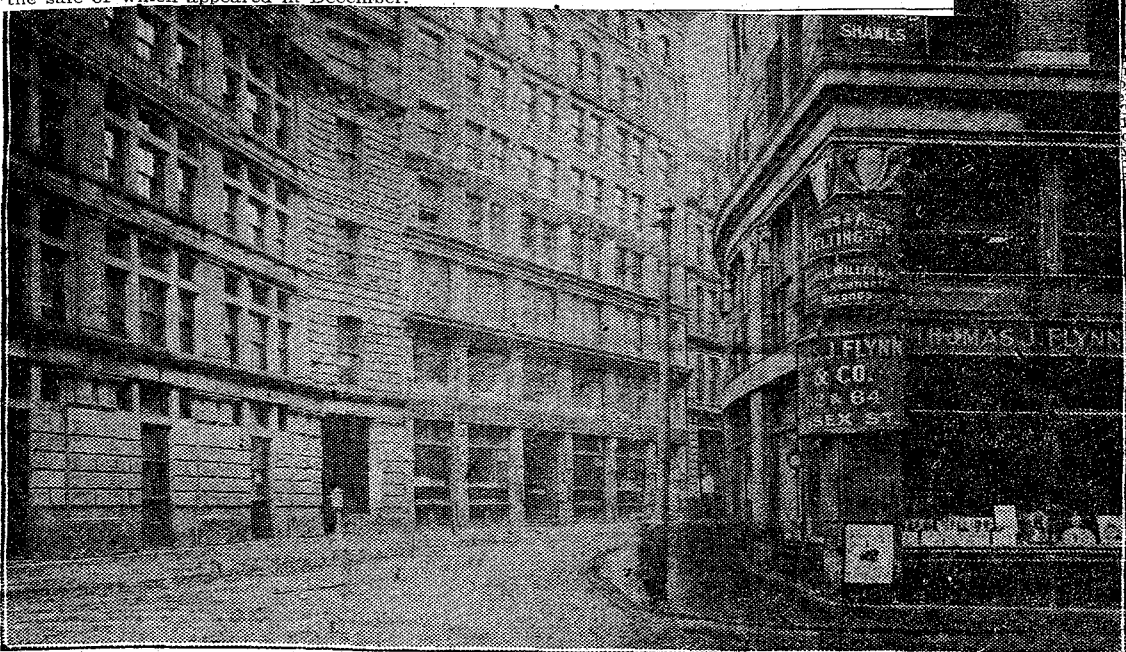
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TWO BACK BAY APARTMENT HOUSES JUST SOLD.
362 and 366 Commonwealth Avenue.

The business reported yesterday in the field of real estate covered a wide range so far as sections were concerned. Not that each section was represented, but that those that were showed that the bottom had not quite fallen out. In the city there were nine recorded transfers, which was an unusual number. They were apportioned as follows: In the South end a lot of land on Worcester street, valued at \$23,300; a retransfer of two properties on Tennyson street, carrying a valuation of \$12,500, and a \$5100 parcel on Shawmut avenue. The West end had three: A land lot on the corner of Myrtle and Anderson streets, taxed on about \$6000; a dwelling on Minot street, valued at \$5500, and one on Chambers street, \$5400. Beacon Hill had two, adjoining properties on Joy street, taxed together on a valuation of \$9500. In the Back Bay a \$16,600 residence on Marlboro street was also conveyed. In district trading Roxbury was represented by three good transfers, and East Boston and Brighton one each. In the suburbs Newton reported the sale of a \$17,000 estate. At the Suffolk registry the final papers were filed in the sale of the Hotel Plaza, on Columbus avenue, the story of the sale of which appeared in December.

Feb. 20,
1905.

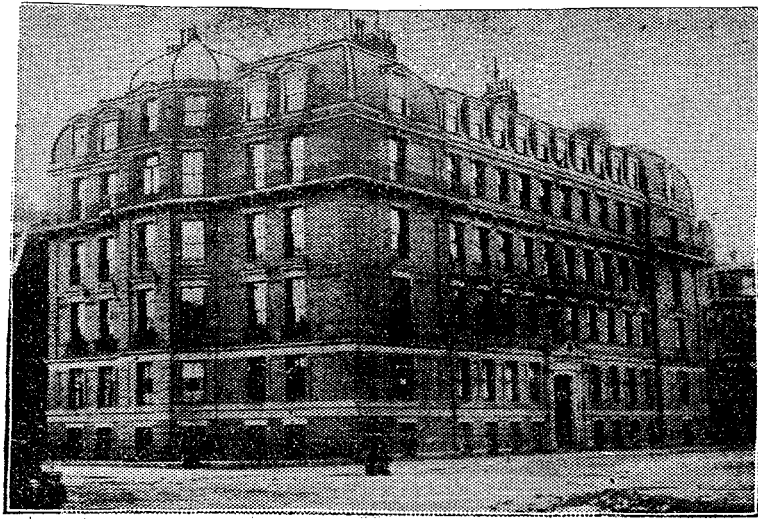


BUSINESS PROPERTY BOUGHT BY THE EBEN D. JORDAN ESTATE.
103 to 111 Chauncy Street.

The week did not open in a prolific manner in the real estate field, although before the week ends the average will be gained, because there are several big deals down for closing in a day or two. Yesterday's business in the city comprised the conveyance of a Massachusetts avenue property, valued at \$10,000, bought by the present grantor last fall, and the filing of final papers in the sale of a Commercial street mercantile block carrying a valuation of \$93,400. In the districts Roxbury and Brighton were the only ones represented in the former as \$3000 property and in the latter one as \$4000. The report of the week from the Suffolk registry showed a substantial gain in documents, and the record over the previous week, the gain being 34. In the sale of \$10,000 property on Commonwealth

Cr.

Feb. 27, 1905.

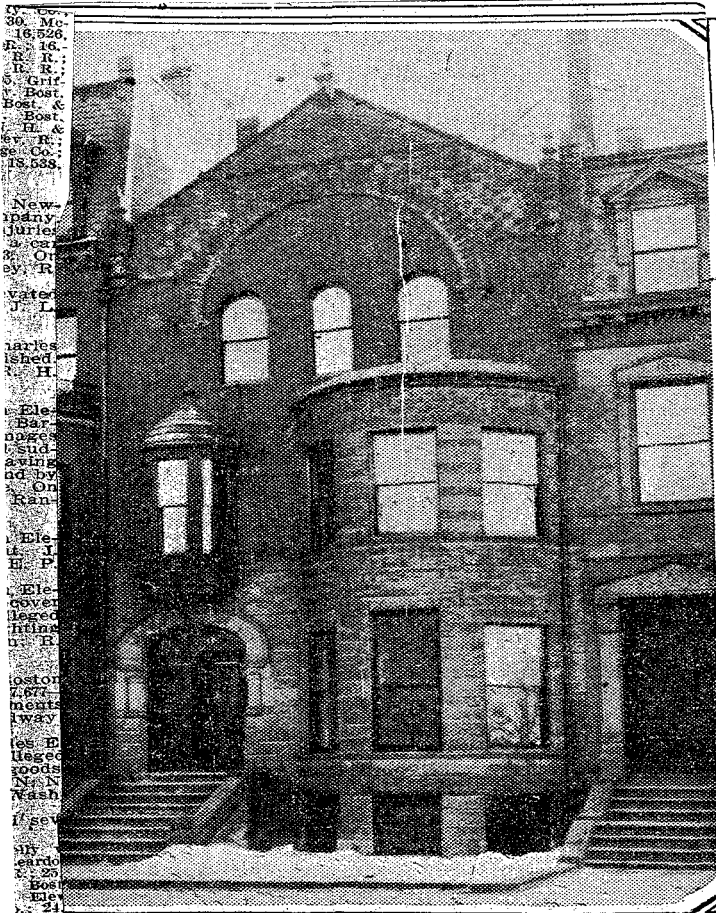


BACK BAY PROPERTY, INTEREST IN WHICH IS SOLD.
Hotel Hamilton, 260 Clarendon Street.

Several valuable properties changed hands as the result of the real estate transactions reported yesterday, one of the most important being the sale of an interest in the \$215,000 apartment hotel property at the corner of Commonwealth avenue and Clarendon street. A lot of land on Dover street, near Albany, was a second city proper parcel to pass to new hands. In the districts the most valuable property reported sold was a block of apartment houses on Parkview street, West Roxbury, valued at \$25,700. Various parcels in other districts were reported sold, and in Milton a tract of 205,000 feet of land on Brush Hill, bought for improvement as a gentleman's estate, was reported as sold. A Cambridge residence and a Magnolia hotel property were among the other parcels conveyed.

March 1st.

Feb. 28, 1905.



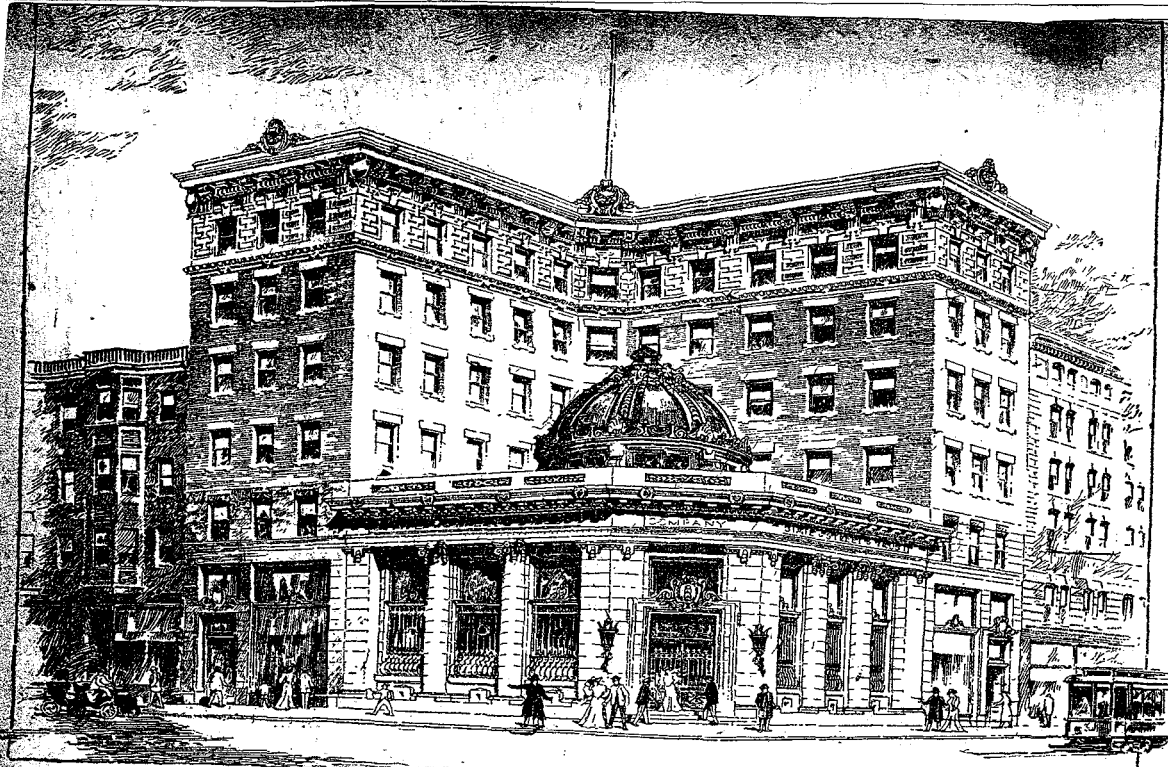
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PROPERTY SOLD BY W. G. CHAD BOURNE.
104 and 106 Warrenton Street.

Yesterday's transactions in real estate had to do largely with medium-priced properties in various sections of the city proper and the suburbs, the largest properties involved being a \$15,000 Pembroke street apartment house, a \$30,600 Warren street estate and an \$11,200 Pitts street parcel. Several small parcels the North end were also conveyed. A long term lease of a building at the corner of Washington and Winter streets was also reported. In the districts, a number of properties were sold. The review of the real estate trading of February also furnished some interesting facts.

BACK BAY PROPERTY SOLD TO MINNIE J. STACKPOLE.
(330 Commonwealth Avenue.)

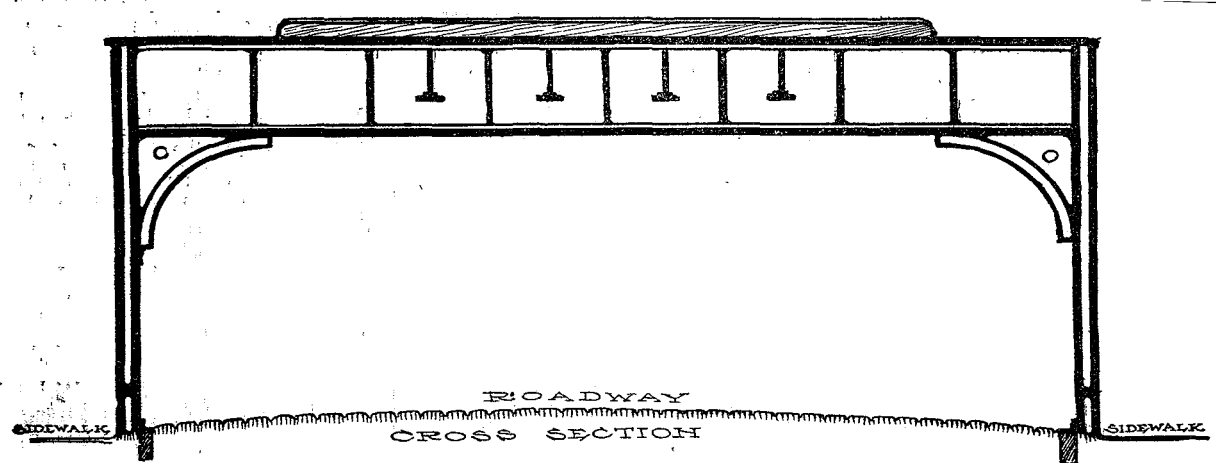


Mar. 2.

BUILDING TO BE ERECTED BY STATE STREET TRUST COMPANY ON BOYLSTON STREET.
 ALLEN & COLLINS - ARCHITECTS - BOSTON

There was plenty of trading in real estate yesterday, and a number of valuable properties in all sections of the city were conveyed. Included in the list were a \$48,400 Congress street investment, a \$36,000 Commonwealth avenue estate, a \$10,800 Leverett street apartment house, and several medium-priced properties in the South and West ends and on Beacon Hill. A good list of district properties was also reported as conveyed, the most valuable being a block of apartment houses on Blue Hill avenue, valued at \$30,100. In the outside localities a \$32,000 farm in Arlington was the largest property reported sold. An announcement of much interest was that of the plans for a new bank building at the corner of Boylston street and Massachusetts avenue, particulars regarding which are printed below.

March 6.

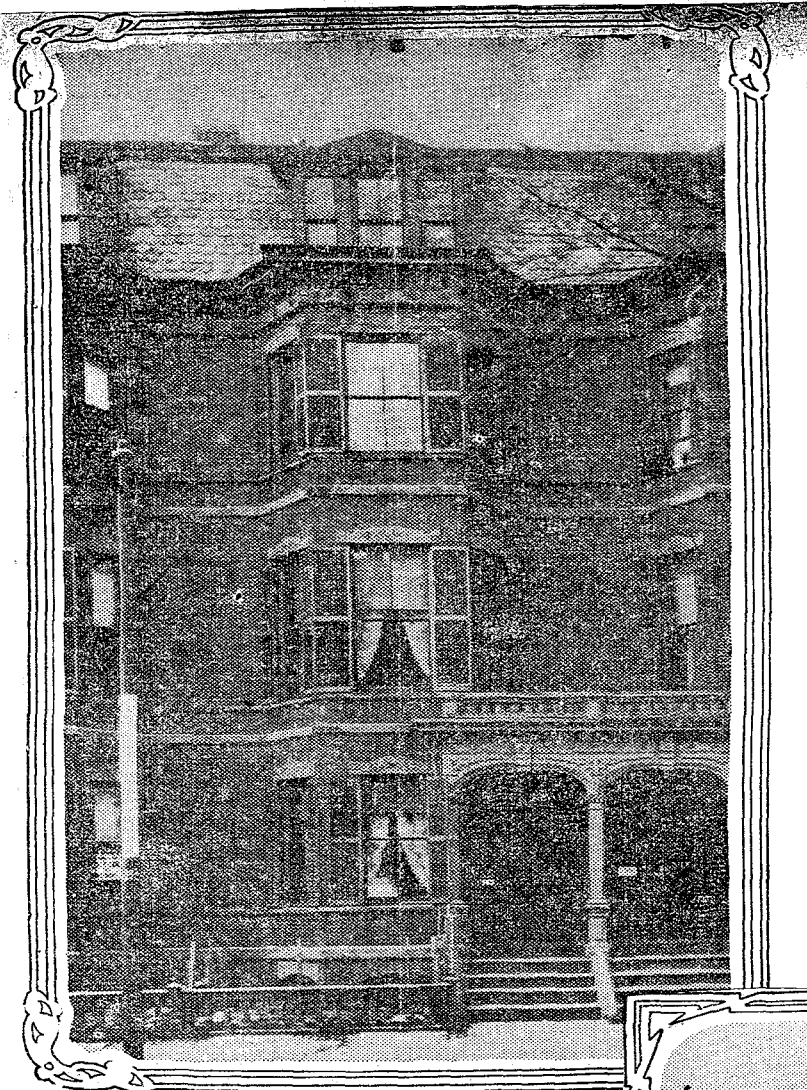


NEW STYLE OF STRUCTURE FOR THE ELEVATED EXTENSION TO FOREST HILLS.

Several good district properties changed hands yesterday, including a lot of apartment houses on Elbert street, Roxbury, valued at \$32,400; a tract of land on Commonwealth avenue, Brighton valued at \$53,900, and a number of smaller properties in other districts. The district trading, in fact, made up the greater part of the day's business, but one city proper parcel, a Dartmouth street property, being conveyed. A matter of great interest to property owners in one section of Roxbury was the announcement that plans had been filed for the first section of the Forest Hills extension of the elevated structure and that work would probably begin very soon. The announcement was also made that a new building was to go up on Washington street north, a five-story modern building. The hearing at the State House on a bill for the repeal of the law enacted last year, dividing the city in districts with limitations of 125 feet and 80 feet respectively for the height of buildings, was also of much interest to all property owners.

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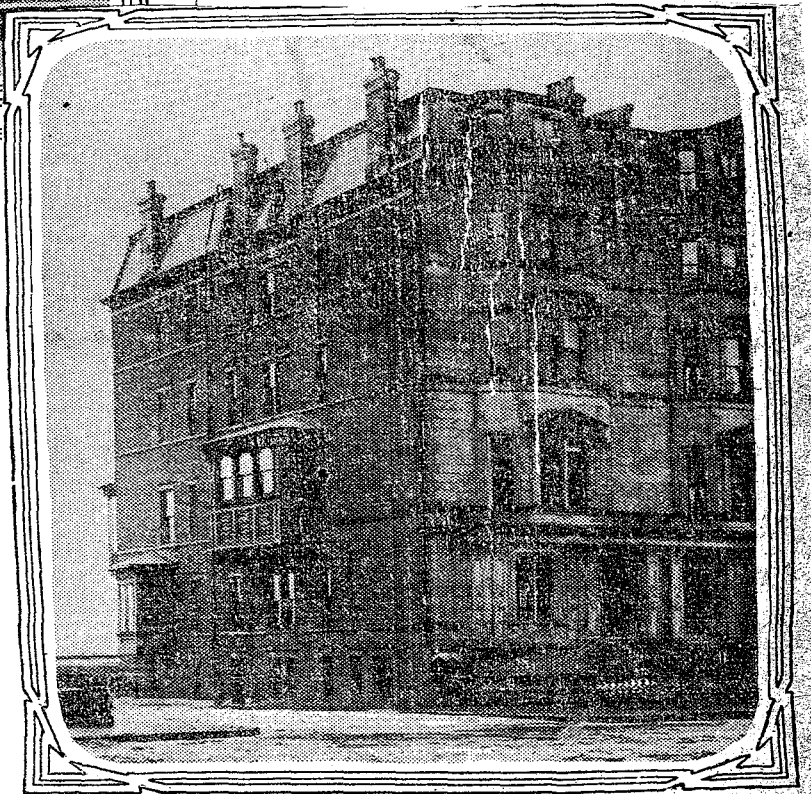
March 7.



SOUTH END PROPERTY RECENTLY CONVEYED
42 Dartmouth Street.

A very fair day's trading was included in yesterday's real estate transactions, residential property having the call. In the city, a \$56,000 property was the most valuable sold, and the sale was the best reported within a week. Three Lansdowne street apartment houses were also sold. A \$12,000 Endicott street property, and a small parcel were also sold. In Roxbury and West Roxbury, valuable land was conveyed. In the outside localities, the most valuable property sold was an \$18,000 Newton estate.

March 8.

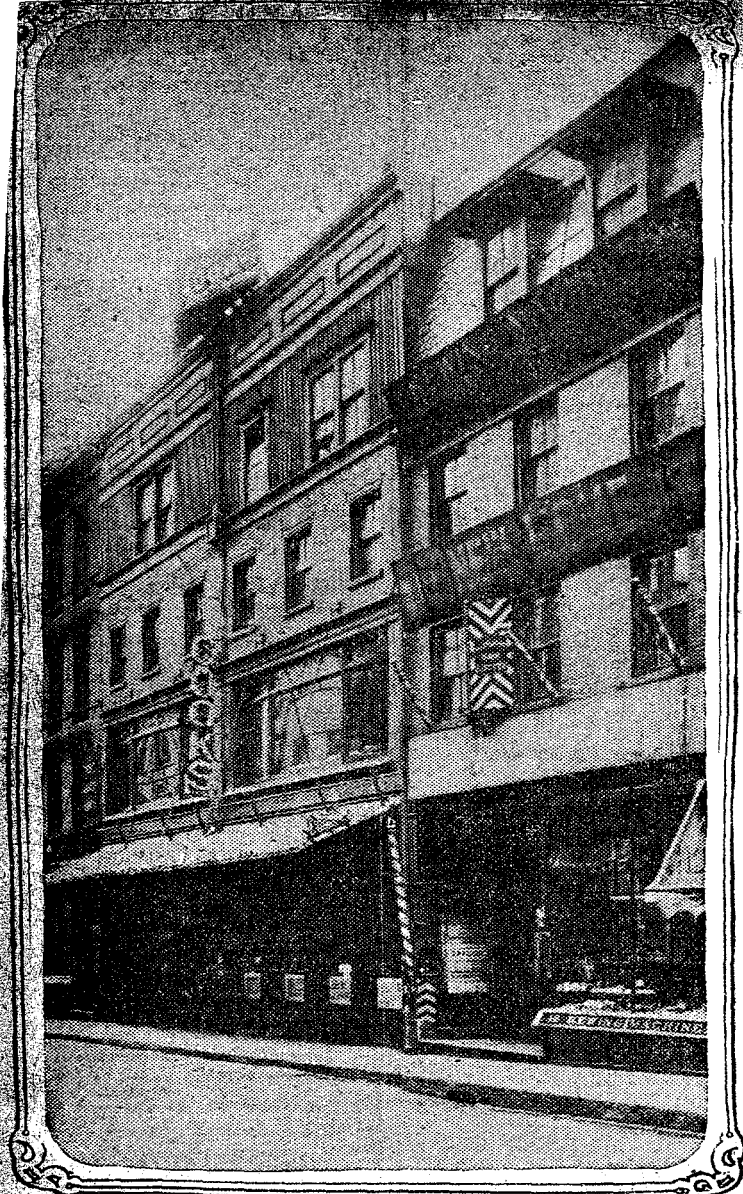


BACK BAY PROPERTY TWICE SOLD IN A WEEK.
234 Beacon Street.

The districts had the call in the matter of the real estate trading yesterday, and several good parcels were reported sold. In the city proper one good property was sold, a \$16,000 Green street business parcel. In Dorchester a \$17,000 Morse street apartment house was sold for \$20,000. A \$12,000 East Boston business property was conveyed, and in Brighton two lots of land valued at \$12,400 were transferred. Various properties in other districts, and in the outside localities were also reported sold.

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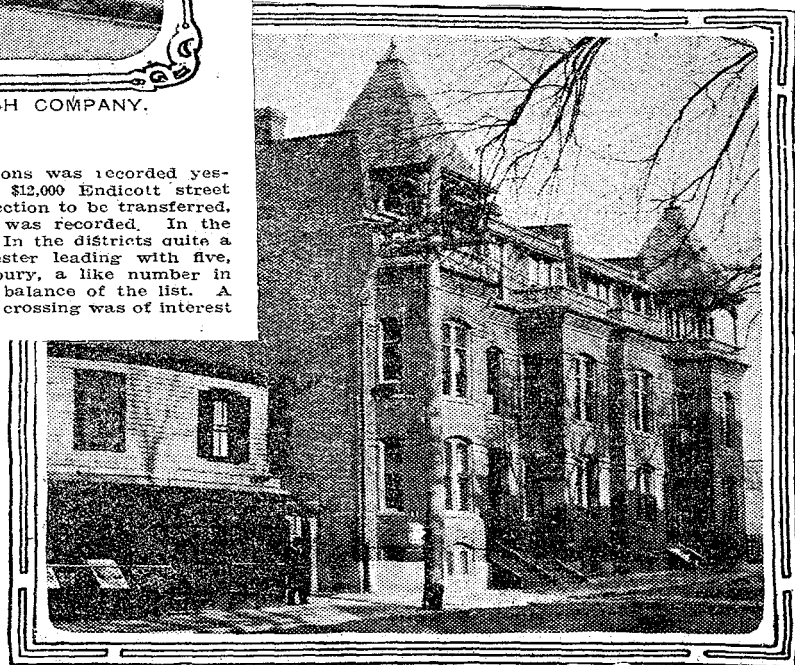
March 13.



PROPERTY BOUGHT BY THE JORDAN MARSH COMPANY.
Nos. 19 to 29 Avon Street.

Considerable trading in real estate in different sections was recorded yesterday, and some good properties were conveyed. A \$12,000 Endicott street business parcel was one of the two in the North end section to be transferred, while in the Back Bay a \$12,500 Blackwood street sale was recorded. In the South end a \$16,800 Tremont street property was sold. In the districts quite a number of properties passed to new ownership, Dorchester leading with five, though all of them were of small value. Two in Roxbury, a like number in West Roxbury and one in East Boston made up the balance of the list. A hearing in regard to the abolition of a Brookline grade crossing was of interest to property owners in that section.

March 14.

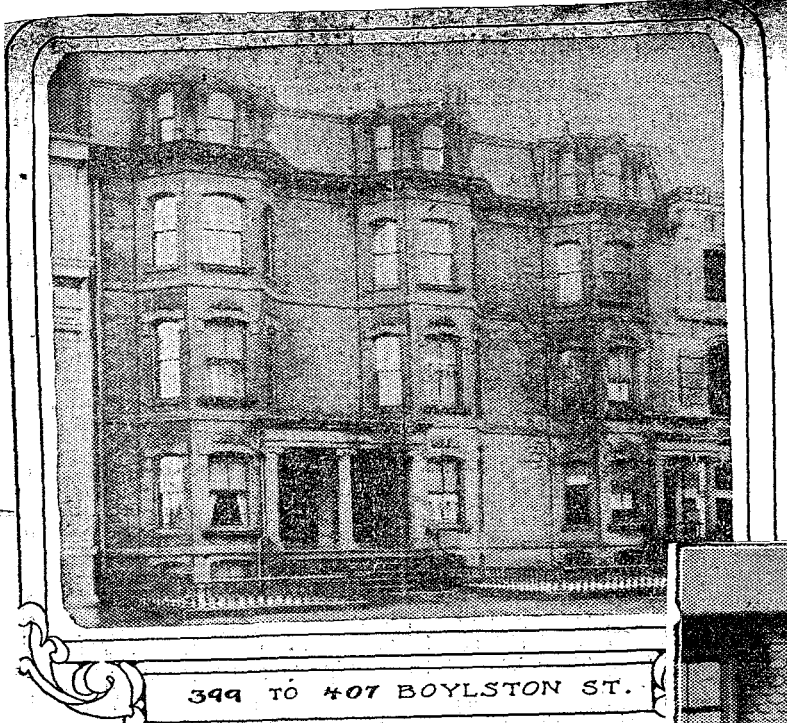


ROXBURY PROPERTY SOLD YESTERDAY.
7 to 13 Linden Park Street.

The transfer of several valuable properties in the city and the districts was noticeable among yesterday's real estate transactions. In the business section a \$35,000 South street property was sold, and in Dorchester some apartment houses on Magnolia, Lebanon and Alexander streets, all valued at \$67,500, were also sold. In Roxbury a \$15,000 block of apartment houses, on Linden Park street was also reported as passing to a new owner. In West Roxbury a \$55,000 tract of land was conveyed. Much interest in a hearing at the State House on John Sedgwick's bill providing for protection against encroachment on light and air was shown.

Cr.

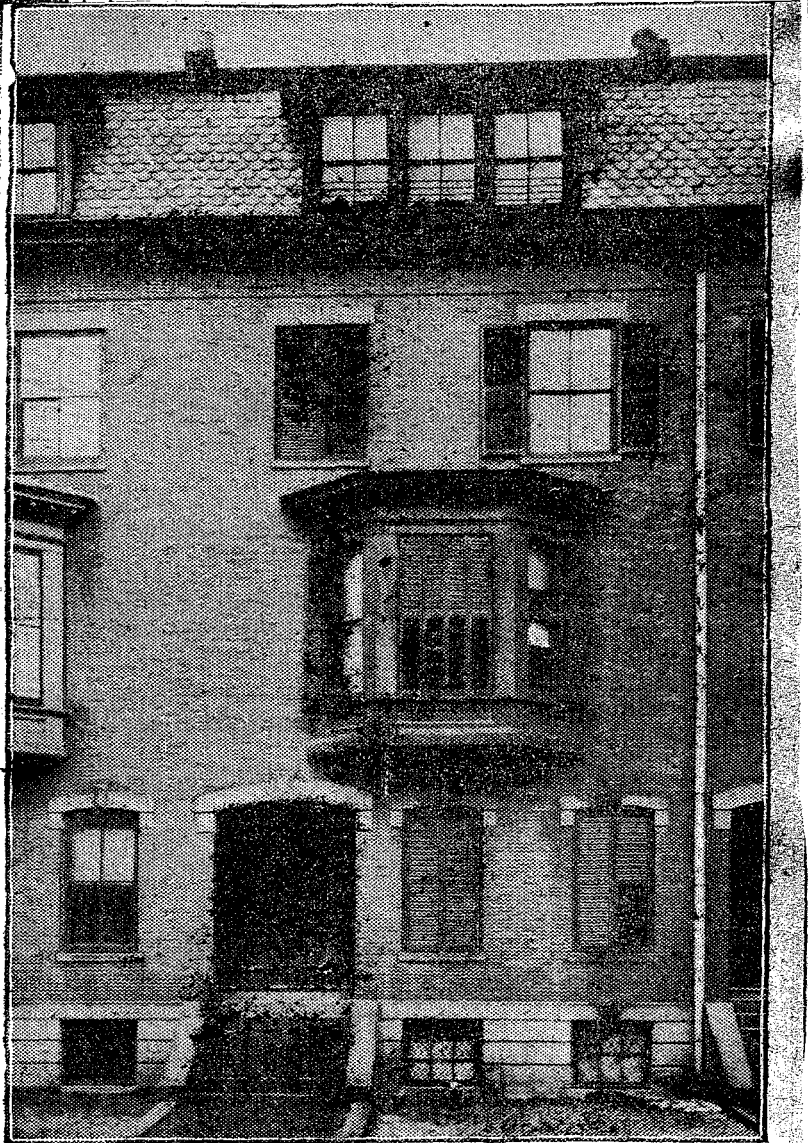
March 15.



399 TO 407 BOYLSTON ST.

BACK BAY PROPERTY BOUGHT BY WILLIAM H. TUCKER

By far the most important real estate transaction reported yet the sale of a \$135,000 Boylston street property, with the announcement of the purchaser to erect a modern mercantile building on the site a generally active trading in other sections, properties in the East and West and South ends and the districts being conveyed, although but medium valued parcels were involved. There are enough days, and inquiries on the part of both buyers and sellers, regard to keep up the spirits of the brokers, and the inquiries are becoming as the signs of spring are more noticeable.

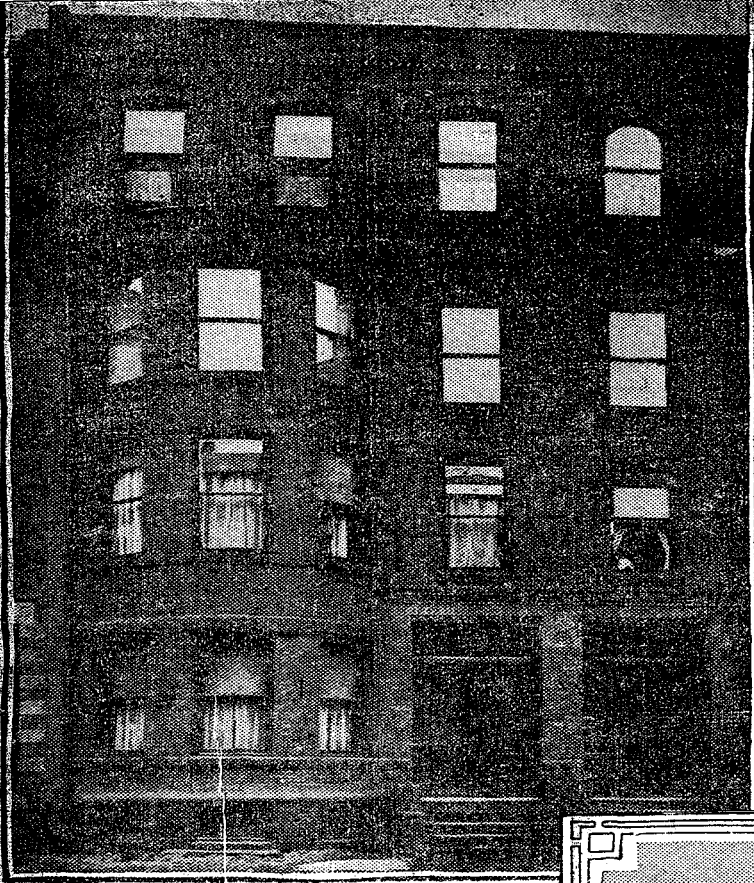


BRIMMER STREET RESIDENCE RECENTLY SOLD.

Gradually that section of the Back Bay near the Fens is assuming a residential appearance. New blocks of brick houses are building and more are contemplated. A lot sold in this vicinity nowadays means a new structure. In Sunday's Herald was noted the sale of quite an area on Audubon road, and now another parcel has changed hands on Ivy street, the new owner to begin improvements immediately. The valuation of the tract just conveyed is \$11,000. In other sections of the city trading was light yesterday, except the South end, where three transactions were recorded—a parcel on Bradford street, valued at \$5300; one on Wheeler street of \$6400, and one on Lenox street of \$4500. A Charles street sale was also recorded of a \$7700 property. In the districts, Roxbury, Dorchester, South Boston, West Roxbury and Brighton reported one conveyance each, the latter being an \$11,000 residence on Orkney road. One transfer also took place in Malden. The report of the Suffolk register showed an improvement in the week's business over that of the previous

ash.

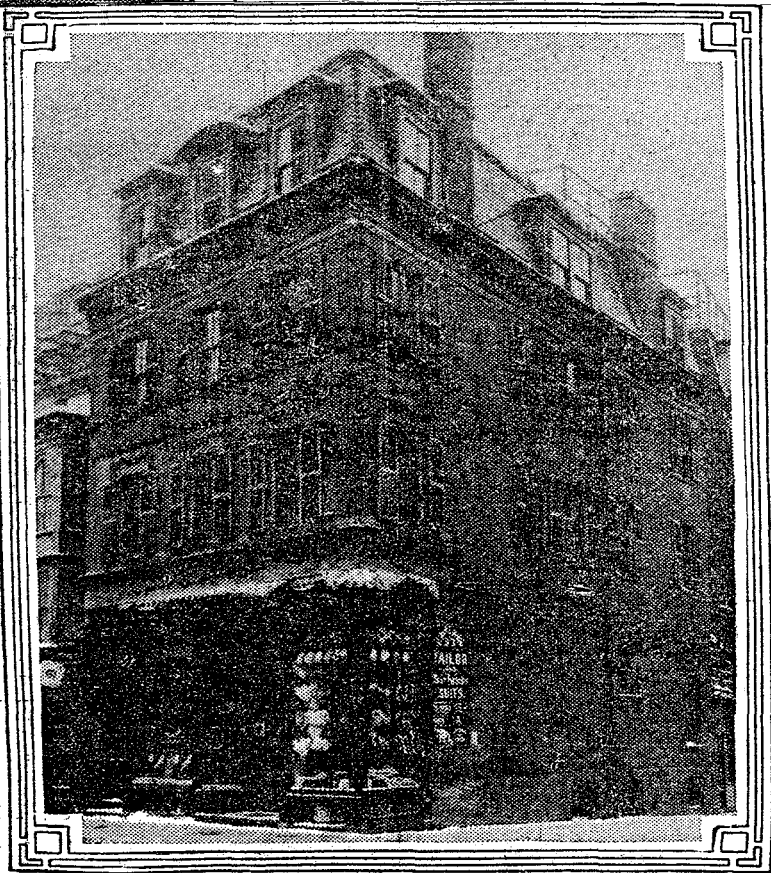
March 21.



BACK BAY PROPERTY THAT HAS BEEN
304 Marlboro Street.

It may be truthfully said that there were strong signs of the day's business in real estate, of which the brokers had a... of the day's trading was the passing of the title on a manuf... son street, South end, carrying a taxable valuation of... Bay two properties were recorded as having been co... State road, valued at \$21,900, and one on Marlboro street... street a \$9000 parcel passed to new ownership, while in t... bers street property, assessed on a valuation of \$6800, and... of \$27,500, were conveyed. Beacon Hill was also represent... dwelling taxed on \$12,000. In the districts West Roxbur... veiances, one valued at \$15,600 while in other sections: town, Brighton, Roxbury and East Boston had one each... ported from Salem and Peabody.

March 22.

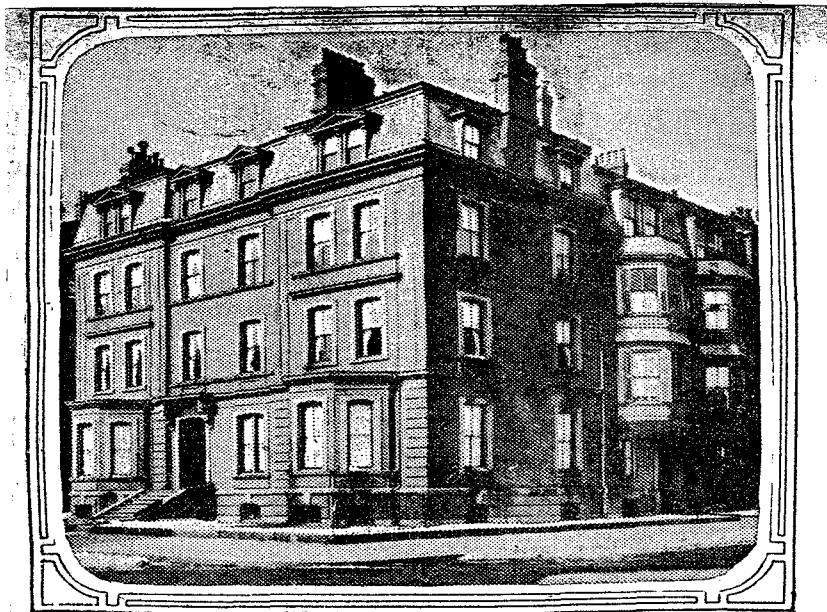


WEST END PROPERTY RECENTLY CONVEYED.
33 and 33 1/2 Green Street.

More valuable properties in various sections of the city changed ownership yesterday, bearing out the statement made in last Sunday's Herald that there would be a good spring business in realty properties. In the city proper the chief news of interest centred around the sale of the site of the Harcourt studio building on Irvington street, on which will be erected an up-to-date garage. This parcel is assessed on a valuation of \$82,000. Other transfers in the city included an auction sale of a \$47,000 estate on Marlboro street, the transfer of a \$22,000 residence on Newbury street, a business block in the North end carrying a valuation of \$17,500, and a residence on Rutland street taxed on \$9000. There were several good district sales, including an interest in Charlestown estate valued at \$11,000. The largest sale of the day, however, was in Brookline, where the hotel known as Hampton Court was again transferred. This property is taxed on a valuation of \$18,000.

Cr.

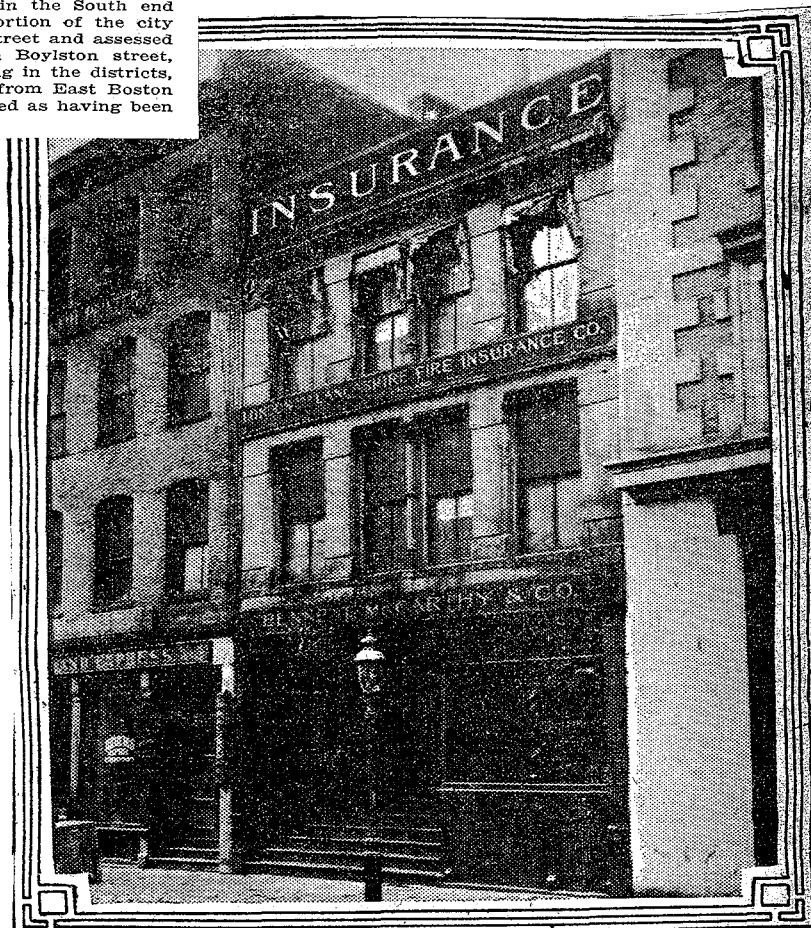
March 23.



BACK BAY PROPERTY BOUGHT FOR GARDNER M. LANE.
53 Marlboro Street.

In yesterday's transactions in real estate the business section was invaded again and a Water street property, carrying a valuation of \$42,500, conveyed. This was the only conveyance in the downtown section, but in the South end the transfer of a block of six apartment houses kept that portion of the city from going by default. The parcel in question is on Perch street and assessed on a valuation of \$15,600. In the Back Bay a land lot on Boylston street, valued at \$5000, changed owners. There was but little trading in the districts, two transfers being reported from Dorchester, and one each from East Boston and West Roxbury. In Somerville a \$14,700 estate was reported as having been sold.

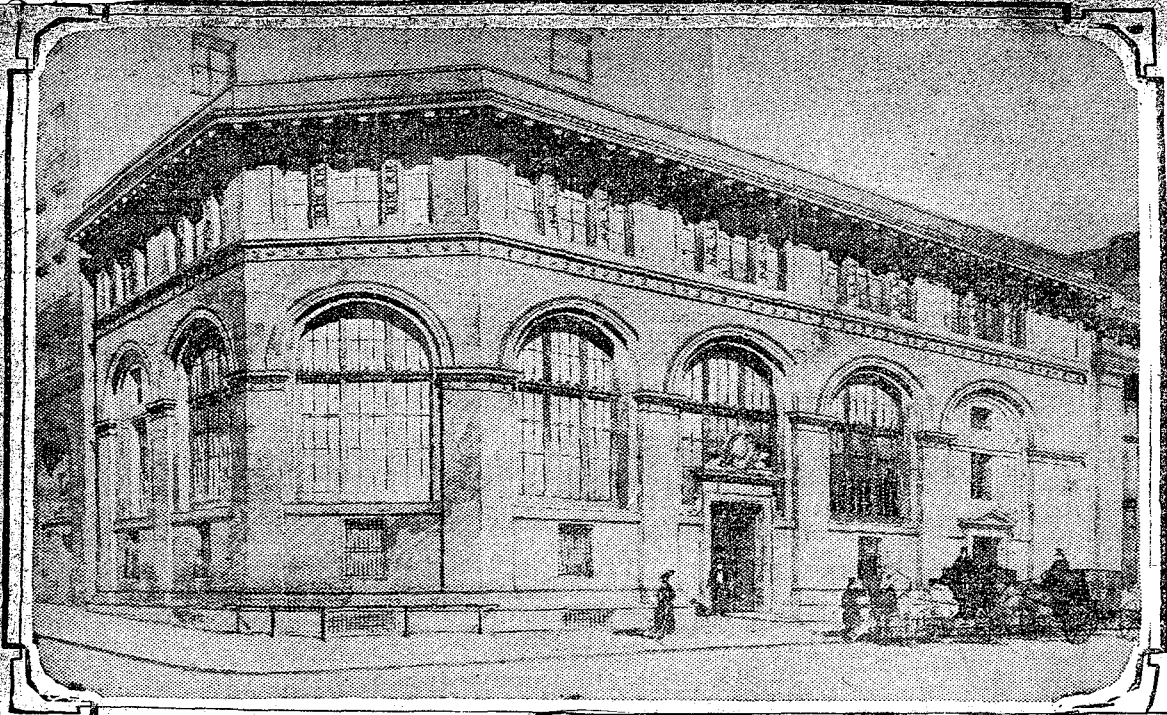
March 24



MERCANTILE PROPERTY BOUGHT BY WILLIAM J. STOBER.
115 and 117 Water Street.

While there was but little activity evidenced in the sale of city proper parcels yesterday, there was enough trading in district sections to make the day a fairly good one. The only city sale reported was of a dwelling on Kendall street, in the South end, on which the taxable valuation is \$3600. Properties of a much higher figure were sold outside the city limits, all of Dorchester's five going above that figure, and the same can be said of West Roxbury's three. In Charlestown an interest in five properties carrying a total valuation of \$20,100 was conveyed, while in other districts South Boston had two transfers and East Boston one. In Malden the sale of a land lot as a site for a brick building for the telephone exchange was reported, as was that of five brick houses in Chelsea valued at \$15,000.

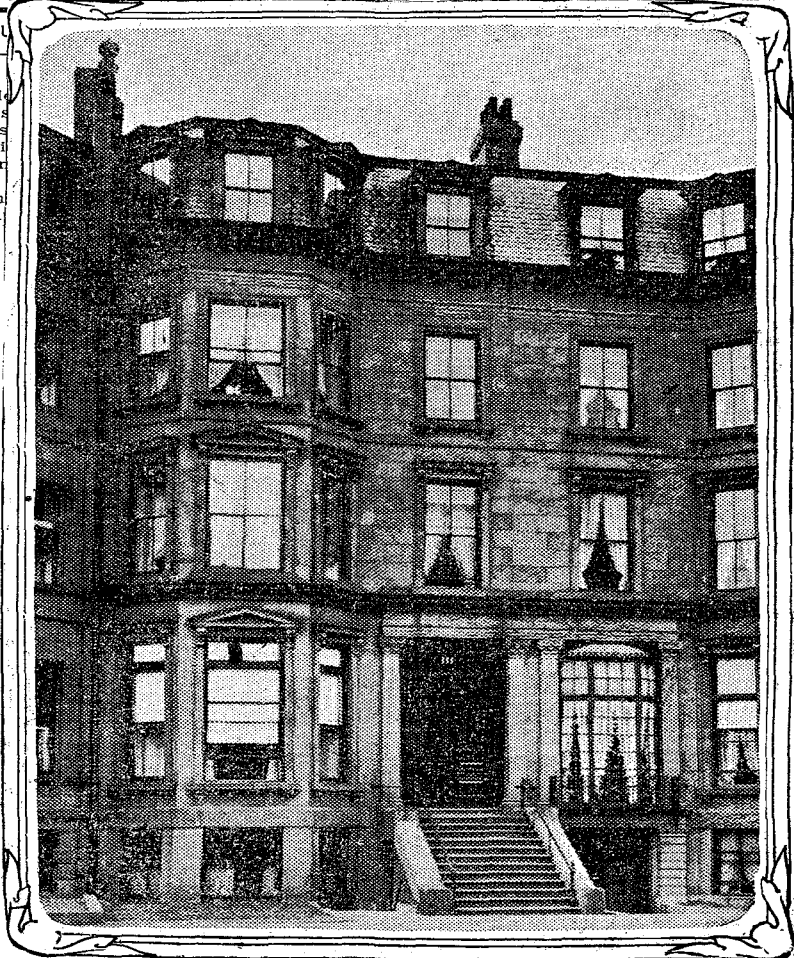
Mar.
27.



NEW BUILDING FOR NEW ENGLAND TRU

The week in real estate opened with something of a lull, among them being two high-priced mercantile transfers of this nature was of a Beech and Knapp's in the South end the resale of a business property was transfers were recorded, one of a property on Washburn valuation. In the Back Bay a \$6000 parcel on Commonwealth street was conveyed, while in the West end of the districts Dorchester and West Roxbury were the only ones noted in Salem and Malden. The plans for the building also made public.

March 28.

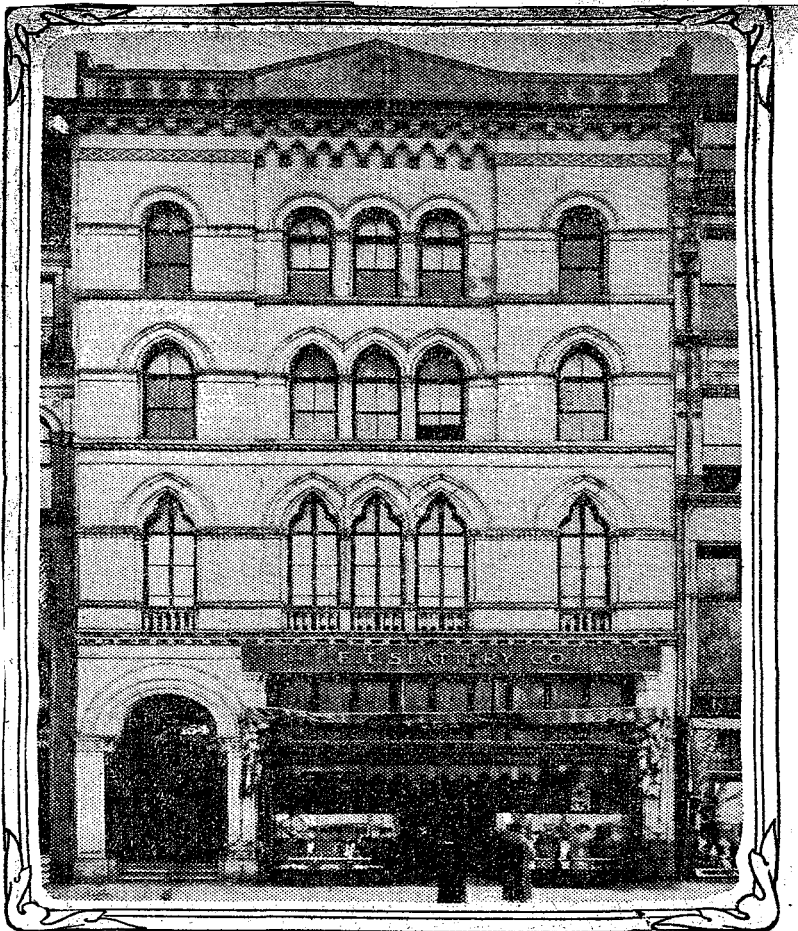


BACK BAY PROPERTY RECENTLY CONVEYED.
111 Commonwealth Avenue.

The eyes of investors have for a long time been turned in the direction of the South end, and the activity in this section of the city in all kinds of real estate, whether high or low priced, has held well. Yesterday the bulk of the city trading was in that direction, three parcels having been recorded as changing hands. One was a \$7700 residence on West Canton street, another a parcel of three frame buildings on the corner of Norwich and Meander streets, valued at \$3900, and the third a Tennyson street property, that has recently changed ownership twice, and taxed on a valuation of \$12,500. Beacon Hill also had a conveyance of a property on Revere Street place valued at \$2900, and a Green street property in the West end, assessed on a valuation of \$23,300, was also reported sold. There was much activity in the districts, Dorchester and Roxbury reporting three each, West Roxbury two and East Boston, Charlestown and South Boston one each, the latter being a \$15,000 land tract bounded by Pearl Ames and Ewer streets.

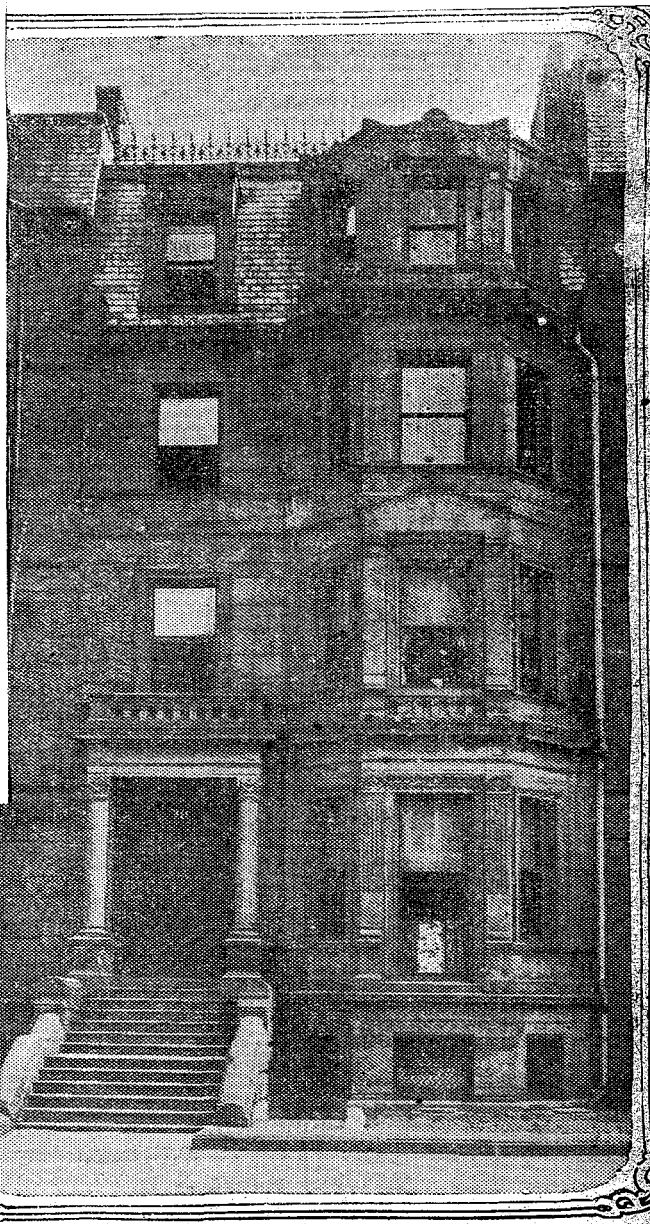
Cr.

March 29.



PROPERTY RECENTLY SOLD TO GEORGE R. WHITE.
154-155 Tremont Street.

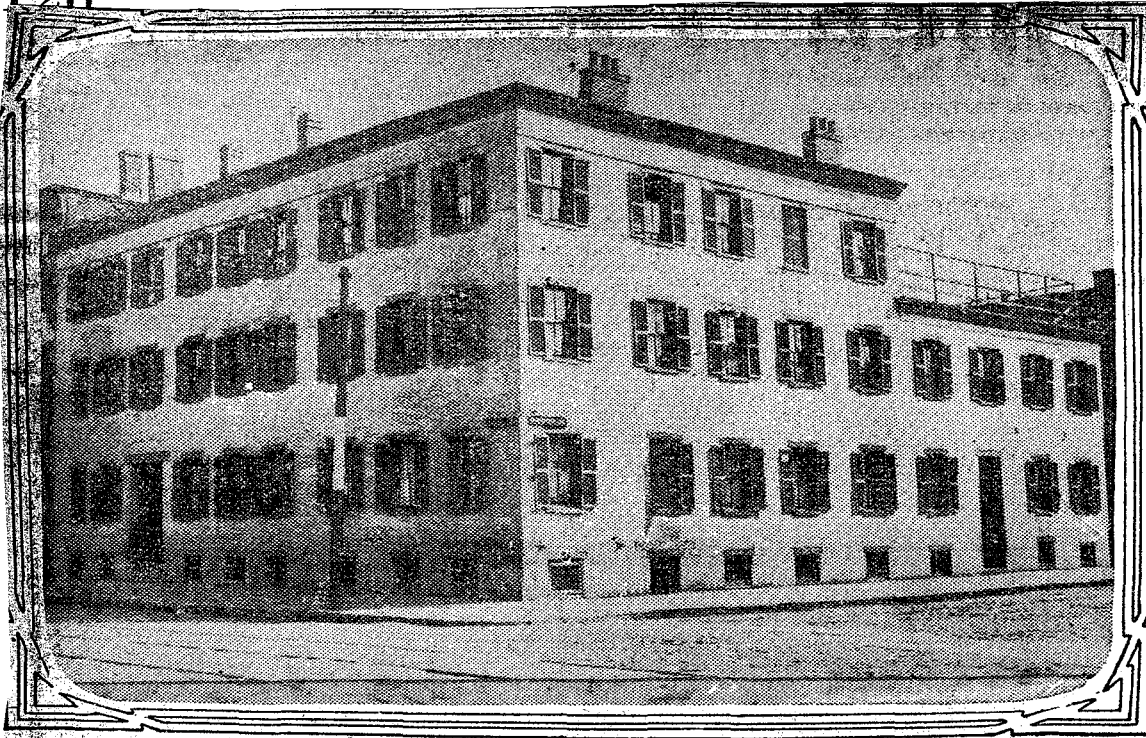
Yesterday may be considered a good day in real estate transactions, with a varied character of business reported. The city proper had its share, in fact more than the districts developed. Then, too, as a rule, the prices were above the average. In the Back Bay a \$30,000 Newbury street property was sold, and two lots of land, valued at \$11,900, were transferred, having been passed to the present grantor but a short time ago. On Beacon Hill a Reuen street property, carrying a valuation of \$14,300, was conveyed, while to the same grantee went a residential parcel on Charles street, taxed on a valuation of \$15,000. The West end had one transfer, an \$8200 property on Spring street. There were two conveyances in the South end, both residential structures, an \$11,000 property on Massachusetts avenue, and one of \$5900 on Asylum street. In the districts West Roxbury reported two sales, Roxbury, Dorchester and East Boston one each. In more remote sections several sales were noted in Milton, one in Needham, a factory in Peabody, a summer home in Onset, three parcels in Newton and one in Cambridge, while agreements were signed for the sale of a Brookline property valued at \$22,000. A matter of great interest to property owners was the legislative hearing on the report of the building law commission, which is fully reported below.



PROPERTY RECENTLY SOLD TO J. SUMNER DRAPER.
18 Newbury Street.

Mar. 30.

Yesterday's real estate trading, while not of great volume, had a number of good properties included among the sales. The most important was a lot of land on Boylston street, near Fairfield street, assessed on a valuation of \$20,000. In the South end the most valuable parcel reported sold was a \$20,000 brick apartment house property at the corner of Harrison avenue and East Dedham street, while a \$9000 West-Newton street residential property was the second in the same section to be conveyed. A number of smaller parcels in the West end and in the various districts were also transferred.

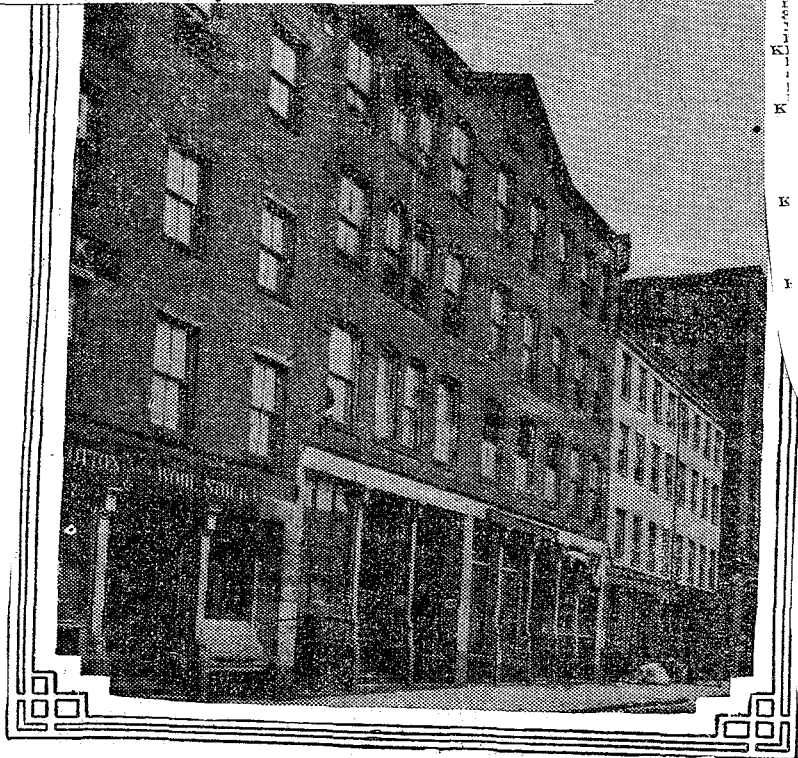


Mar. 31

SOUTH END PROPERTY RECENTLY ACQUIRED BY MARY R. E. TUCKER,
656 Harrison Avenue, Corner East Dedham Street.

A number of sales of high priced parcels in the city proper and in the outside localities were included in yesterday's real estate transactions, the districts being the places in which only small conveyances were the order of the day. The most valuable property reported sold was on Boylston street, where a \$135,000 group of three properties was resold for the second time within three weeks. In the South end the sale of two Columbus avenue parcels, valued at \$36,900, was announced, and in the West end a \$12,500 Hancock street estate was conveyed. In Brookline the sale of two Monmouth street properties valued at \$24,000, the conveyance of a big \$182,500 Woodland road estate and the transfer of several smaller properties to new owners were recorded. The review of March real estate dealings, printed below, shows a very fair condition of the market for the time of year.

April 10.



WATER FRONT PROPERTY RECENTLY SOLD.
473 to 481 Atlantic Avenue.

In the matter of actual real estate trading yesterday was not prolific, and of the various properties conveyed none was of high valuation. The trading, too, was largely confined to the districts and the conveyances of city property were of such parcels as had before been reported in The Herald as sold. In Dorchester three properties were sold, in Roxbury two, and in South Boston, Winthrop and Cambridge one each. Some figures printed below from the assessors' report will be of some interest, and some facts regarding the effect of the Forest Hills elevated extension, not hitherto brought out, are also published.

Cr.

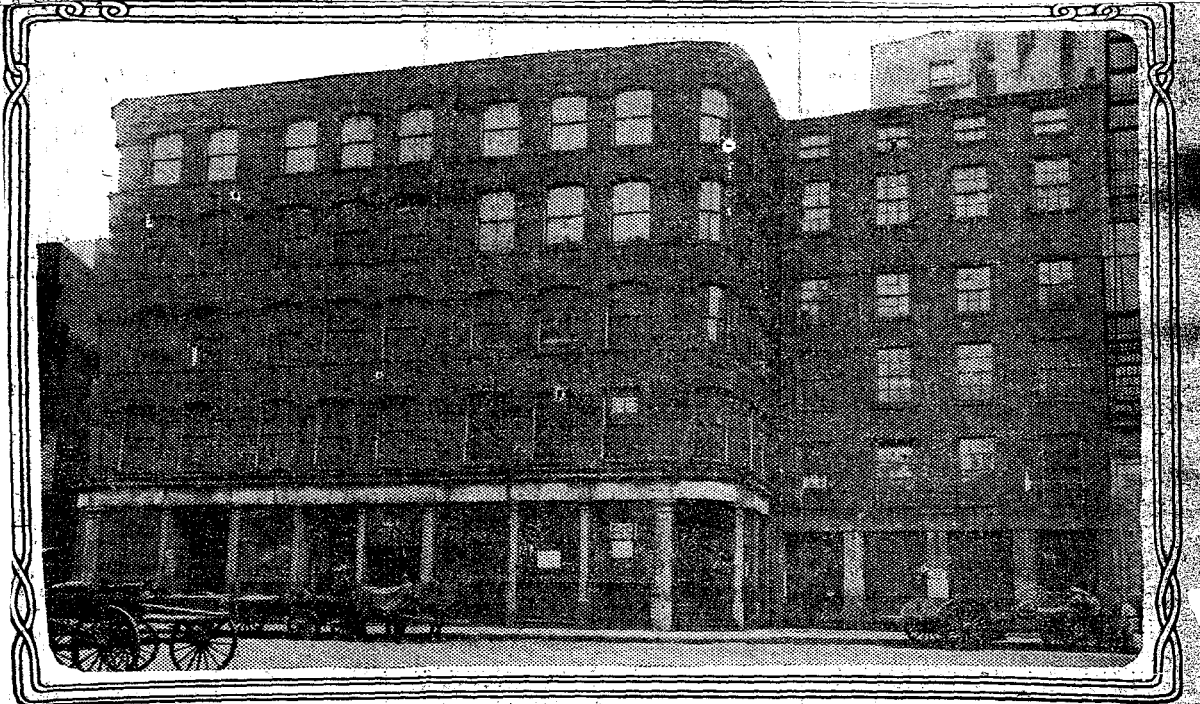
April 11.



BACK BAY PROPERTY RECENTLY BOUGHT BY C. C. WALKER.
No. 7 Arlington Street.

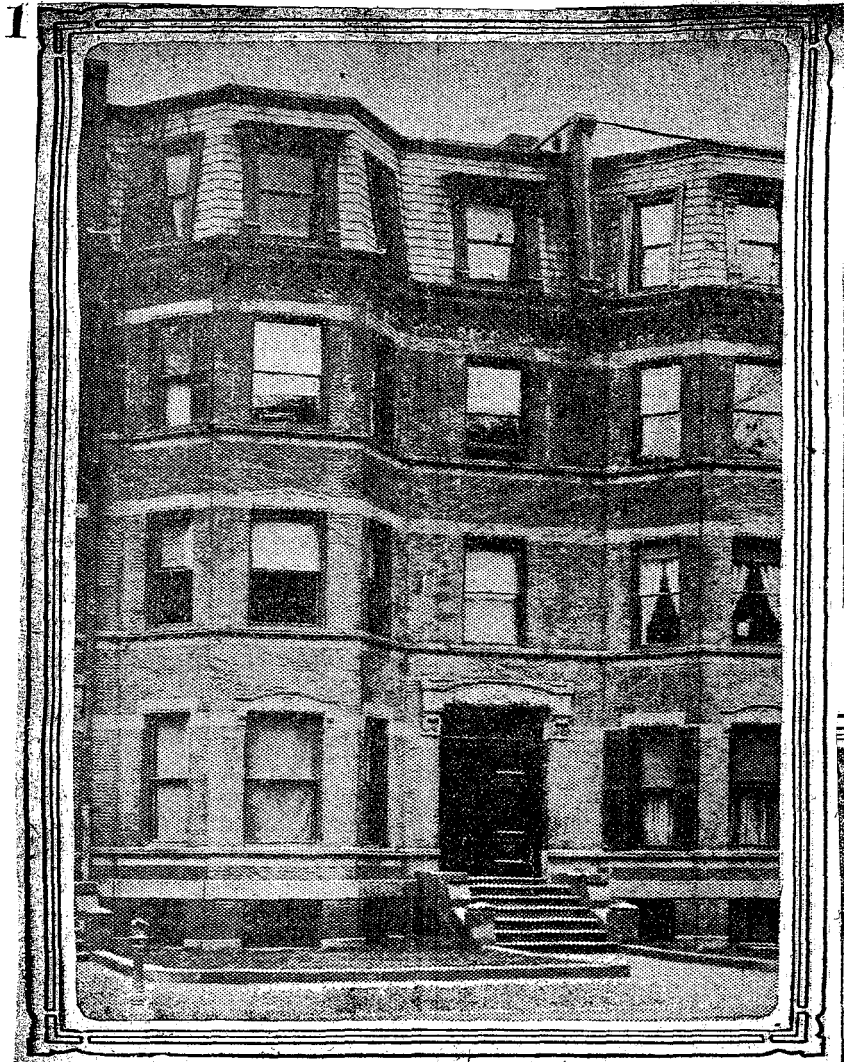
It cannot be said that yesterday was a day prolific in real estate trading, and the majority of what little developed was reported from the districts. In the city, there was but one sale recorded that of a Reed street property, in the extreme South end, carrying a valuation of \$3400. Papers were recorded, however, in the sale of the Rotch property on Boylston, Church and Providence streets to the Park Square Trust. This parcel has a taxable valuation of \$253,999. Of the district trading, two transfers were in Roxbury, one a \$12,400 dwelling on Mayfair street, while West Roxbury contributed two, Dorchester and Charlestown one each, while a sale which was part of a \$200,000 deal, in Allston, was reported. A Marlboro property was sold for \$11,000.

April 12.



PROPERTY IN BUSINESS SECTION JUST SOLD.
35 to 49 Batterymarch Street.

Several interesting transactions developed in the course of yesterday's real estate trading. One was the sale of a \$125,000 Batterymarch street business property, the largest sale of property in that section of the city in a long time. Then there was the sale of a lot of land on Ipswich street, valued at about \$48,000, for the erection at once of a new studio building, a matter which has been agitated since the destruction by fire of the Harcourt studio building. In the districts, a fair number of sales were recorded, some of the larger being a \$13,000 Charlestown property and a \$26,800 Roxbury one. In the Back Bay, besides the Ipswich street land referred to, a \$61,000 Beacon street estate and one on the same street, valued at \$40,000, were conveyed. In the outside localities a number of valuable parcels passed to new ownership.

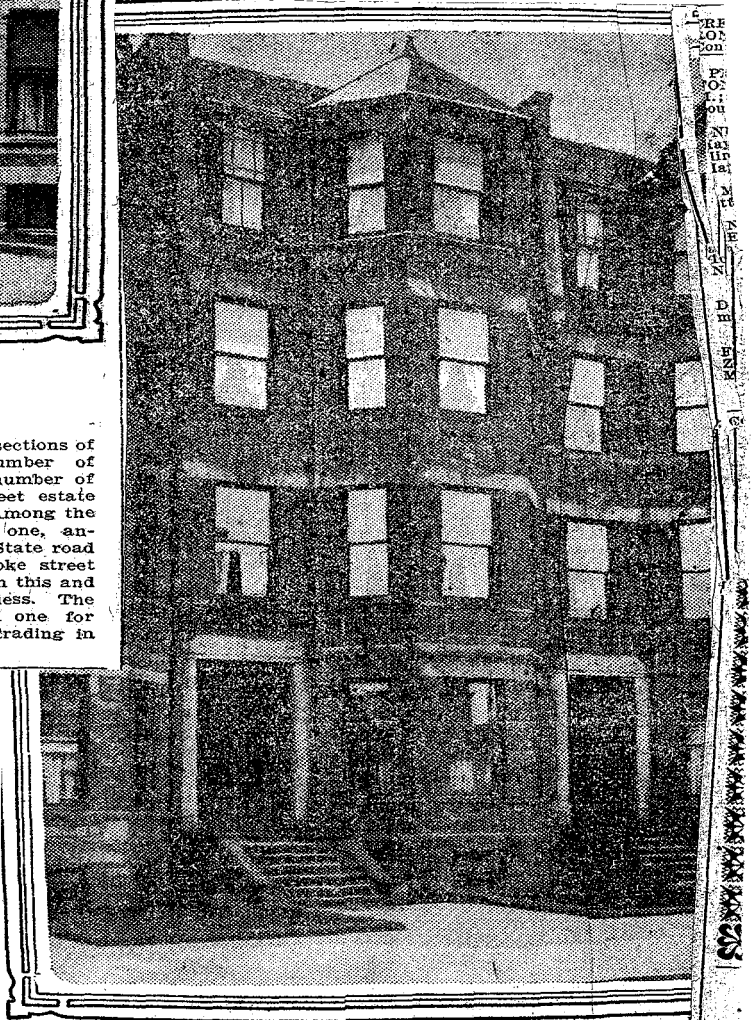


BACK BAY RESIDENCE RECENTLY SOLD.
225 Newbury Street.

A brisk trading in real estate was noticeable yesterday, and all sections of the city were included in the list of the day's transactions. A number of deeds were filed which closed sales previously announced, and a number of new ones were reported. The lease of a prominent Washington street estate for a long term by a well known operator was announced as well. Among the Back Bay properties conveyed were a \$25,500 Commonwealth avenue one, another on Huntington avenue assessed at \$23,500, and a third on Bay State road valued by the assessors at \$17,000. In the South end a \$30,000 Pembroke street investment parcel was transferred, while several smaller properties in this and other sections passed to new owners. The districts had a fair business. The volume of business at the Suffolk registry last week was a record one for ordinary conditions, and the monthly review shows an increase in trading in high grade property.

h.
May 1

May 2.

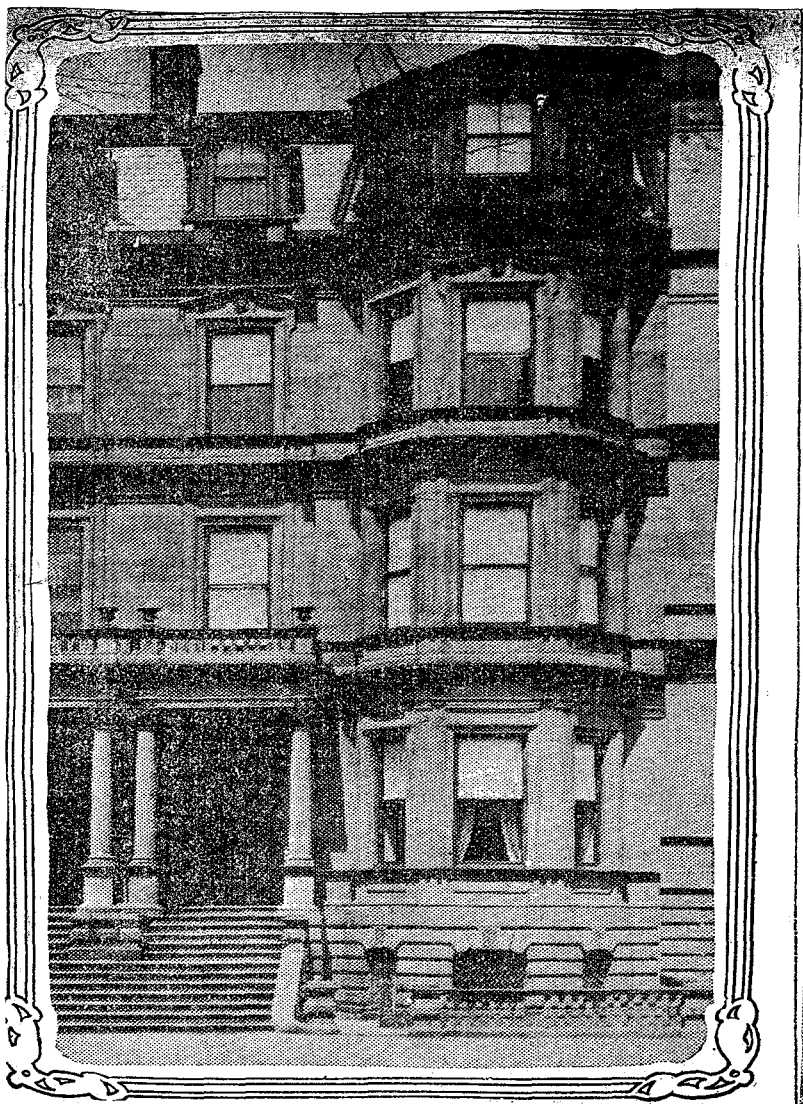


BACK BAY PROPERTY BOUGHT BY HELENA C. RAYMOND
354 Commonwealth Avenue.

In yesterday's real estate business the Back Bay seemed to be the cream of the transactions recorded. A lot of vacant land on Bay State valued at \$10,400, bought for improvement, a \$114,000 group of apartment houses on Huntington avenue, a \$61,000 Huntington avenue investment, Commonwealth avenue estate and one on the same avenue valued at \$10,000 were some of the properties in this section conveyed. A \$10,000 Traveler investment property, an \$11,000 one on Leverett street and a \$10,000 one on other sections were also reported as passing to new owners. A large number of sales in outside localities were also sold.

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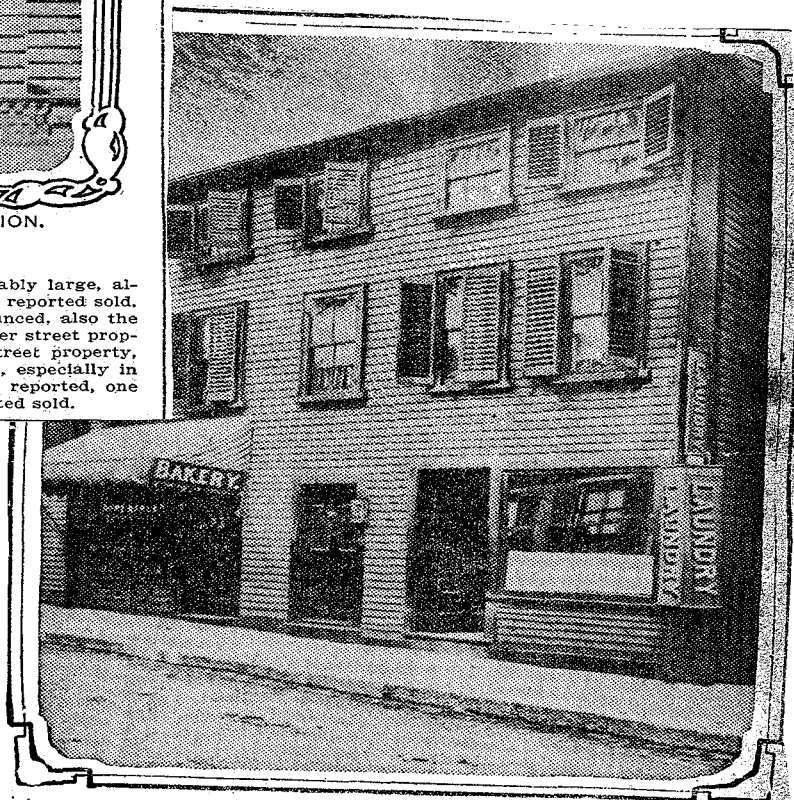
May 5. Cr.



BACK BAY PROPERTY RECENTLY SOLD AT AUCTION.
31 Commonwealth Avenue.

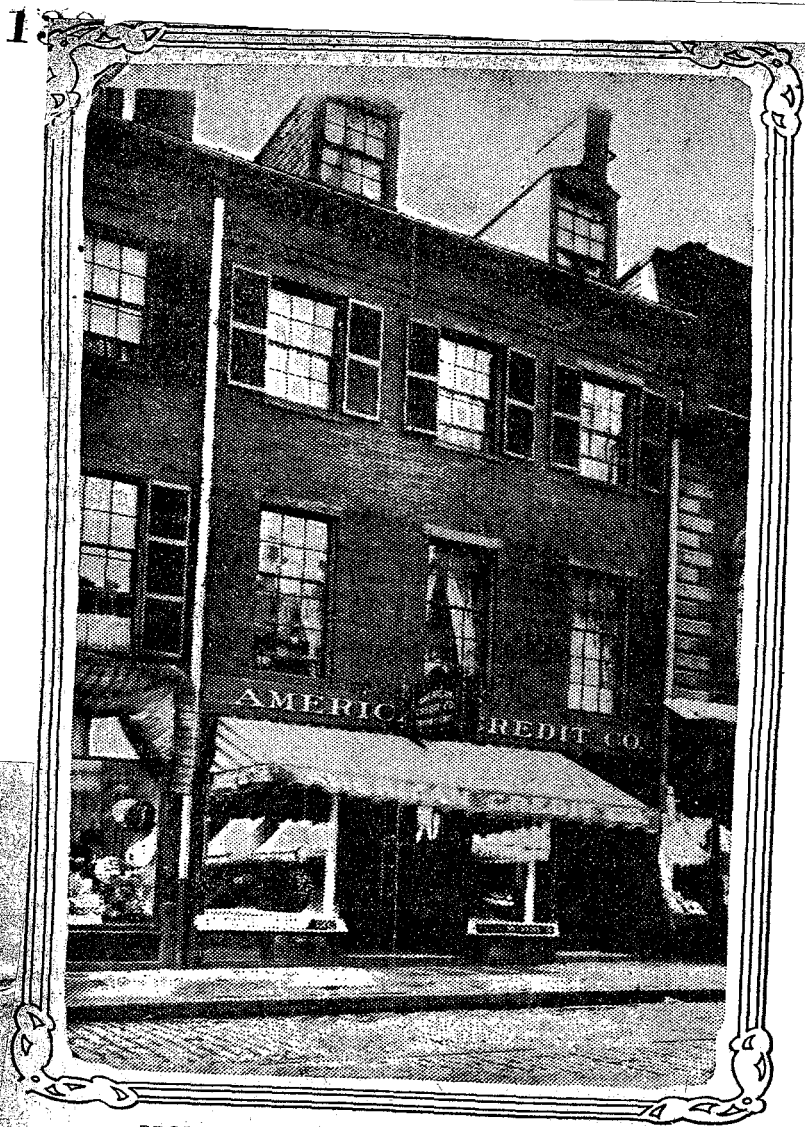
The real estate business transacted yesterday was not remarkably large, although several good properties in different parts of the city were reported sold. The resale of a Boylston and Gloucester street corner was announced, also the conveyance of several small pieces in the South end. A small Cooper street property and one of the oldest residences on Beacon Hill, a Myrtle street property, were sold. In the districts a fairly lively trading was noticeable, especially in Dorchester and Roxbury. In Cambridge three conveyances were reported, one of a \$12,800 parcel and in Quincy a \$10,400 shore estate was reported sold.

May 8.



OLD WEST END PROPERTY RECENTLY SOLD.
23 Temple Street.

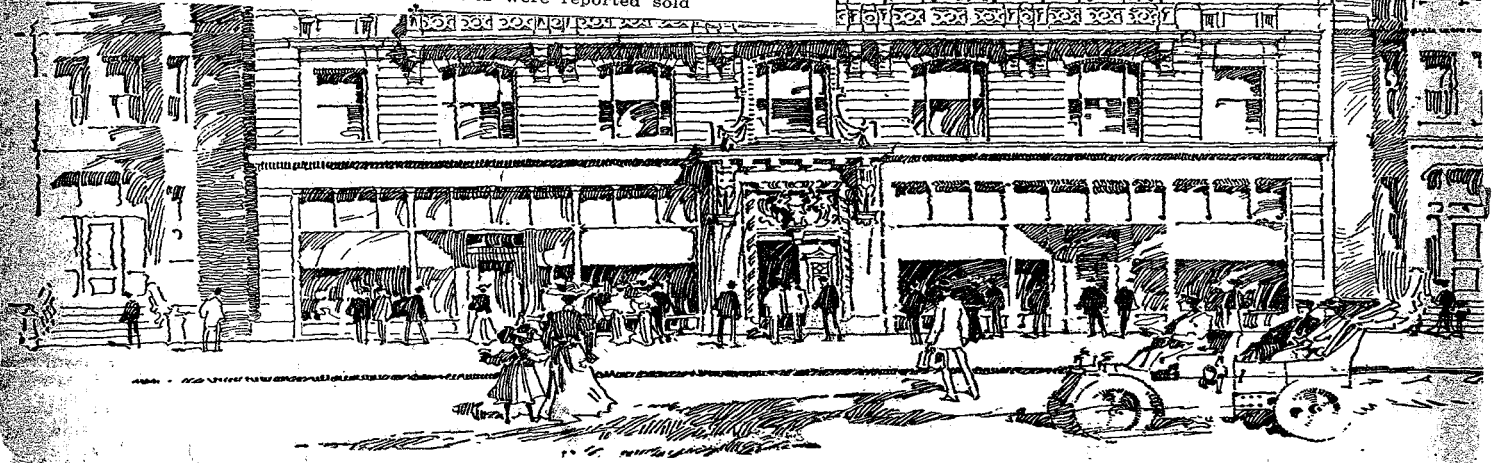
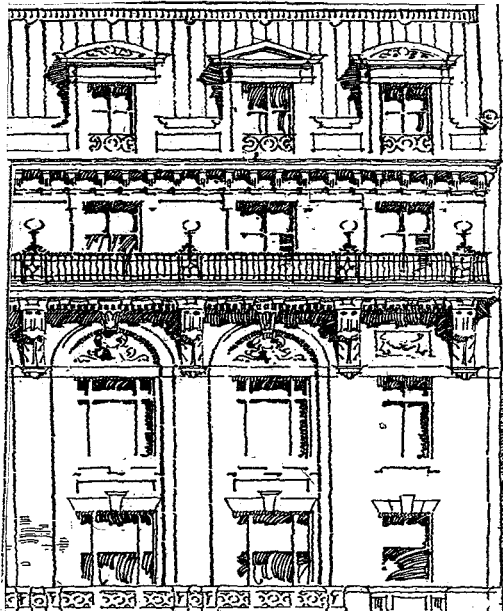
Several good transactions in real estate came to light yesterday, although there were no sales involving vast amounts. The most prominent transaction was the sale by agreement of property near the corner of Washington and Warrenton streets, valued at \$22,400. The sale of several Back Bay properties was concluded by the recording of deeds, notably a \$28,000 Commonwealth avenue estate and one of the same assessed value on Beacon street. A good number of South end properties were conveyed, one of them, valued at \$22,700, a parcel recently sold at auction. In other sections and districts a small number of conveyances were recorded, and in the outside localities there was a noticeable lack of activity.



sh. May 9.

PROPERTY BOUGHT BY T. G. WASHBURN.
869 to 871 Washington Street.

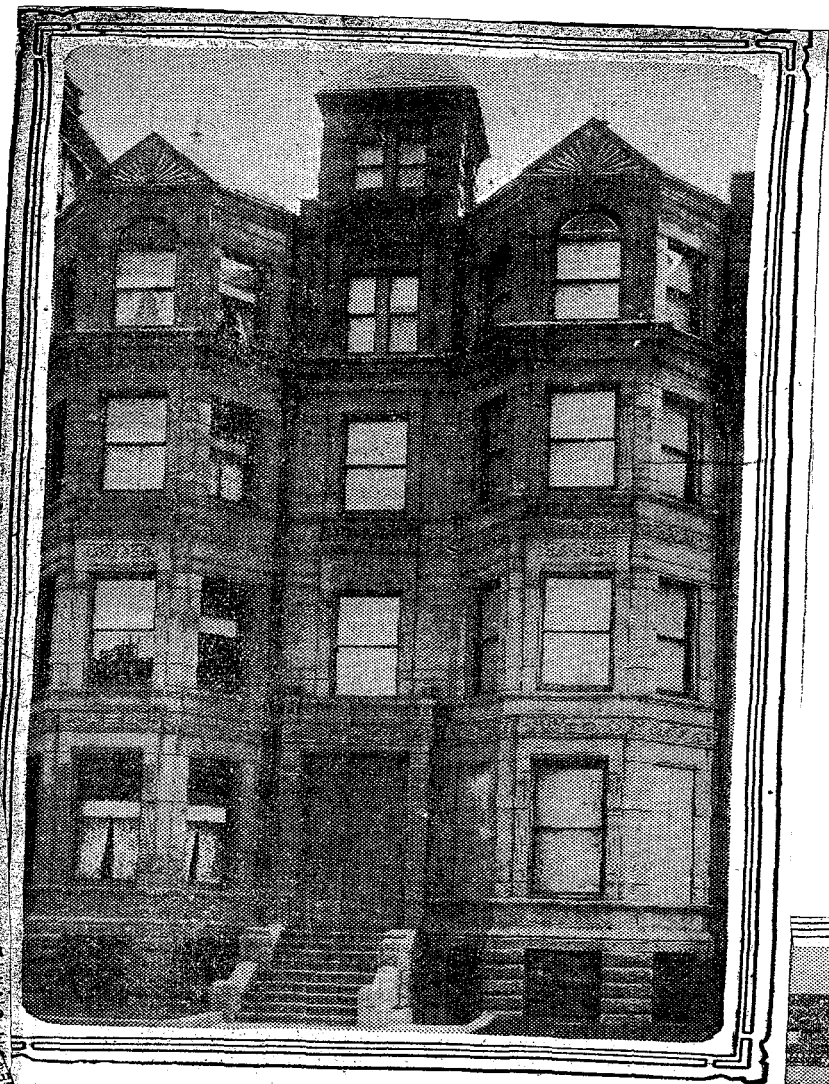
There were some good properties conveyed yesterday, though there were no remarkable features in the day's business. The largest property conveyed was a \$228,700 investment at the corner of Beach street and Atlantic avenue, taken by a trust which sold it several years ago to the present grantor. In the West end a \$12,000 investment property on Brighton street and a \$7200 Blossom street parcel were conveyed, and in the South end a \$9000 Rutland street property and a \$6800 Cortes street one were sold. A \$16,300 Hanover street property was the one North end parcel transferred. A fair number of properties in the districts and outside localities were reported sold.



PROPOSED NEW BUILDING FOR BOSTON LODGE OF ELKS ON COLUMBUS AVENUE.

By far the most important real estate transaction reported yesterday was the purchase by the Boston Lodge of Elks of four properties on Columbus Avenue, on the site of which the lodge is to erect a magnificent new six-story building for a home for the lodge. The Herald is the first to make announcement, as well as to print a drawing of the new building, and it will doubtless be a surprise to the majority of the lodge members to know that the deal is completed, the agreements having been signed by the building committee of the lodge during the past 48 hours. The sale of this property is no small matter, aside from the importance of the use to which it is to be put, as it is one of the largest sales made on the avenue in a long time, the total price being \$228,700. There can be little doubt that the erection of this building will have a beneficial effect on the condition of the neighborhood in the vicinity. The trading in other parts of the city yesterday was of no great moment, the only noteworthy transactions being the sale of a lot on Washington street, as well as an important Brush Hill sale being reported.

May 11, 1905. C. C.



May 12.



PROPERTY AT 276 COMMONWEALTH AVENUE, SOLD YESTERDAY.

A number of good sales were reported yesterday, one being that of a \$38,000 Commonwealth avenue estate, bought for occupancy by a prominent business man. An auction sale of a business property on Commercial street at noon brought out a crowd, and the property, assessed at \$21,800, brought \$29,265, a good price even for this section, where values are increasing rather than the reverse. In the South and West ends a number of fair priced parcels were conveyed, and in the districts a number of good residential properties were reported sold. The exclusive story in yesterday's Herald regarding the purchase of a big Columbus avenue property by the Boston lodge of Elks drew considerable comment, and directed attention to Columbus avenue as a more trading centre.

CAMBRIDGE DORMITORY BOUGHT BY ISAAC McLEAN.
Everett Hall, 1137 Massachusetts Avenue.

There were a number of sales of valuable property in all sections of the city and the suburbs reported yesterday, making the day one of the liveliest of the week. In the city the signing of agreements for the sale of a \$56,200 High street property, the sale of a \$46,600 group of apartment houses on Columbus avenue, near the Roxbury line, and of a \$36,500 Province Court estate were some of the more important transactions recorded, while in the districts the largest property conveyed was a \$47,700 Bartlett street apartment hotel in Roxbury. The sale of a \$200 student dormitory on Massachusetts Avenue in Cambridge, and the purchase of the City of New York building, assessed at \$2,000,000, was also an important transaction.

May 15



PROPERTY IN THE SOUTH END RECENTLY PURCHASED FOR INVESTMENT.
700 to 704 Columbus Avenue and 26 to 28 Davenport Street.

Several valuable Back Bay properties, one in the business section and a number of smaller ones in the South and West ends and the various districts, were included in yesterday's sales of real estate. The Back Bay parcels were both located on Marlboro street, one a \$60,000 estate near Clarendon street, the other a \$16,600 residence near Charlesgate west. The business property was on Pearl street, a \$52,300 estate. The South end parcels were small priced ones on West Dedham and Bradford streets, while the West end property was one situated on Allen street. Of the district conveyances Roxbury had three, Dorchester five and Brighton three, one a \$24,100 Gardner street estate. In South Boston one of the three transactions included a \$13,200 West Third street investment. Two Cambridge properties, two in Winthrop, one in Everett and a Milford farm property were also reported sold. The taking effect of an amendment to the law in regard to mortgage proceedings on registered land will also be of interest.

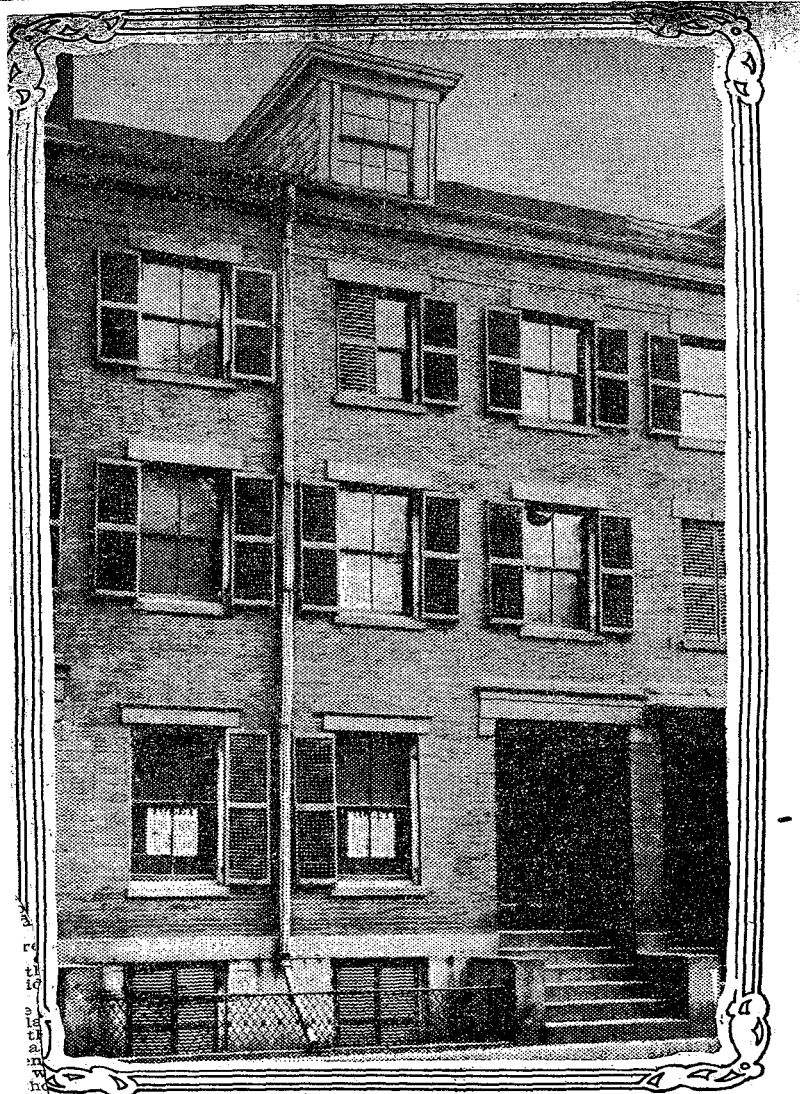
May 16, 1915



BACK BAY PROPERTY RECENTLY BOUGHT BY I. TUCKER BURR.
90 Marlboro Street.

A number of good transactions in real estate were reported yesterday, one of them of considerable size, taking place in Dedham, where a \$12,500 tract of land was reported sold to be cut up and put on the market. In the city proper a \$17,500 Marlboro street estate, the third on the street to be sold this week, was conveyed, and in the South, North and West ends numerous smaller parcels were conveyed. In the districts a fair trading was reported, none of the properties conveyed, however, being assessed at \$10,000 or over. The deeds were recorded at the Suffolk registry in the sale of the four Columbus avenue estates reported sold last week to the Boston lodge of 3918, as a site for their proposed new home.

May 17, Cr.



SOUTH END PROPERTY RECENTLY SOLD.
29 Dover Street.

RE
The most interesting transaction in yesterday's real estate dealings was the signing of deeds conveying to the reorganized Metropolitan Steamship Company of Maine all the property of the old Massachusetts company, showing the company to be a Maine corporation. A \$3,000,000 mortgage on the property also been arranged, \$1,000,000 having been recorded. The lease of a large public avenue estate to a well known mercantile firm was also announced, as well as the conveyance of numerous smaller properties in various sections of the city. There were also a number of properties in the outlying localities conveyed.

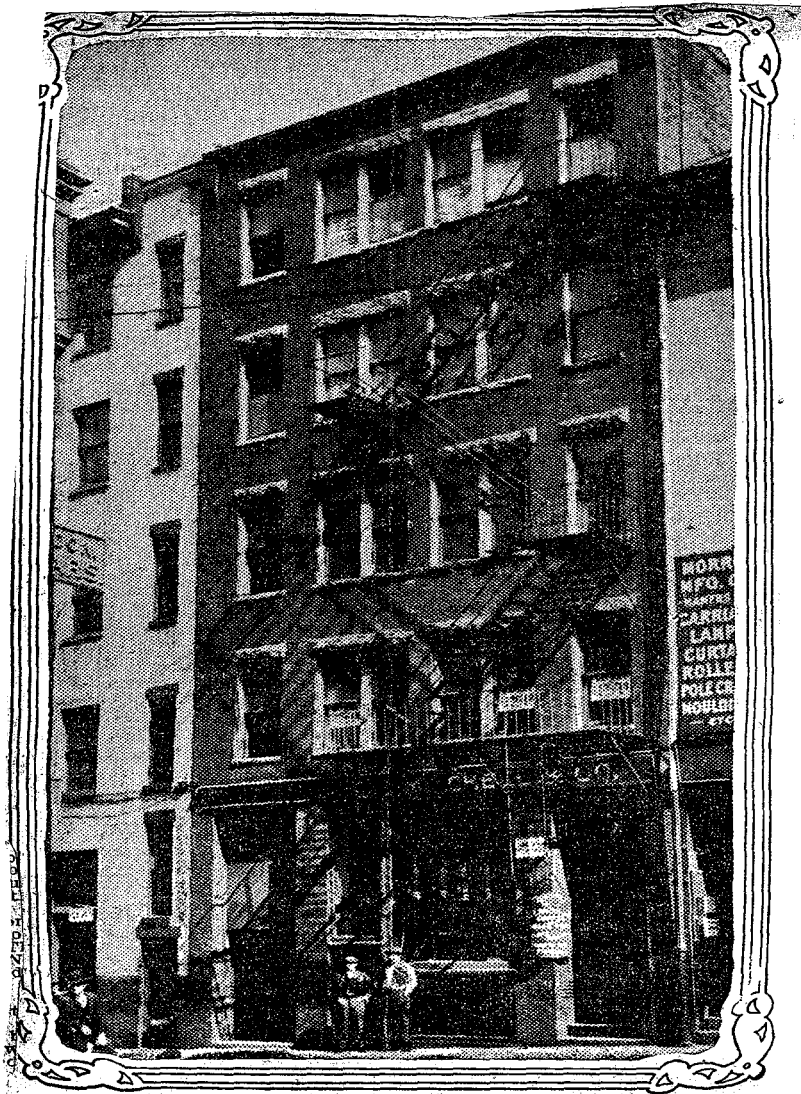
May 18.



BACK BAY PROPERTY SOLD YESTERDAY.
52 Commonwealth Avenue.

A number of valuable properties in the city proper were conveyed or put under agreement of sale yesterday. Of the latter class the most valuable was a \$43,000 Commonwealth Avenue estate, sold and resold. Two properties in the business section were conveyed, one a \$50,500 Batterymarch street parcel, the other a \$15,500 La Grange street estate. In the South end the deeds were recorded in the sale of a \$21,400 property at the corner of Washington and Arnold streets. In the districts there was a good number of transfers, an \$18,200 Francis street, Roxbury, investment, and one on Harvard Avenue, Brighton, assessed at \$58,100, being the most valuable. In the outlying suburbs a number of good properties were conveyed.

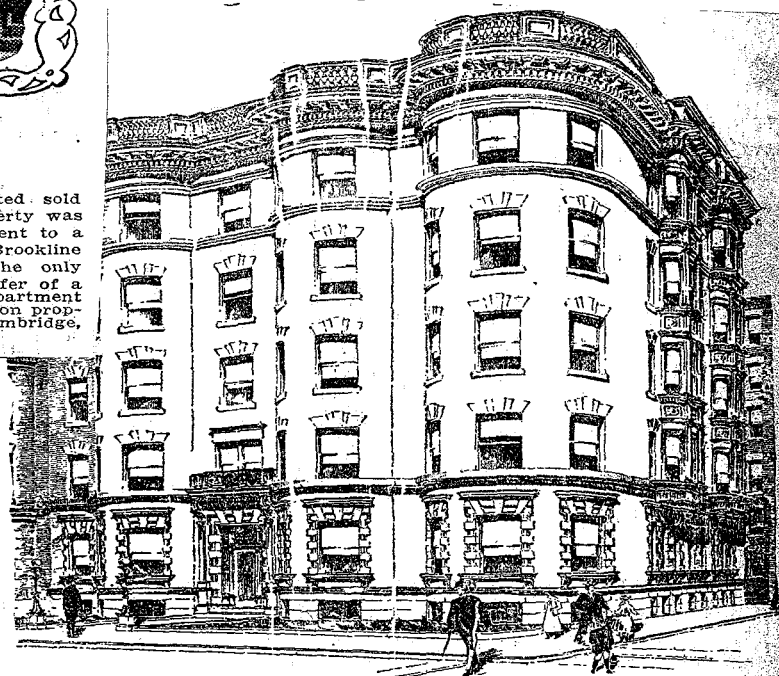
May 24. Cr.



BUSINESS PROPERTY SOLD YESTERDAY.
48 Sudbury Street.

A fair number of good properties all over the city were reported sold yesterday. In the business section a \$28,400 Sudbury street loft property was conveyed, and on Beacon Hill a \$13,000 Mt. Vernon street estate went to a new owner. A \$9000 North street investment, with a \$9000 West Brookline street property, and one on Pleasant street assessed at \$8700, were the only North and South end conveyances, while in the West end a re-transfer of a small parcel was recorded. In Dorchester a \$13,300 Glenway street apartment house was one of the properties conveyed, while a \$24,000 South Boston property was transferred. Several residential properties in Brookline, Cambridge, Melrose and Melrose were also reported sold.

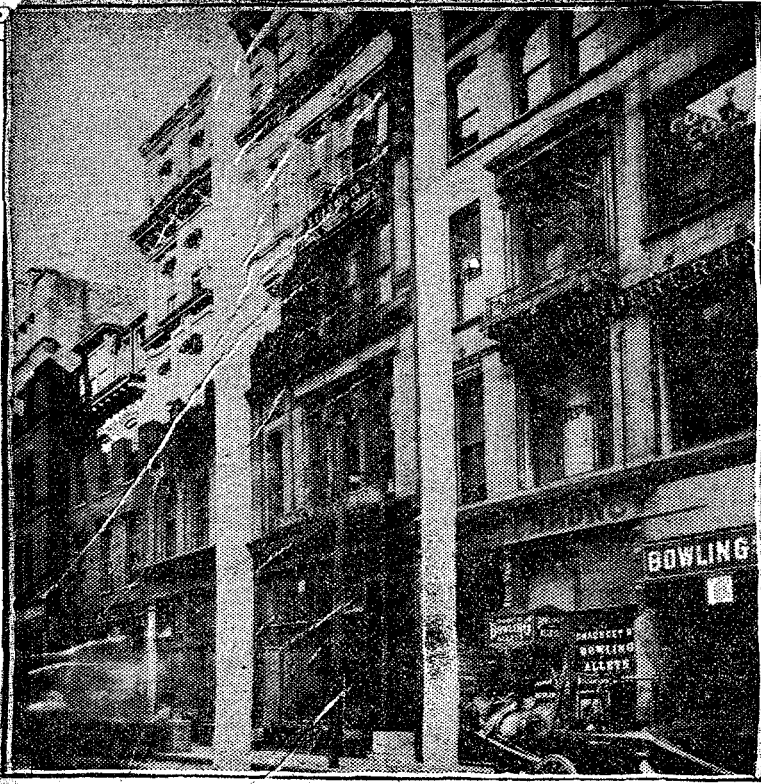
May 25



PROPOSED BAY STATE ROAD APARTMENT HOTEL.
To Be Erected at Corner of Deerfield Street.

The most interesting real estate transaction recorded yesterday was the sale of a large lot of vacant land at the corner of Bay State road and Deerfield street, with the intention of the purchaser announced to be the erection of a large steel-construction apartment hotel. This becomes significant from the fact that on no other lot on Bay State road, west of Raleigh street, can any other structures than single houses be erected until 1950. In the districts the principal sale reported was that of a \$26,900 estate on Selkirk road, in the Aberdeen district of Brighton. In the outside localities the most valuable property conveyed was a \$17,500 Salisbury road (Brookline) property, while a \$5500 Cambridge investment was also reported sold.

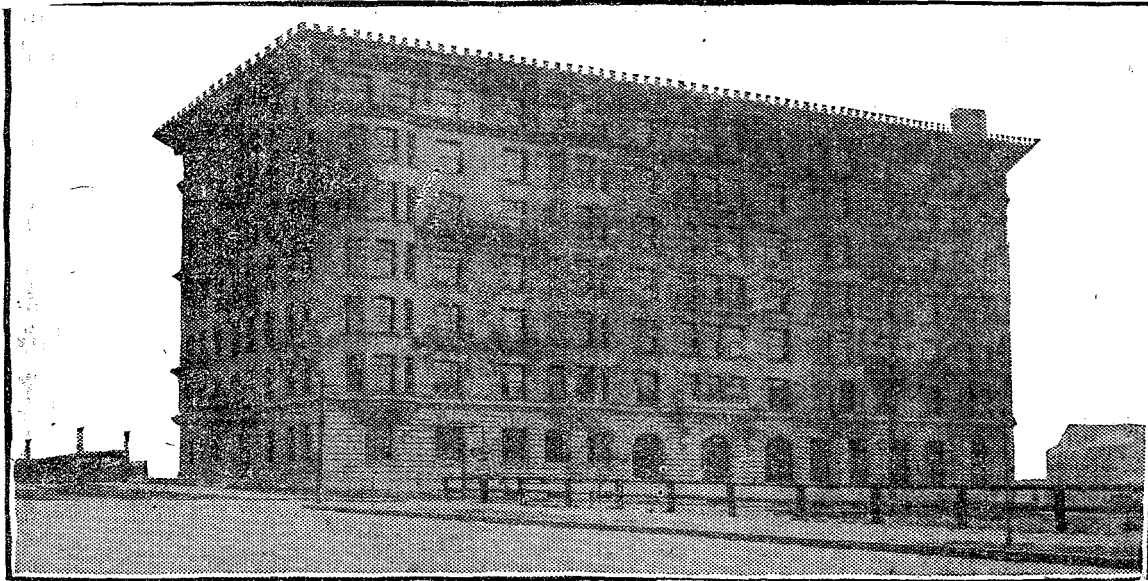
H. May 31.



PROPERTY IN RETAIL SECTION SOLD YESTERDAY.
30 and 32 Chauncy Street.

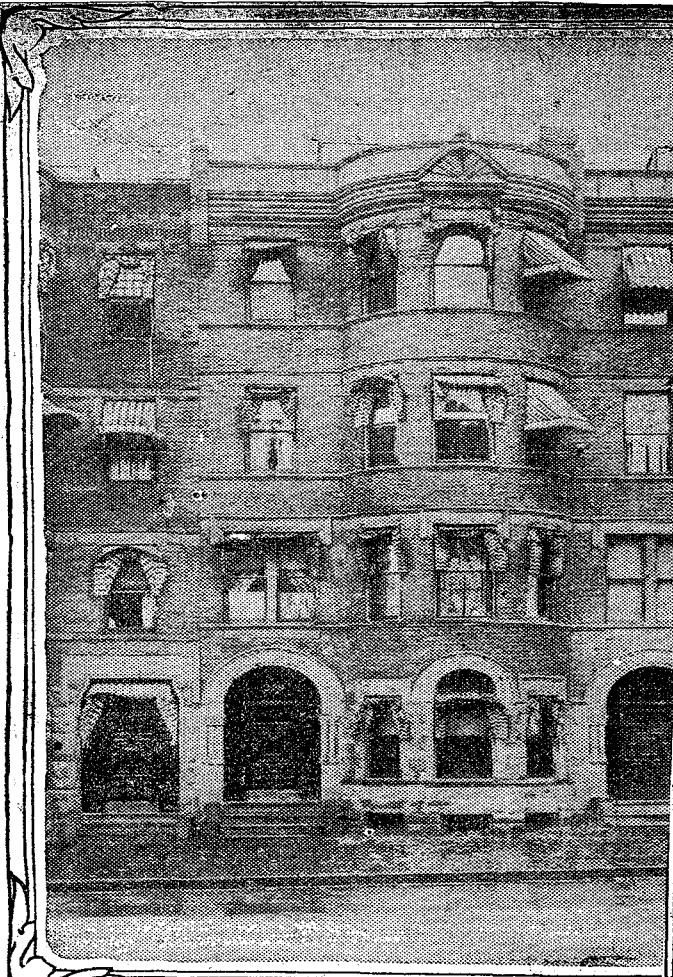
Good trading in all parts of the city was noticeable yesterday, and many of the properties were of considerable size. The most valuable sold was an \$84,000 Chauncy street investment, while in the Back Bay a \$17,500 Marlboro street estate was sold. In the South end two Dartmouth street properties, both valued at \$19,000, were reported as under agreement. In Roxbury a number of valuable parcels were sold, including a \$32,600 Tremont street investment. In West Roxbury, East Boston, Charlestown and South Boston a number of properties were sold, while in the outside localities a \$2,000 Brookline estate and a \$12,550 Allerton property, the latter bringing \$15,000 at auction, were among the more important ones to change hands. The taking on of a \$15,000 Chelsea investment was also reported.

June 1.



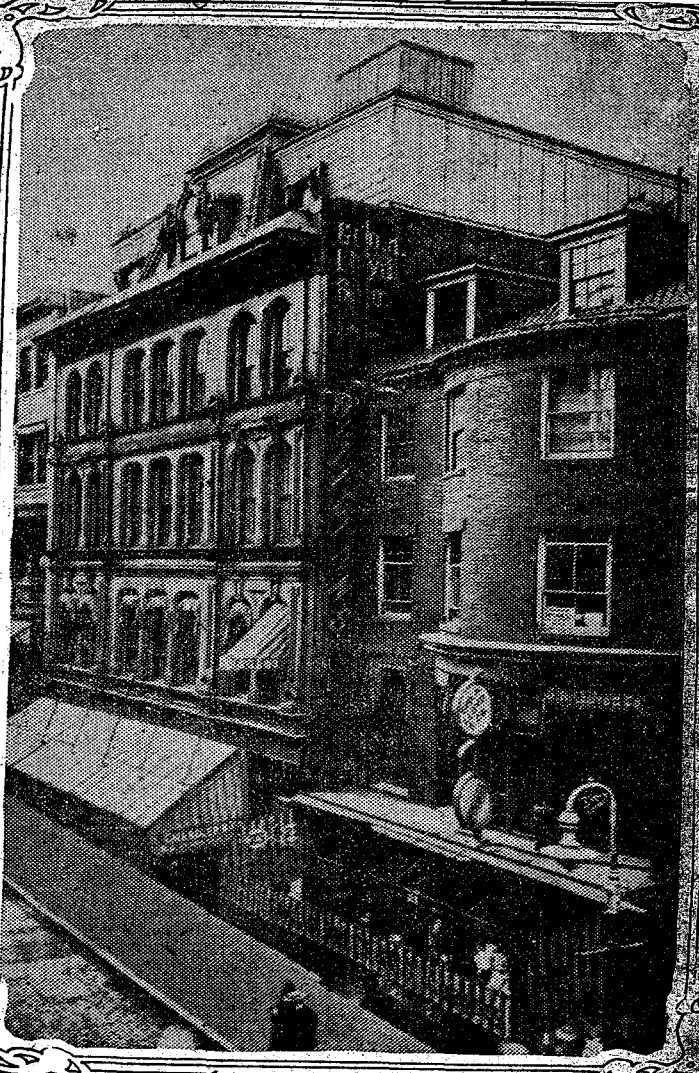
FINE BACK BAY PROPERTY SOLD YESTERDAY.
Hotel Canterbury, Charlesgate West and Newbury Street.

Yesterday was one of the liveliest days in the way of real estate trading that has been observed in some time, and good-sized properties were the rule in the sales reported in all sections. The Back Bay was the scene of a little boomlet, and the new Hotel Canterbury, valued at something like \$350,000; a \$51,000 Beacon street estate, two on Marlboro street assessed at \$59,000 and one on Commonwealth avenue valued at \$34,000 were reported sold. In the South end a lot of properties assessed at \$51,500 were sold, while several other South end and a number of West end parcels were conveyed. In Brookline a number of fine properties were sold, including one on Beacon street assessed at \$40,200, a \$14,200 Englewood avenue estate, and one assessed at \$15,500 on Walnut street. The Hotel Pemberton property at Hull, assessed at \$115,000, was also reported sold, while in other localities a nu



PROPERTY IN THE BACK BAY CONVEYED YESTERDAY
358 Massachusetts Avenue.

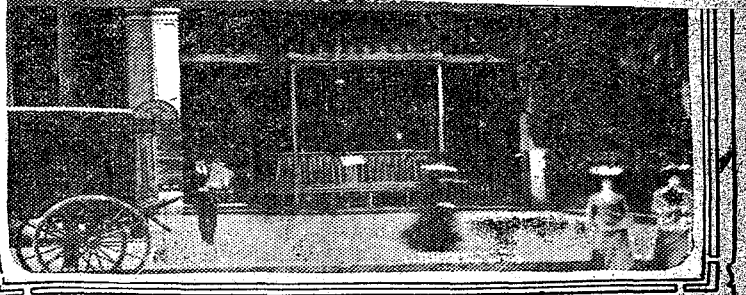
There were no startling developments in the real estate market although a long list of conveyances was reported. The most valuable conveyed was a \$22,700 Eliot street investment, while another was in the Back Bay, where an \$18,000 Massachusetts avenue property went to new hands. In the South end a \$17,200 group of houses on Hunn street was conveyed, while in the West end one conveyance was that of a \$13,000 Willow Park street investment, while in the other districts a number of parcels of varying value were conveyed. In the outside localities a number of parcels of varying value were conveyed. In the outside localities for the sale of a Westbourne terrace, Brookline, investment, and a \$13,800 Porter road, Cambridge, estate were the most prominent.



PROPERTY IN THE RETAIL SECTION SOLD YESTERDAY.
21 to 29 Winter Street.

Among a number of good transactions reported yesterday the most important was the sale to a well known real estate trust of the highest assessed property on Winter street, numbered 25 to 29, as well as a half interest in the adjoining parcel numbered 21 to 23, all assessed at \$389,500. The amount involved is, of course, considerably over \$1,000,000. The deeds were recorded in the sale of a \$30,000 Commonwealth avenue estate, and a number of smaller properties in the South and West ends were conveyed. In the districts a number of transfers were recorded, and at the outside localities the most important sale recorded was that of a tract of land in Brookline, assessed at about \$27,000, to be improved with dwelling houses.

June 6

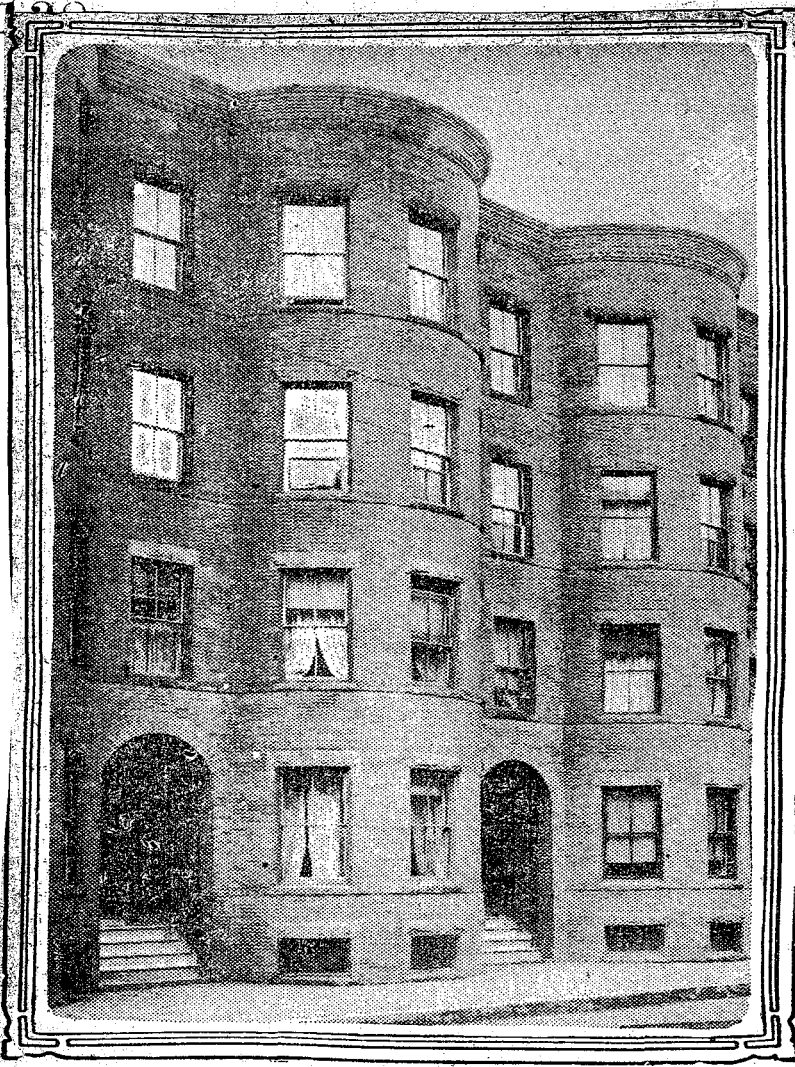


BOYLSTON STREET PROPERTY CONVEYED YESTERDAY.

There was brisk trading in real estate in all sections of the city yesterday, with the Back Bay in the lead. Here three valuable properties passed to new owners, the principal one being on Boylston street, an \$88,000 structure occupied as the Back Bay postoffice, opposite Copley square. The other parcels were on Falmouth street, a \$22,000 apartment house, and three lots of land on Commonwealth avenue, valued at \$20,800. Beacon Hill had a good sale in a Joy street dwelling carrying a valuation of \$36,000, while a North end trade involved over \$12,000. In the districts there was much activity, and among the properties conveyed Roxbury had one of \$21,800, and another of \$16,000 valuation, while in South Boston a Broadway and C street estate brought \$12,000. Other district sales were of an average character, and outside Brookline reported a resale of a valuable estate, and one conveyance was reported from Cambridge.

sh.

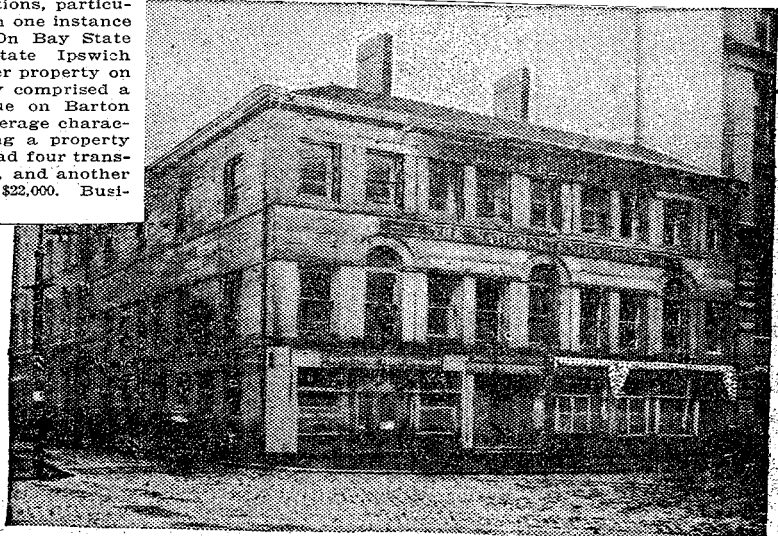
June 8.



BACK BAY PROPERTY RECENTLY CONVEYED.
37 and 39 Falmouth Street.

What business there has been in the real estate field for a few days has had the Back Bay for a leader. The activity shown in that section of late has been unprecedented, and still there is no let-up. Yesterday's transactions, particularly those in the city, were again led by the new section, where in one instance a St. Botolph street property, valued at \$14,000, was conveyed. On Bay State road, too, another transfer has taken place, this time of a \$22,500 estate. Ipswich street also had a sale of a land lot, valued at \$10,100, while a smaller property on public alley No. 44 was reported sold. The other sales in the city comprised a \$16,700 parcel on Albany street, South end, and one of lesser value on Barton street, in the West end. The trading in the districts was of an average character, the only one rising to the dignity of a large transaction being a property on Brunswick street, Dorchester, of \$18,500 valuation. Brookline had four transactions, one of a \$24,200 mercantile property on Washington street, and another of a residential parcel on Linden street carrying a valuation of \$22,000. Business in other sections was of about the ordinary character.

June 12.

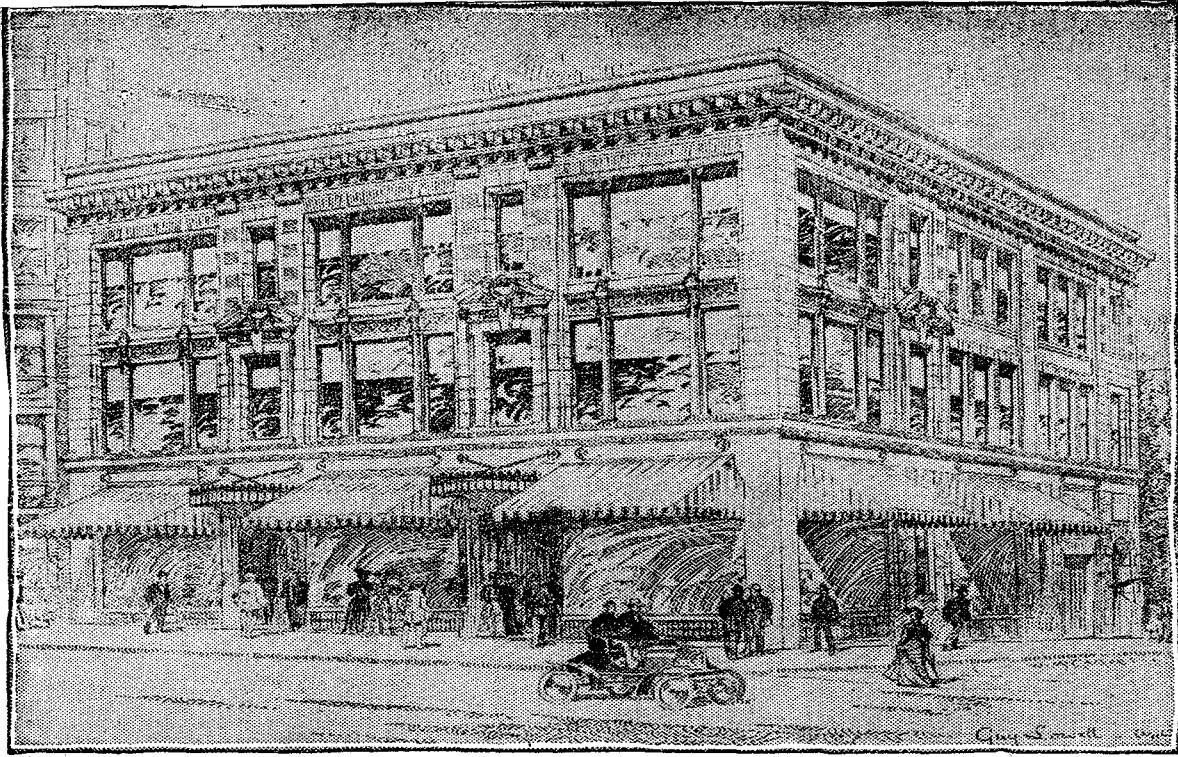


PROPERTY BOUGHT BY LEE, HIGGINSON & CO.
Union Building, 40 to 44 State Street.

There was one very important sale of real estate reported yesterday, that of the Union building property on State street, purchased by a well known banking firm, for many years a tenant. The property is assessed on a valuation of \$1,150,000, and the transaction is one of the largest on State street in a long time. Outside of this deal there were few of importance reported. The only actual conveyance of city proper property was that of a \$21,800 Warwick street apartment house property, which really belongs in Roxbury. In Dorchester a \$12,600 lot of land was conveyed, and in other districts several small parcels of medium value were transferred. The only out-of-town conveyance reported was of interest in a small Cambridge property.

Dr.

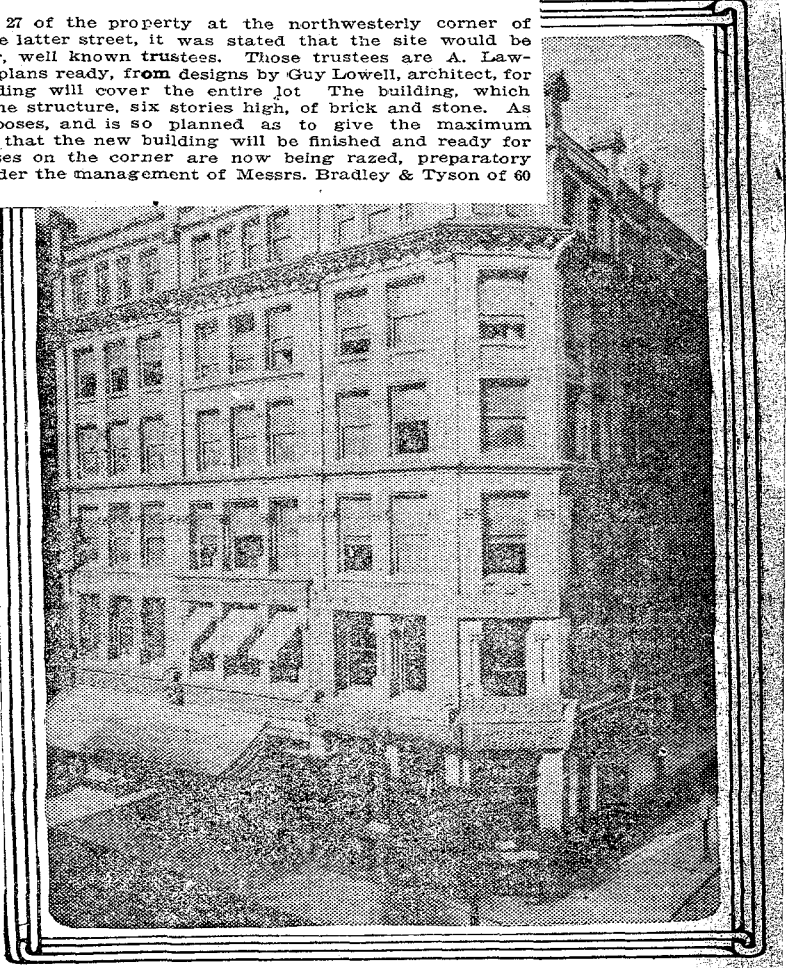
June 13.



NEW MERCANTILE BUILDING FOR CORNER OF BOYLSTON AND GLOUCESTER STREETS.

When the sale was announced by The Herald of April 27 of the property at the northwesterly corner of Boylston and Gloucester streets, and numbered 52, 54 and 56 on the latter street, it was stated that the site would be eventually occupied by a mercantile structure by the purchaser, well known trustees. Those trustees are A. Lawrence Lowell, Charles Lowell and R. M. Bradley, and they have plans ready, from designs by Guy Lowell, architect, for the new building. The lot contains 4488 square feet, and the building will cover the entire lot. The building, which is shown as it will appear in the cut printed above, is a handsome structure, six stories high, of brick and stone. As stated, it is intended to be occupied entirely for business purposes, and is so planned as to give the maximum amount of light and air to the stores and offices. It is expected that the new building will be finished and ready for occupancy about next October. The present old three-story houses on the corner are now being razed, preparatory to the construction of the new building. The property will be under the management of Messrs. Bradley & Tyson of 60 State street.

June 14



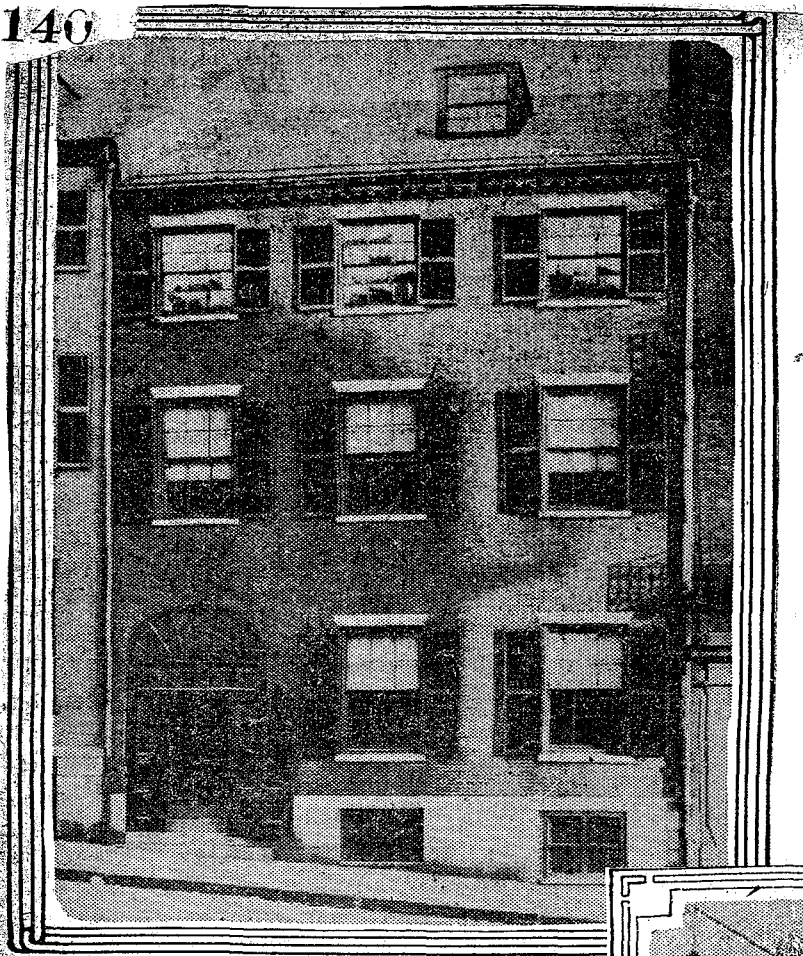
PROPERTY WHERE NEW TUNNEL STATION IS TO BE LOCATED. 572 to 580 Washington Street, Corner Hayward Place.

The most important transaction reported yesterday was the taking by the transit commission for the Hayward place station of the new Washington street tunnel, and, contrary to the expectations of many, the corner of Washington street was selected. There is also interest in the fact that only the first floor and basement are to be taken. Several other important transactions were recorded, including the sale of a Richmond street property at auction, the sale of a \$31,100 Atlantic avenue property and of a \$20,400 South Margin street property, while in the districts a fair amount of trading was

sh.

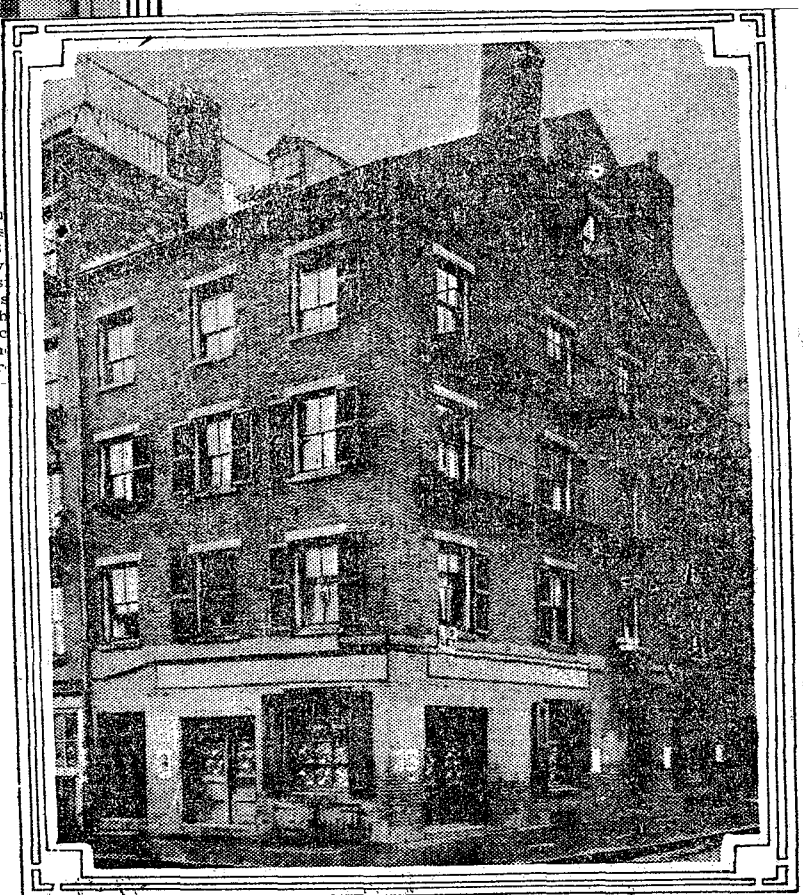
June 15.

June 19



BEACON HILL PROPERTY BOUGHT BY C. F. BR
90 Mt. Vernon Street.

Yesterday was the best day, so far as real estate concerned, of the week. At the Suffolk registry deeds were recorded numerous properties, including an \$87,000 Boylston street investment, a \$100,000 Commonwealth avenue residence, in the Back Bay; a \$100,000 street property, on Beacon Hill, while in the West end a dwelling on Green street, a \$16,600 Green street investment, and a number of small properties in the West and South ends were conveyed. In the districts numerous properties were made, the most important being the property purchased by Harvard College for the new dental school building on the side localities two of the numerous sales reported were the bridge parcels assessed at \$24,900 and a \$10,500 Newton Centre property.

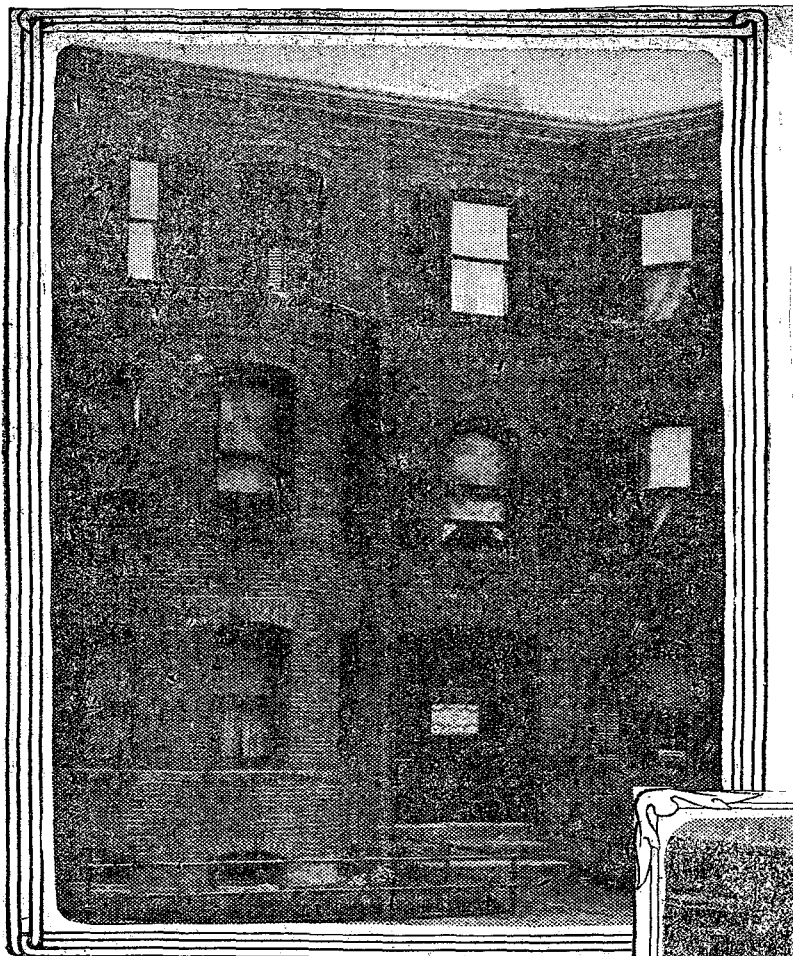


PROPERTY SOLD AT AUCTION YESTERDAY.
181-185 Fulton Street, Corner of Lewis Street.

Yesterday's trading, as might have been expected with Saturday, so far as most real estate brokers were concerned, a holiday, was rather light. Most of the business that would have come yesterday was apparently cleaned up Friday, and Saturday there were but three conveyances recorded at the registry of deeds. The most important transaction yesterday was the auction sale of a \$14,000 Fulton street investment, property which brought \$16,500 under the hammer. In the West end a small property was conveyed, and in the districts there was a great dearth of trading. In Chelsea one important transaction was the conveyance of a \$12,300 property, the only one of much size reported from outside localities.

Cr.

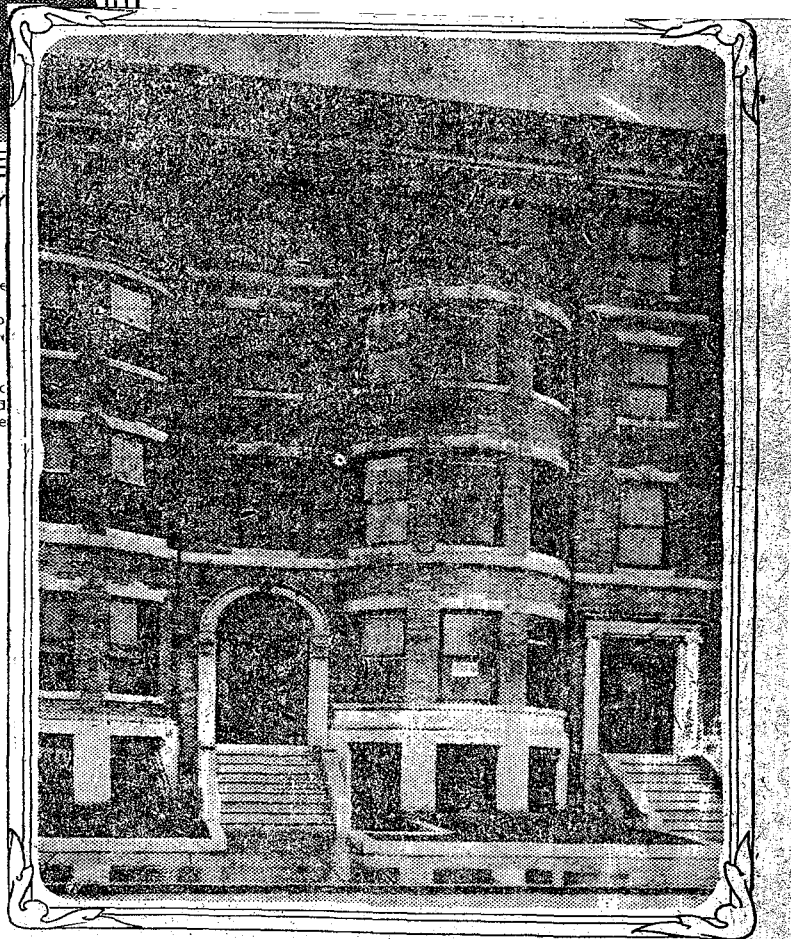
June 20,



BACK BAY PROPERTY CONVEYED YESTERDAY
32 St. Germain Street.

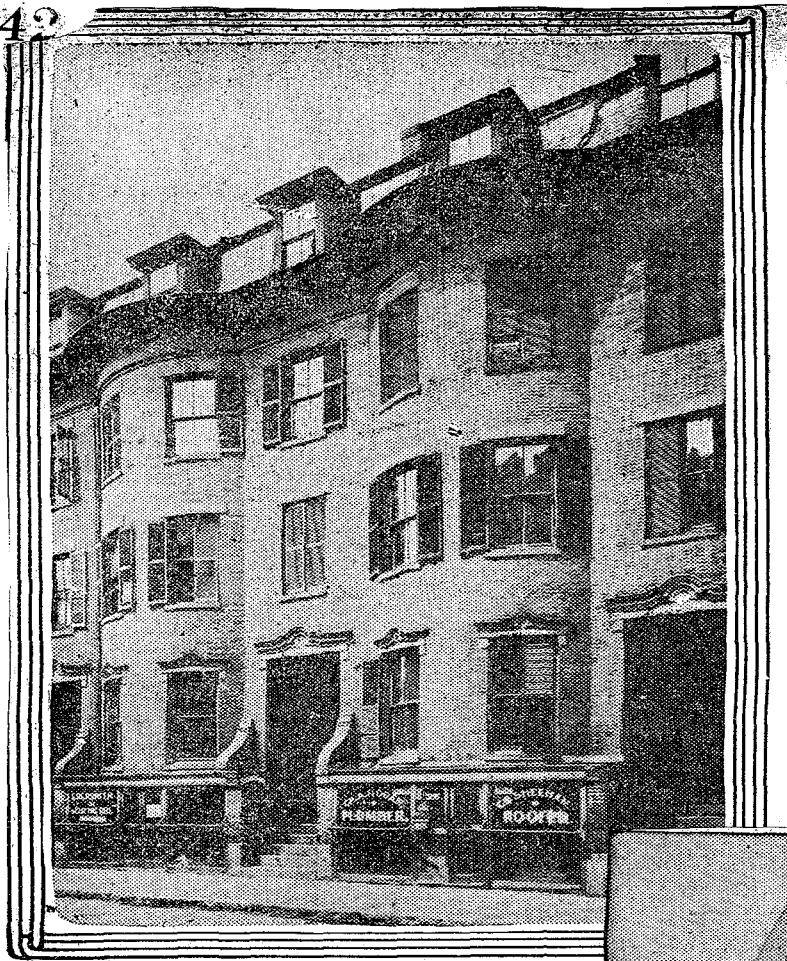
While there was a fair number of conveyances recorded properties conveyed were in all cases small ones, and for the months no transaction involving over \$10,000 was reported. In a \$7000 St. Germain street parcel was conveyed, agreements for street, West end, investment were signed, while in the South end street parcel was sold. In the North end two conveyances both of small parcels. A number of small district parcels and three properties were sold at auction, a \$14,100 East Boston flats, bringing but \$3000. The fact that work on tearing down Berkeley had been started was one of the day's interesting items.

June 21.



BACK BAY PROPERTY SOLD TO JULIET F. LLOYD.
334 Bay State Road.

Yesterday developed unexpected strength in real estate trading, and after several days of light business, the day looked quite as though a boom had started. In the Back Bay a \$25,000 Bay State road residence, a \$19,500 Newbury street one and a \$15,300 Audubon road estate were reported sold, and in the South end two small parcels were conveyed. In Dorchester many good properties were sold, including a \$40,000 Marshfield street one, a \$13,800 Virginia street estate and a \$9500 Ditson street apartment house, sold twice in a week. A \$70,000 apartment house in Allston was one of the most important properties sold so far this week. A Roxbury property, land valued at \$11,000, was bought for improvement, and a number of other smaller district properties were sold. The announcement that a large part of the White mountains would be sold at auction was also an important piece of news.

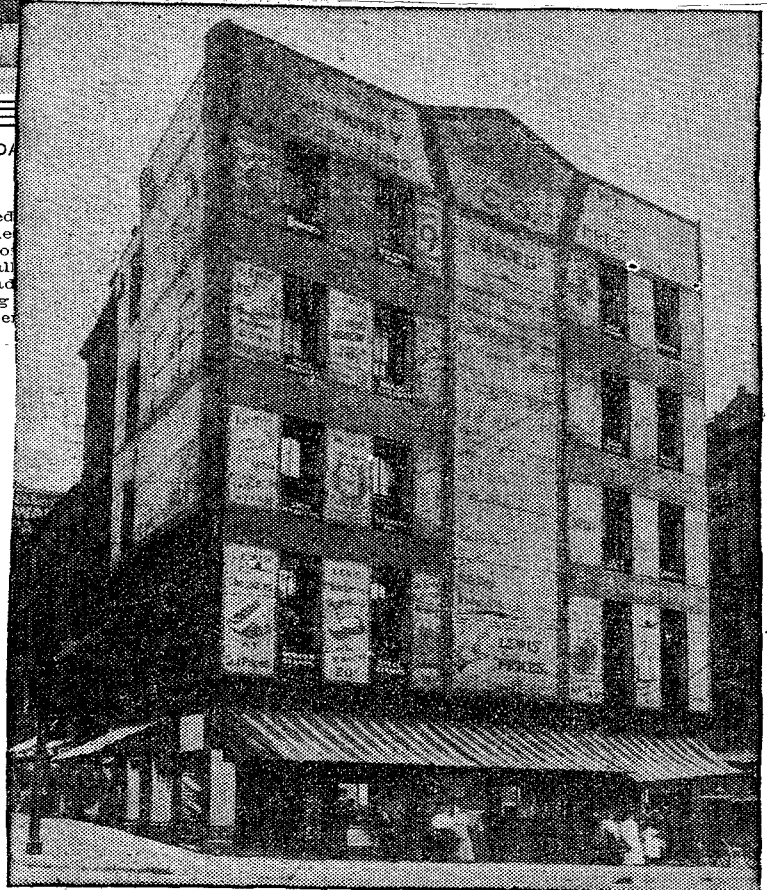


SOUTH END PROPERTY SOLD YESTERDAY
25 and 27 Compton Street.

A fair trading in real estate of various kinds was noted yesterday. The resale of an \$88,000 Boylston street property, the second sale of the month, was the principal item. In the South end a \$14,000 property was reported sold, and in the North and West ends small properties were reported sold. In the districts a fair amount of trade was reported. Several good Brookline estates were reported sold, including several avenue property. In the other suburbs there were a number of sales, many of them being land lots bought for improvement.

June 26.

1905



PROPERTY REPORTED UNDER AGREEMENT OF SALE.
147 Washington Street, Corners Cornhill and Brattle Street.

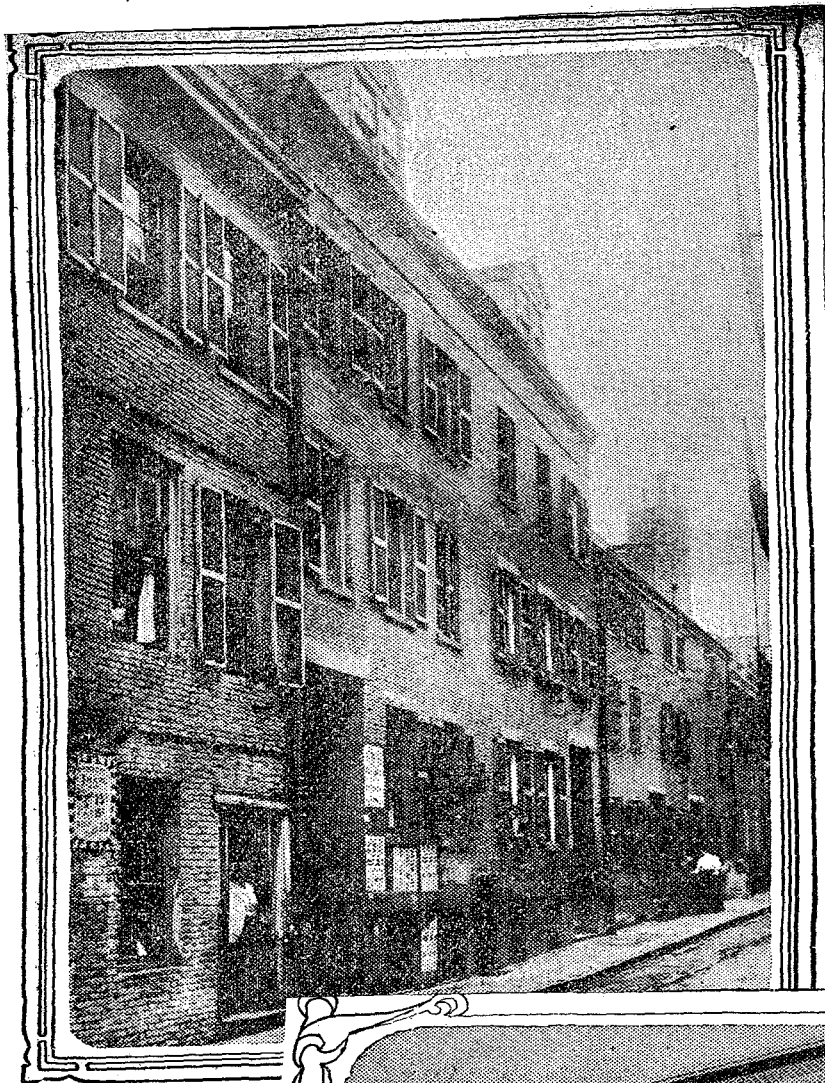
Several important real estate transactions were reported yesterday, although as a whole the volume of business was rather light. The most important transaction reported was the signing of agreements for the sale of a business property on lower Washington street, assessed at \$88,500. The announcement that a \$162,000 State street property was to be sold at auction to settle an estate was also an important item of interest. In the districts a number of valuable residential properties were reported sold, and in the outside localities, also, considerable business was reported. The sale at auction of a small North end property for a sum considerably in excess of its assessed valuation was one of the transactions in city property.

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June 22

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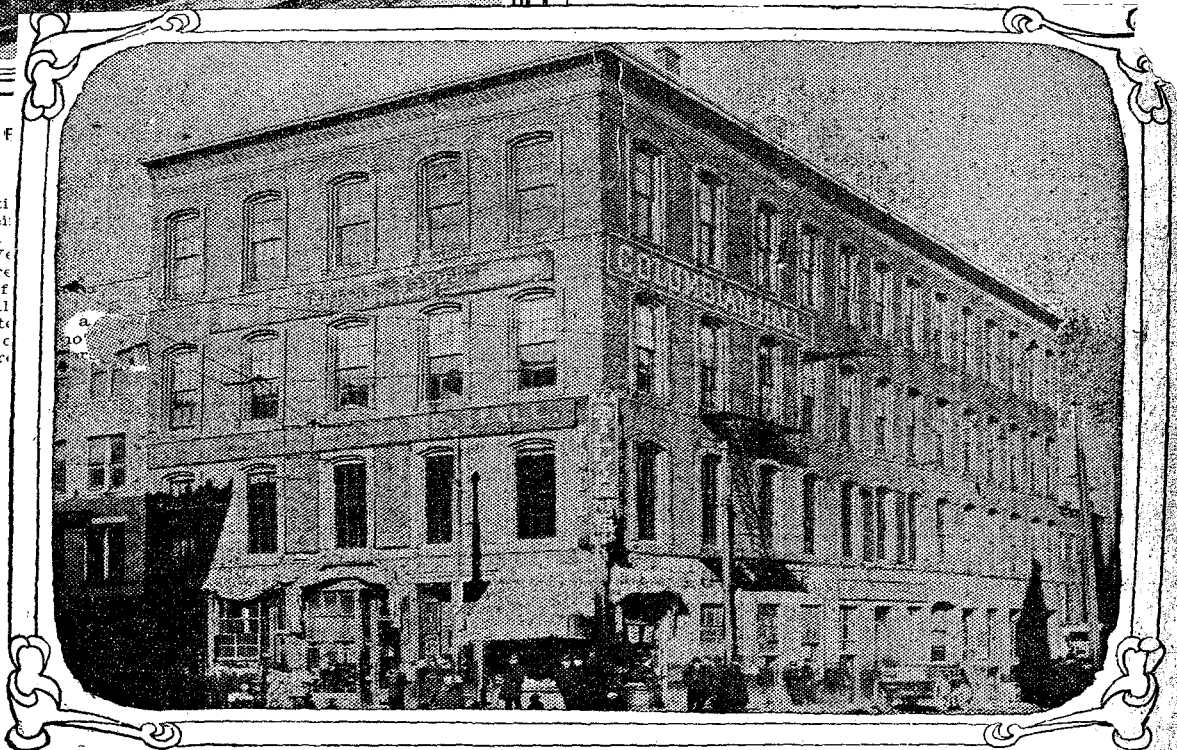
June 27.



June 28.

NORTH END F

There were comparatively few North end properties being sold yesterday, several good-sized residential parcels were sold. One in Westchester was the auction sale of which brought practical the University Association bridge and the hearing of the Chamber case were



BOWDOIN SQUARE PROPERTY CONVEYED YESTERDAY.
1 to 7 Green Street, Corner of Chardon Street.

Quite a number of good properties, both in the city proper and in the districts, changed hands as a result of yesterday's real estate trading. The most important conveyance was that of a \$132,000 property at the corner of Green and Chardon streets, in Bowdoin square, which was bought last December by the present sellers. In the South end a number of properties were conveyed, one being a \$16,800 apartment house property on Hammond street. An \$8500 Revere street parcel was the sole Beacon Hill property conveyed. In the districts a fair trading was noticeable, the sale of two investment parcels in Jamaica Plain, assessed together at \$10,200, being reported, while in Brighton three estates, assessed at \$38,000, were conveyed. In Charlestown, investment property on Parker street and in the rear, assessed at \$14,800, was also conveyed. Several sales in Somerville, as well as one in Hull, the latter a summer residence, were also reported. In a general way, the business was better than during the earlier days of the week.



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June 29

BEACON HILL PROPERTY SOLD YESTERDAY.
37 Joy Street.

A number of good properties in the city and suburbs were reported sold yesterday. One was a stable property on Joy street, Beacon Hill, assessed at \$10,900. In the South end an Oneida street parcel was conveyed. The cream of the city business fell to the districts. A Jamaica Plain investment property assessed at \$11,600 was sold, and a similar one in the same district, assessed at \$3300, was also sold. Several good properties in Roxbury passed to new owners and several in Dorchester. The advertised auction of a large tract of timber land, including a good part of the White mountains, brought out many well known real estate and lumber men. Several very important transactions are expected to be made public today.

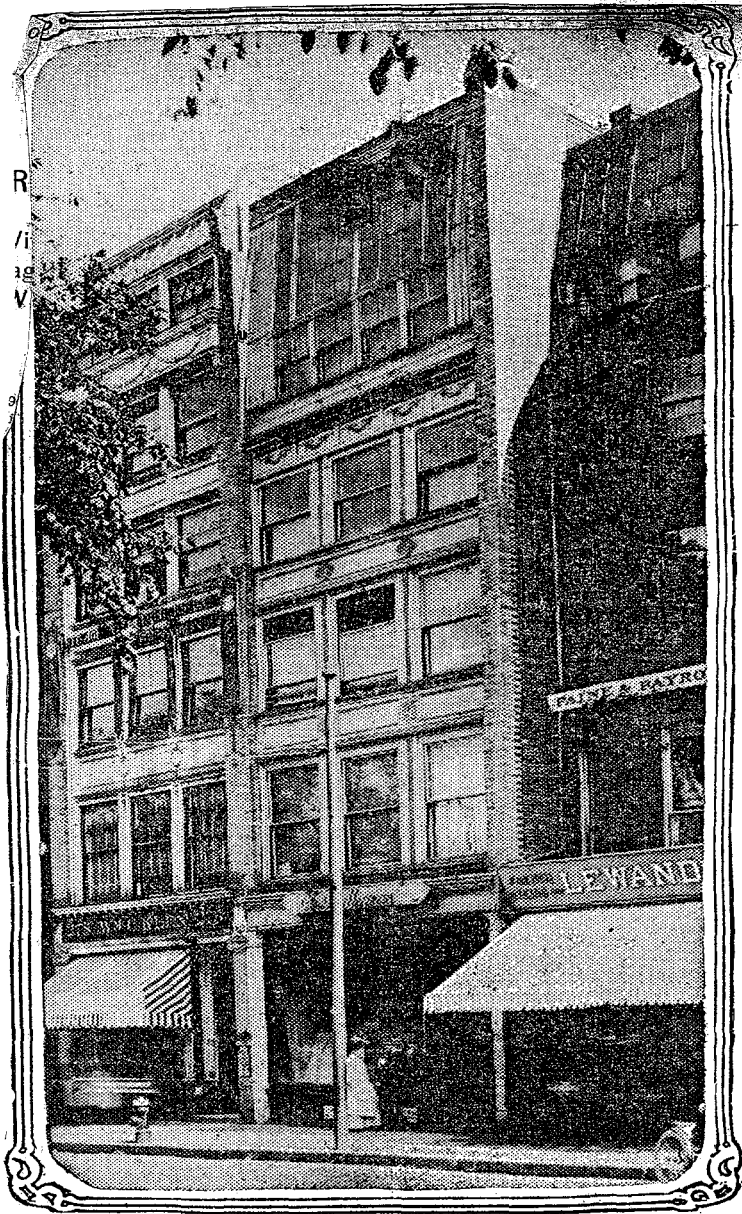


June 30

NEW BAY STATE BANK BUILDING AT LAWRENCE.

Yesterday was the best day the real estate market has seen in a long time, and many valuable properties changed hands. The largest transaction was the sale of a \$194,000 dock and wharf property in East Boston. In the city proper the sale of two Boylston street properties assessed at \$157,500 was announced, while on Beacon Hill three Chestnut street properties, two assessed at \$25,000 each and one assessed at \$12,000, were turned over. Several South, West and North end parcels were conveyed, and in some of the districts the trading was exceptionally heavy. As a whole, the day was an exceptional one for trading, and if it might be taken as an indication of the business being done it would signify a better business than for many years. It can hardly be looked at in that light, however, but must be regarded as rather an abnormal day.

July 3 1905, Cr.



PROPERTY BOUGHT BY EDWARD B. BAYLEY.
280 Boylston Street.

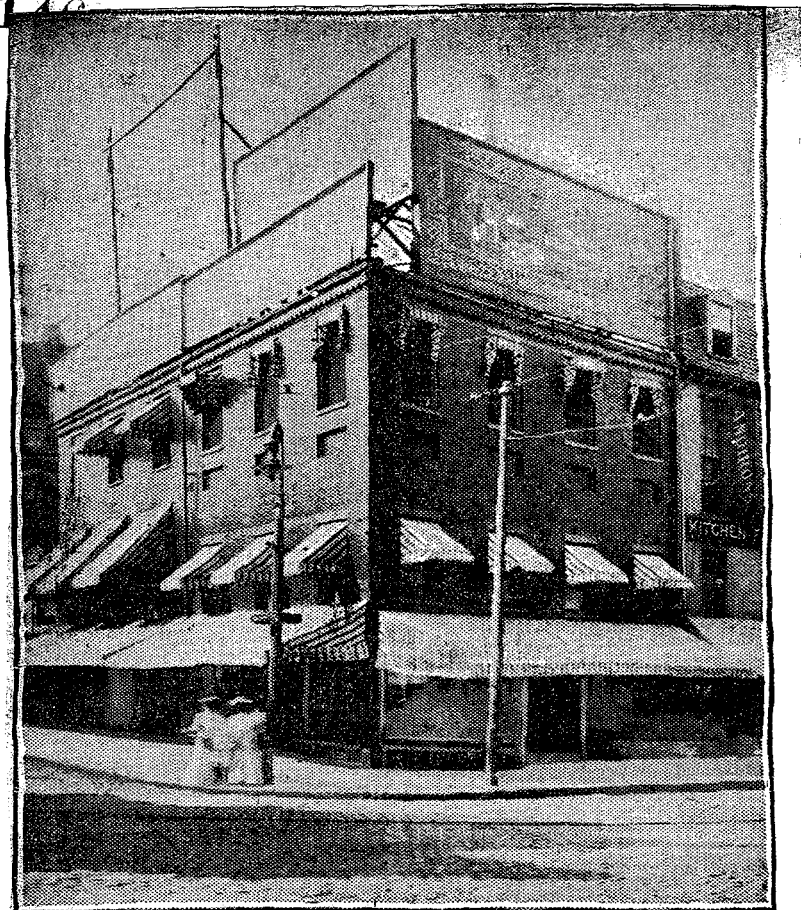
There were more real estate transactions reported yesterday than on any Monday in months, and this is exceptionally true of a Monday preceding a holiday. Saturday, the short day, was the second largest of the week at the registry of deeds, and many good properties were conveyed. The sale of a \$113,000 Boylston street property was concluded, and the transfer by Union Club trustees to the corporation of the \$372,000 quarters of the club was recorded. Two properties on Washington and Union streets, assessed at \$161,900, were conveyed, and a \$19,000 St. James avenue, Back Bay, estate was sold. In the West end and South end several good parcels were sold, while a \$12,000 and a \$13,400 North end property passed into new hands. Good district trading was noticeable, a \$27,800 lot of land in Brighton and a \$13,000 estate and one valued at \$18,800 in Roxbury being some of the more prominent ones sold. In the outside localities the purchase by Harvard College of a \$34,000 Cambridge property was noted. Last week's registry figures show one of the best weeks of the year so far as volume of business was concerned.

July 6.



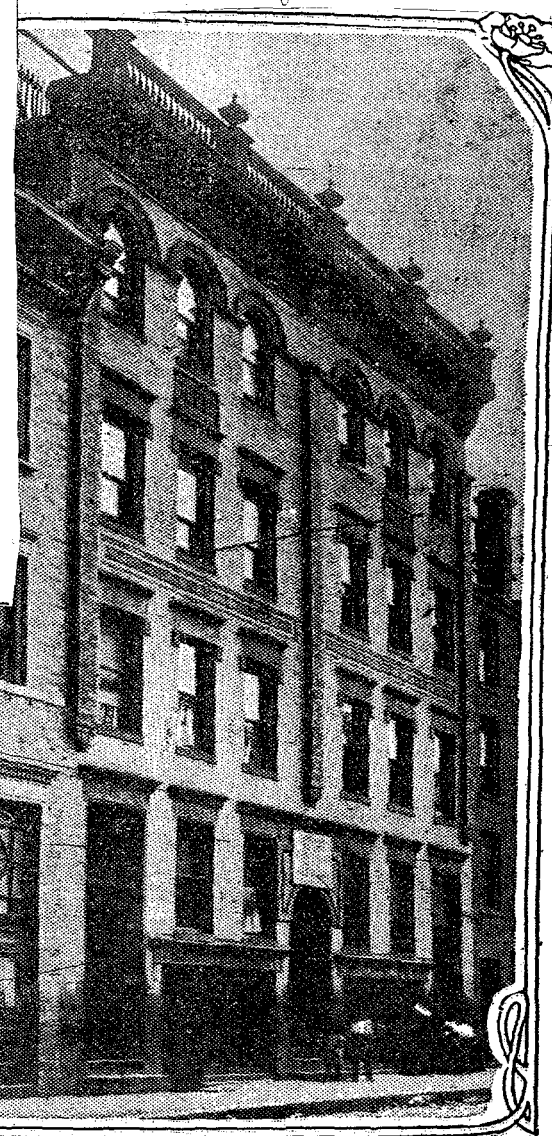
BACK BAY PROPERTY CONVEYED YESTERDAY.
43 St. Botolph Street.

The highest-priced parcels conveyed in yesterday's real estate transactions were outside of the city proper. South Boston was the section, and here two properties on opposite sides of Mercer street, aggregating \$38,600 in valuation, were passed to new owners. The city sales included a residential property on St. Botolph street, and one each of minor value (on Harrison avenue, in the South end, and Billerica street, West end. There was about an equal amount of business in all the districts except Charlestown and Brighton, where no sales were reported. Besides the South Boston sale of which mention has been made, the next highest district transaction was the conveyance of a \$15,000 apartment block on Linden Park street in Roxbury. One farm was also reported sold in Bridgewater.



HISTORIC PROPERTY WHICH HAS CHANGED HANDS.
71 to 75 Court Street, Corner of Cornhill.

Yesterday proved productive of good real estate transactions, and several were worthy of more than passing comment because of the history of the property or the value. The most spectacular transaction was the conveyance of the leasehold of a Court street and Cornhill corner, with 412 years to run, the property being assessed at \$152,000. A \$119,000 Park street investment was also sold, and the other end of this sale involved that of one of the best properties in Brookline, assessed at \$46,000. The price paid for the Park street property was \$150,000. A \$24,000 Marlboro street estate was conveyed, as well as an \$11,000 Union park one, while smaller West end and North end transfers were reported. A fair district trading was noted, and in the outside localities, besides the Brookline estate mentioned above, a \$12,400 one in that town was sold.



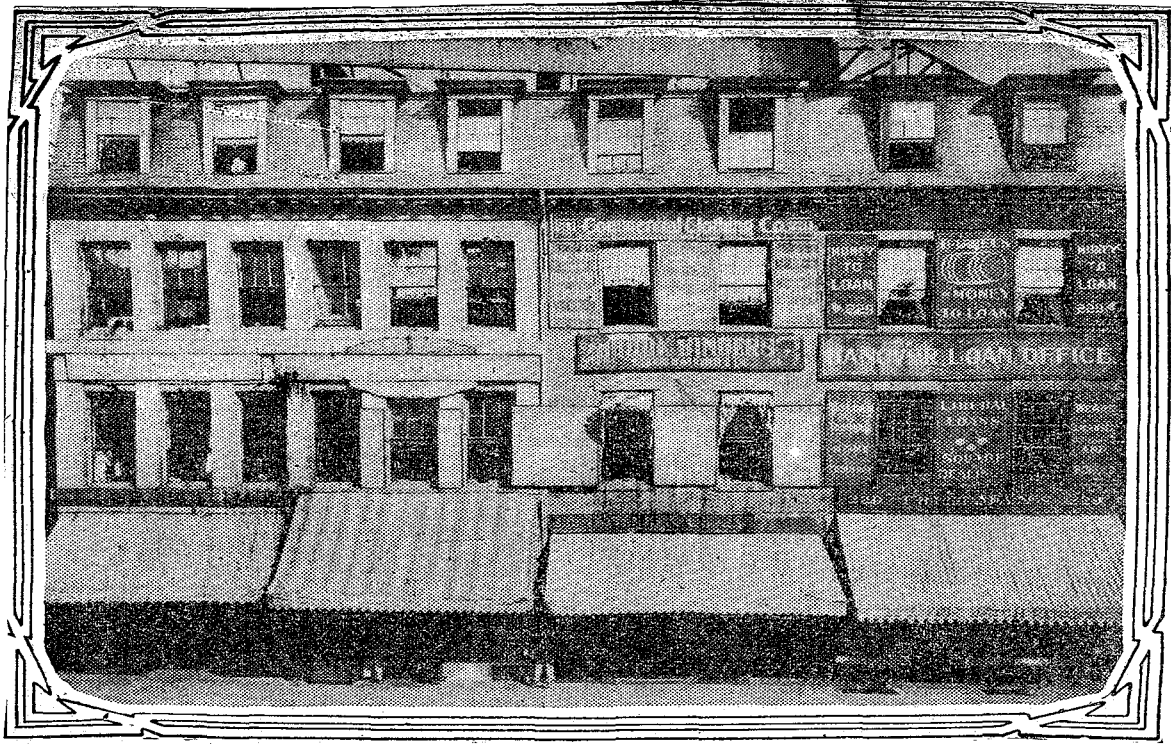
WEST END PROPERTY RECENTLY SOLD.
48 to 62 Phillips Street.

The effect of the hot weather was felt perceptibly in yesterday's real estate trading, and comparatively few transactions of more than medium size were reported. In the city proper there was not a single conveyance, and the only transaction brought to light was the giving of an option on a North end property, on Endicott street, but which has not yet reached a definite stage of negotiation. A number of sales of fair-sized property in the various districts were reported, and in Brookline a \$11,500 Naples road estate was reported sold and resold, while in the same town a \$17,000 lot of land was conveyed. In Cambridge, several properties were conveyed to a mercantile company. Last week's registry figures showed a very fair volume of business, exceptional for this time of year.

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July 7,

July 10,

Co.
July 11.



PROPERTY AT 231 TO 237 HANOVER STREET CONVEYED YESTERDAY.

Quite an improvement in the number of real estate transactions reported was yesterday over the previous day, as several good properties were conveyed. One was a \$42,900 Cornhill property, conveyed in the course of a transaction not yet fully completed. Another property passing to new hands was a \$38,200 Hanover street investment, while a small parcel on Eastern avenue was conveyed. In the West end two medium priced investment properties were conveyed and in the South end a small parcel was turned over. In the districts a fair trading was reported. In Westchester, Roxbury and West Roxbury producing eight conveyances of whom a property for \$7450 was also announced. In Newton a number of properties were conveyed. An auction sale of a Medford manufacturing plant scheduled for yesterday was postponed. Bids up to the upset price.

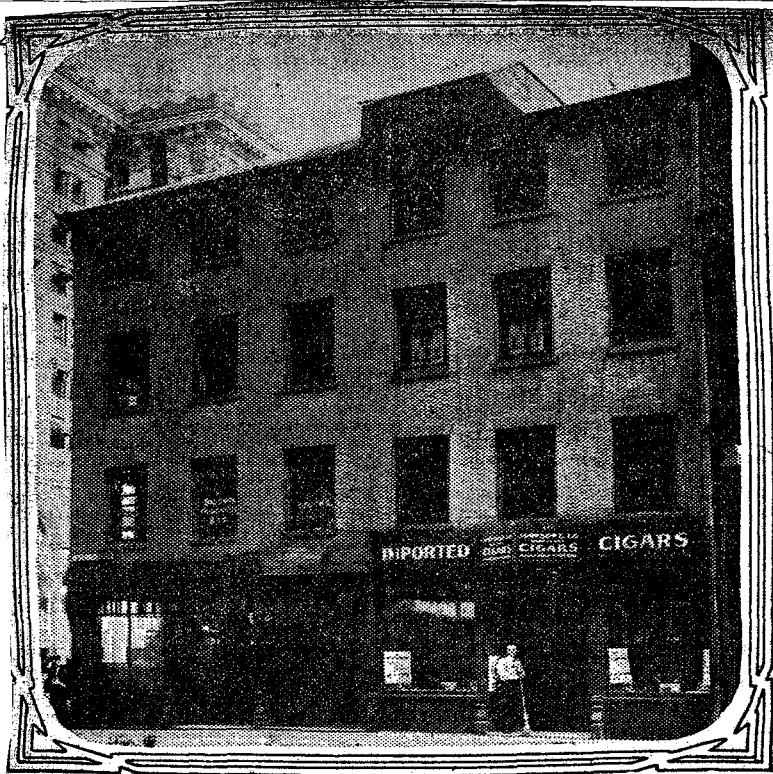
July 11.



SOUTH END PROPERTY SOLD YESTERDAY,
147 Worcester Street.

Quite a brisk trading in South end property was a noticeable feature of yesterday's real estate market, that being the only city section where much activity was noted. There were seven transactions in that section, one being the sale of a half-dozen properties on Harrison avenue, more strictly on the Roxbury end, all assessed at \$33,400. An \$8000 Worcester street property, two on West Brookline street assessed at \$11,000, and two on Compton street assessed at \$3900, were included in the list. The negotiation for property on Leverett street and Marston street assessed at \$15,100 was reported in the North end section. A number of valuable district properties were conveyed, and several sales were reported in the outside localities, notably Somerville, Cambridge and Winthrop.

1

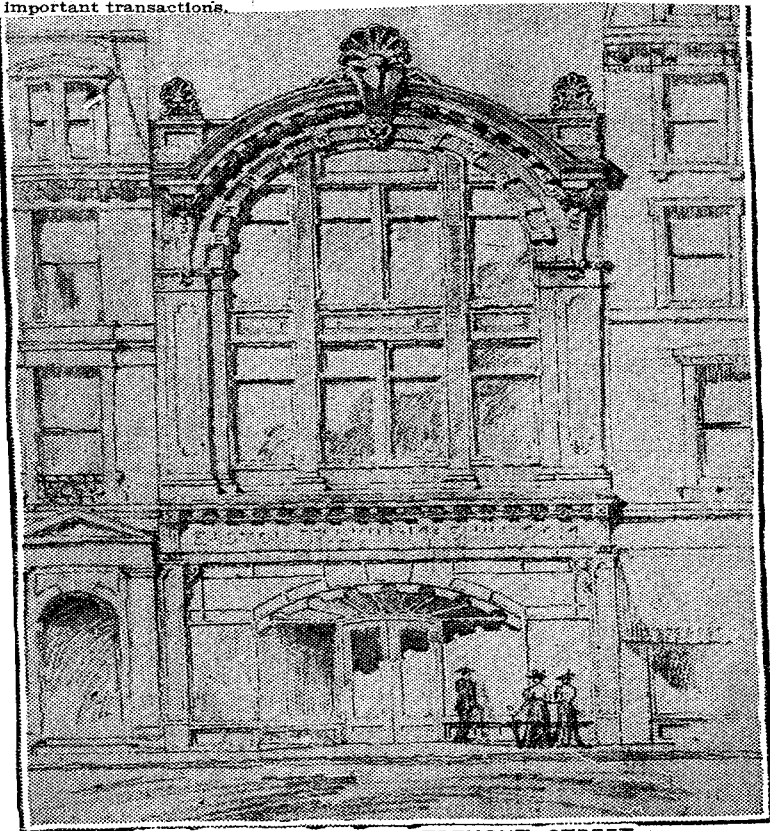


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111 to 117 State Street

PROPERTY AT AUCTION YESTERDAY.
111 to 117 State Street, Corner of Broad Street.

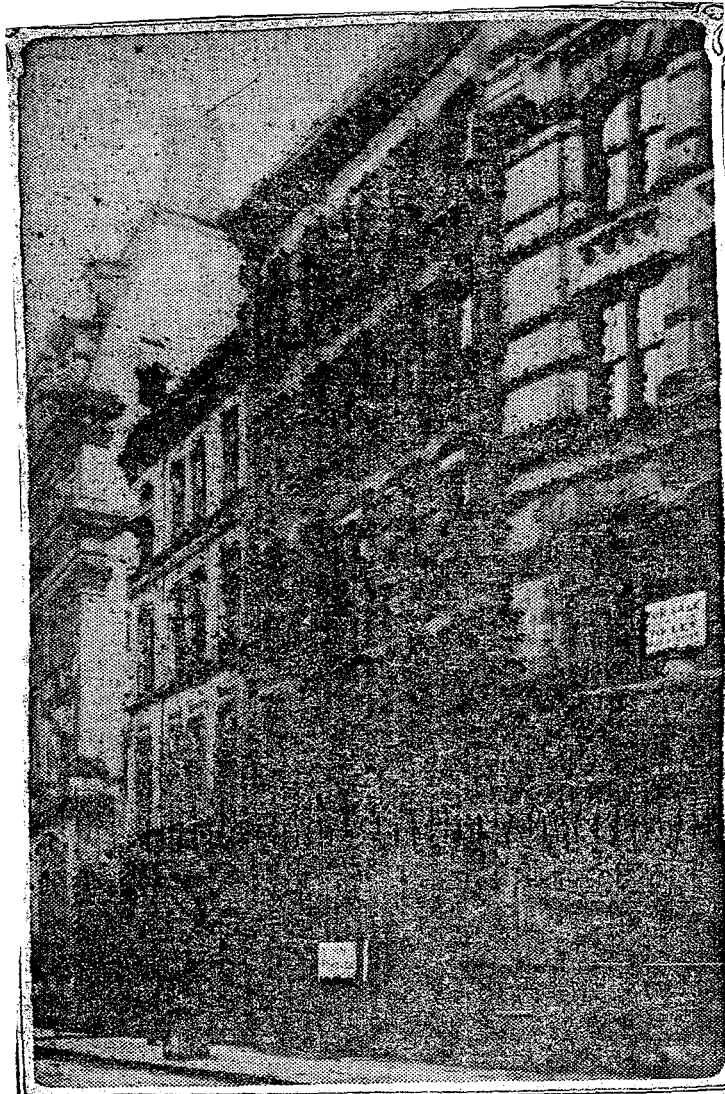
In a fairly good day of real estate trading, the principal transaction was the sale at auction of a valuable State street property, which the purchaser was able to obtain at a price that surprised even the most experienced real estate men present. The price can hardly be accepted as a criterion of the selling value of land on the street. In other sections a number of good properties were reported sold, including parcels in the South and West ends and the districts. In the outside localities Brookline had the most important transactions, a \$12,000 land lot on Beacon street and two properties on streets, assessed at \$70,000, being subjects of conveyance was auctioned and bid in for \$50,000.



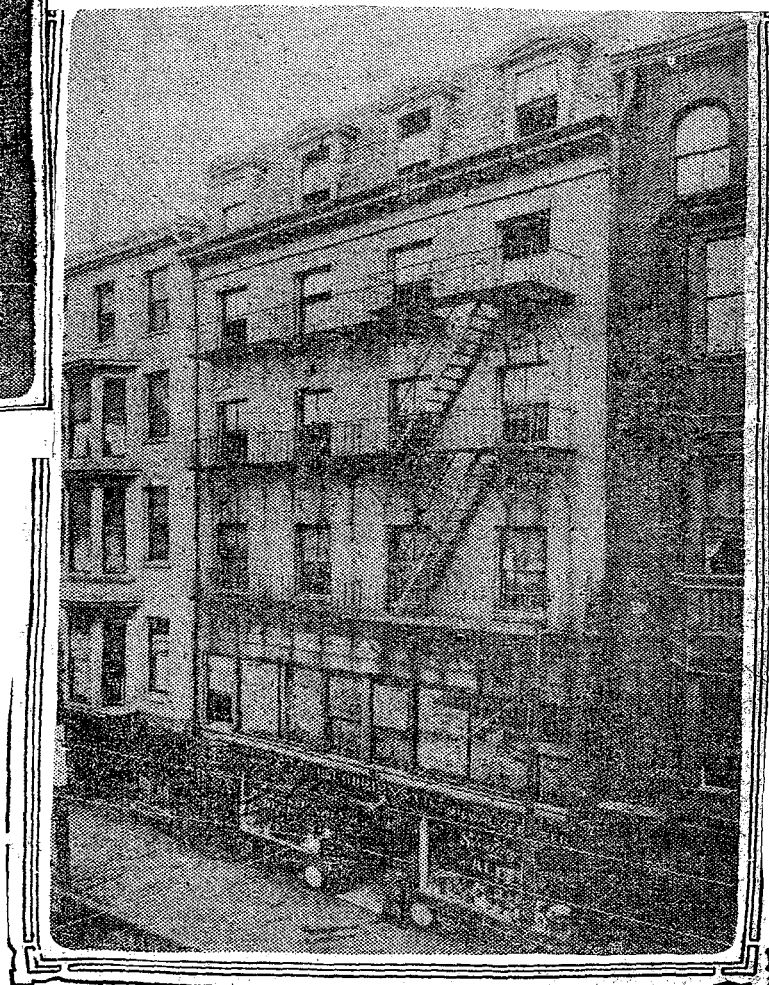
NEW BUILDING AT 177 TREMONT STREET.

Yesterday's most important real estate sale was that of a \$23,000 Marlboro street residence, the only Back Bay transaction. The rest of the city proper conveyances were confined to South end property, and a \$14,500 Washington street parcel, an \$3300 Yarmouth street one and a small one on Bradford street were included. In the districts, Roxbury led with the conveyances of a \$22,700 Humboldt avenue parcel and a \$29,900 Winthrop street estate, the sale of the latter having been reported some weeks previous. In Dorchester, West Roxbury and South Boston about half a dozen properties were conveyed. The plans for a practically new building on Tremont street, illustrated above and described below were also reported.

Cr.



PROPERTY IN BUSINESS SECTION RECENTLY SOLD.
138 and 140 Congress Street.



BOWDOIN SQUARE PROPERTY CONVEYED YESTERDAY.
Hotel Saville, 2 to 6 Cambridge Street.

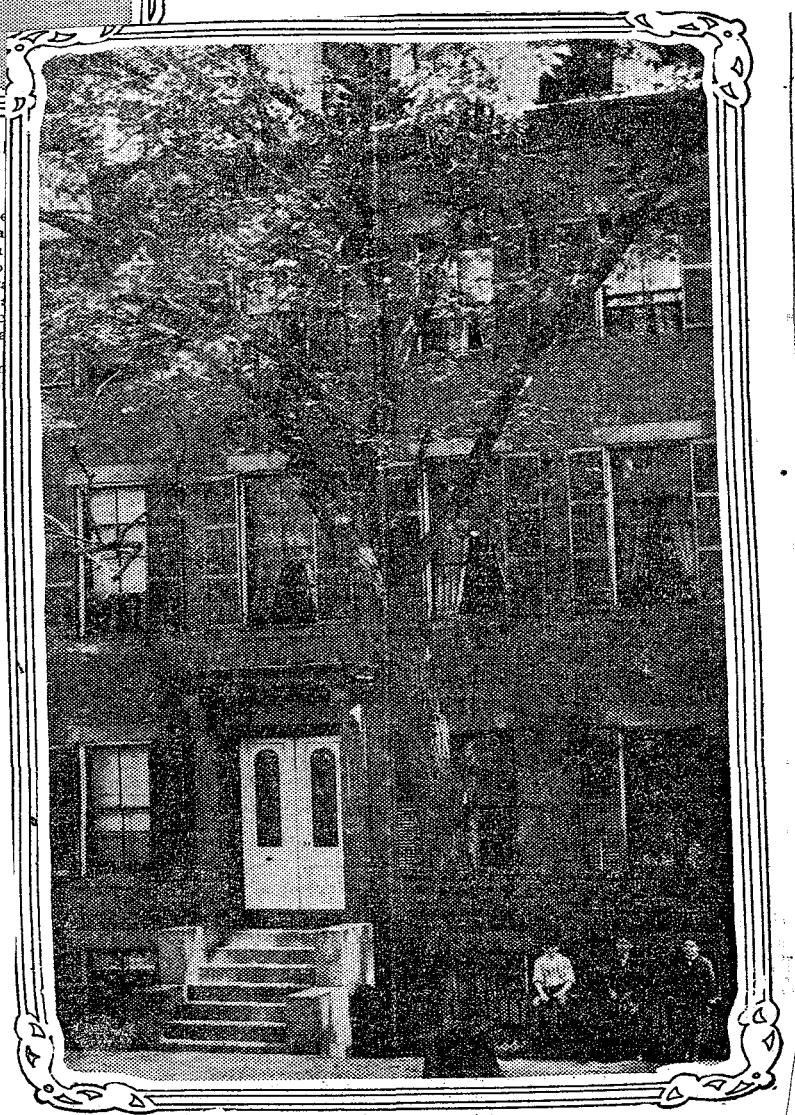
A new lease of life was given the city proper yesterday from a real estate standpoint, because of a slight revival of the activity of the week previous. While there was no stupendous transactions, the feature of the day's trading was the announcement of the sale of the Hotel Saville in Bowdoin square. This is assessed on a valuation of \$73,030. Another West end transfer was of a \$16,700 property on Leverett street, while a third was on South Russell street, where a \$6000 parcel was conveyed. Two in the North end, one on Prince street of \$7900, and a Douglass court property of \$4500, and one in the South end, a Fayette street dwelling, of \$12,200 valuation, made up the city's quota, while districts and suburbs added materially to the total. Another matter of note was the announcement that the old North end gas works would be dismantled and the land placed on the market.

sh.



WEST MEDFORD PROPERTY SOLD YESTERDAY
Home of Ex-Mayor C. S. Baxter.

While there was not much trading in city properties yesterday enough to keep it from going by default. The West end came again and two transfers were reported from that section. A street property taxed on a valuation of \$11,700, and another of \$8500 valuation. A South end dwelling, valued at \$13,900, was sold. In the districts East Boston reported the filing of deeds in a street of six properties involving over \$20,000. Sales were reported in all the other districts except South Boston. The sale of the George B Loring estate in Salem, assessed on a valuation of \$85,000, and a street improvement. Three good sales were reported from Cambridge, one on Sacramento street, while two sales were reported from

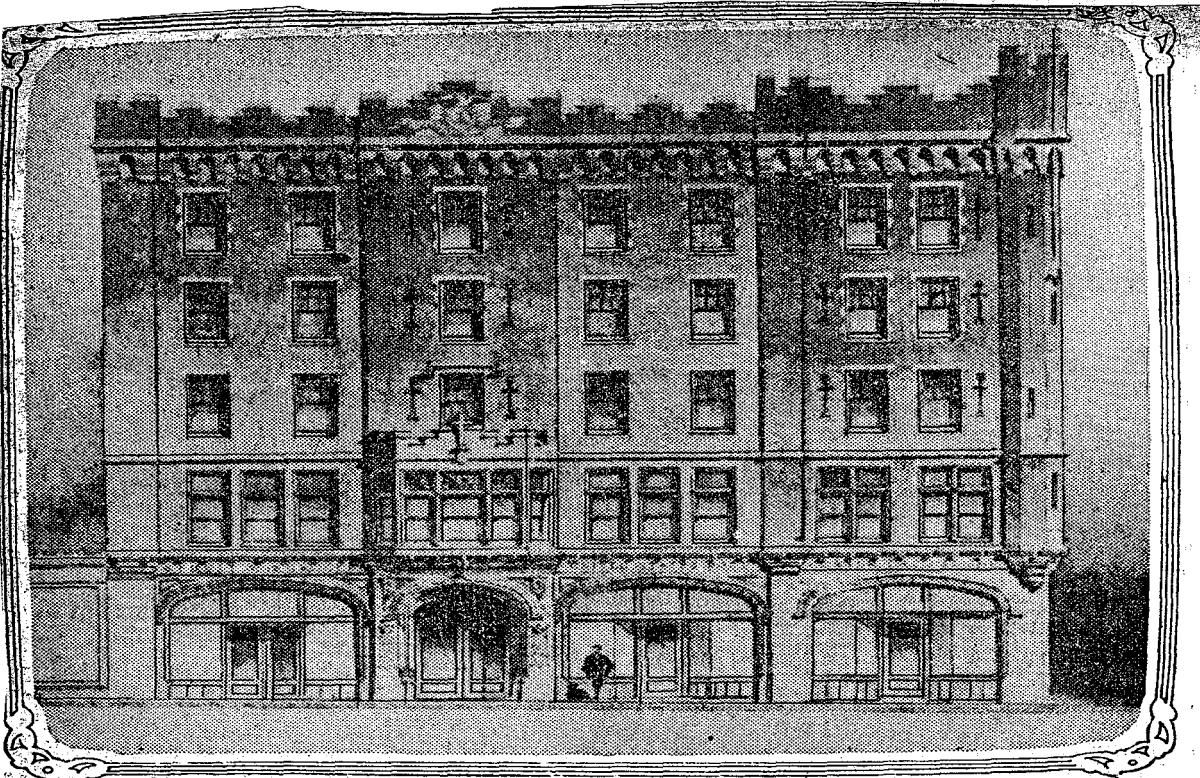


SOUTH END PROPERTY RECENTLY CONVEYED,
No. 36 East Springfield Street.

Yesterday might pass for one of the dull days in the summer trading, as parcels transferred were of small values and in remote sections. The city proper had but three, the largest being a property in the North end taxed on a valuation of \$14,700. A smaller North end parcel conveyed is valued at \$3300 and situated in Revere place. One in the South end passed to a new owner is on Union Park street, and is valued at \$7000. In South Boston an interest in four good properties was conveyed, the total valuation of the four being \$85,900. Other district work was weak. An item of interest was the report of the commission on the height of buildings in Boston, which was filed for reception

Cr.

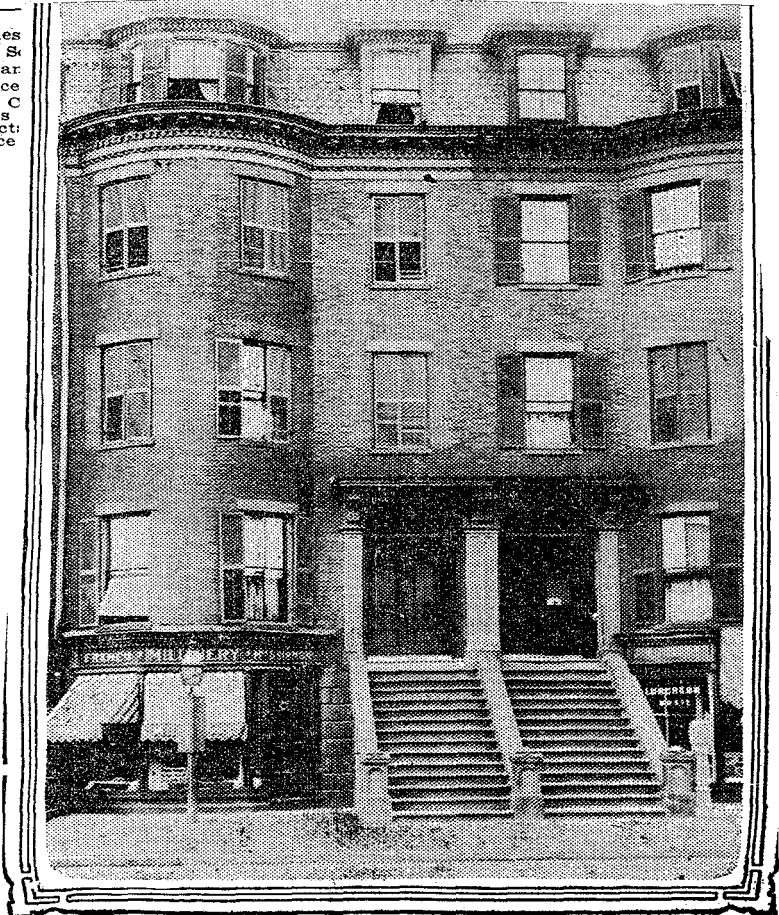
July 25,



SALVATION ARMY'S NEW HOME, WASHINGTON AND EAST SPRINGFIELD STREETS.
Washington Street Front.

From a standpoint of prices this week's real estate business point of number of sales it was weaker. In the city proper the \$418,600 residential property on the corner of Columbus avenue and transfer in the North end, where a \$4300 parcel in Bartlett place in Roxbury, one on Shawmut avenue of \$6700 valuation, one on C Dorchester's contribution was a block of apartment houses tion of \$15,900. Dorchester and East Boston were the only districts ever, was the making public of the plans for the People's Palace Army.

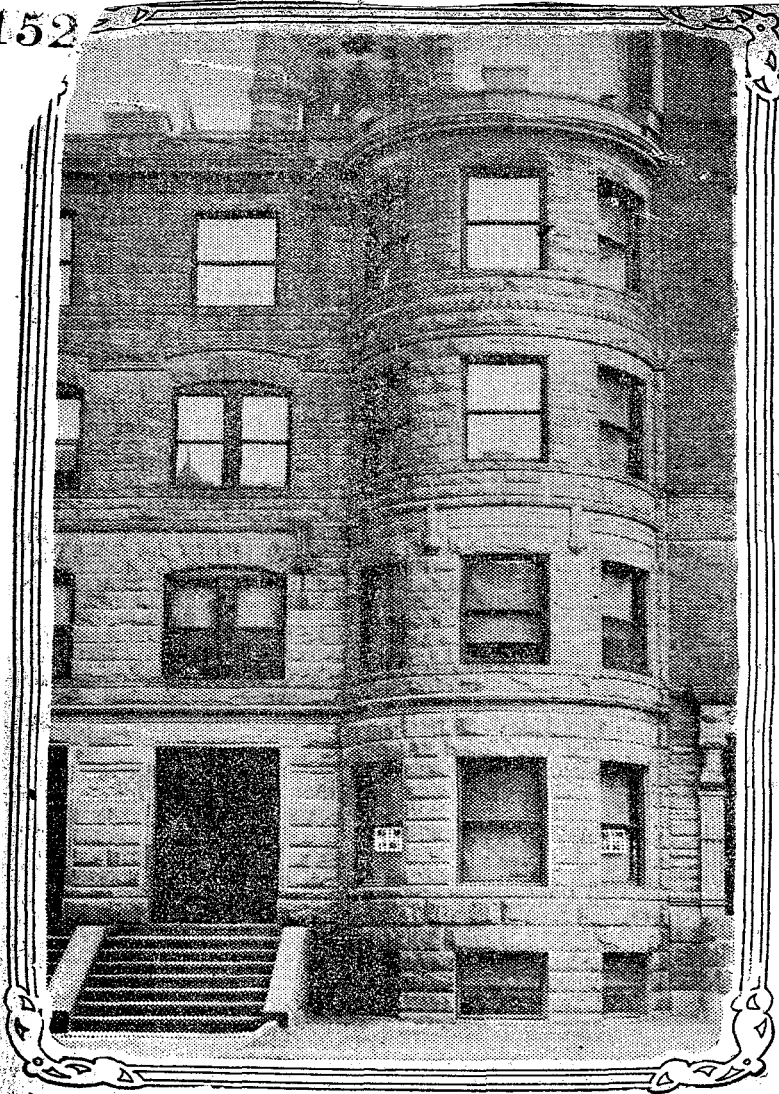
July 26.



SOUTH END PROPERTY RECENTLY CONVEYED.
371 Columbus Avenue.

Although devoid of sensational elements, there was a little trading in real estate in nearly all of Boston's districts yesterday, while the city itself was credited with two transactions. One of these was the transfer to the Boston Lying-in Hospital on McLean street of the property of the Good Samaritan Association adjoining, taxed on a valuation of \$19,000. The other conveyance was of a South end property on the corner of Shawmut avenue and Briggs place, conveying a valuation of \$3900. One transfer was reported from Cambridge, one from Brookline and five from the different parts of the Newtons, one a Washington street property, taxed on a valuation of \$20,800. Other smaller ones were also reported.

sh.



BACK BAY PROPERTY CONVEYED YESTERDAY
158 Newbury Street.

There were strong signs of renewed activity in the real estate market yesterday, and several properties carrying good valuations were not confined to the city alone, either. Those in the suburbs, however, the best parcel to be conveyed being one on the Cooper streets, valued at \$38,000. The Back Bay became the scene of a property on Newbury street, carrying a valuation of \$56,000. Other city sales were of a \$5600 property on East Spring street, conveyed to the present grantor, and a Bradford street property. District trading was good, particularly in Roxbury, where a brick structure on Dudley and Kenilworth streets, valued at \$21,000, was transferred, and another, an apartment building, appraised at \$18,100. Dorchester's best sale was on Adams street, while in West Roxbury a \$16,900 property, also came to the front with a \$30,500 sale. Other districts averaged high in valuation.



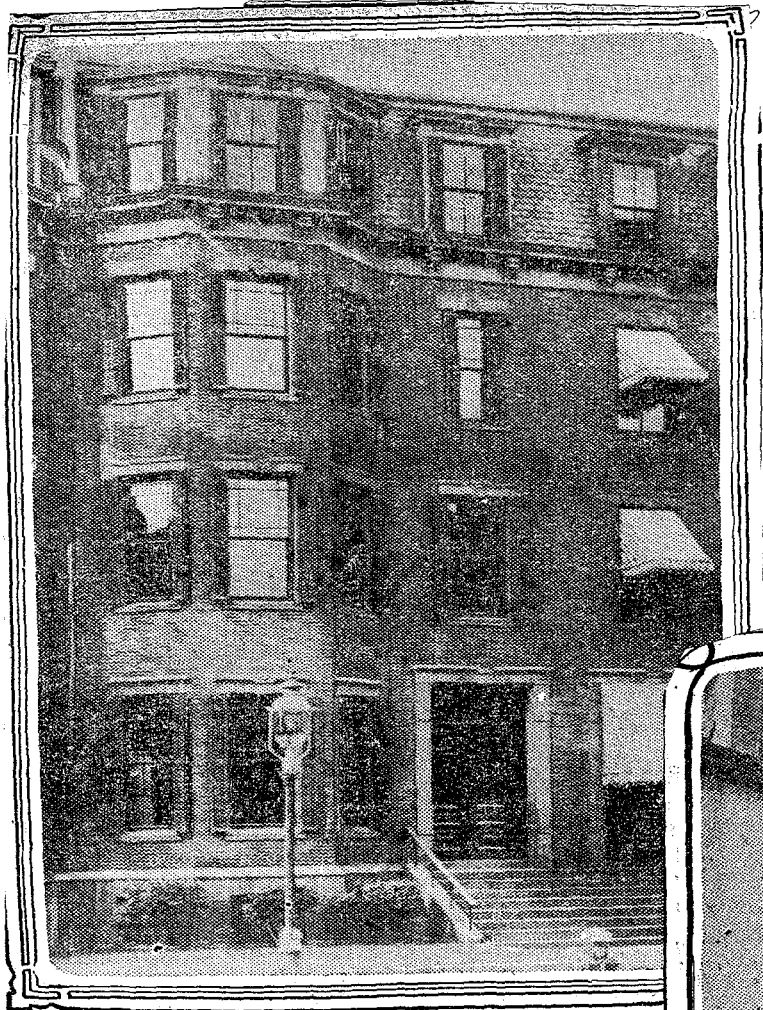
PROPERTY ACQUIRED BY BOSTON LYING-IN HOSPITAL.
Corner Chambers and McLean Streets.

Nothing startling entered into the business reported in the real estate field yesterday, the properties conveyed being about the average as a rule, with one or two good sales to vary the monotony. The highest priced parcel to change owners was a land lot in the Back Bay Fens, assessed on a valuation of \$44,500. In the city proper there were few transfers, two on Northampton street, valued respectively at \$6000 and \$5600, passing to the same grantee, while an auction sale of a \$12,000 property on Brimmer street was reported. In the districts there was light trading, South Boston leading with a group of nine houses, valued at \$11,200, sold as a whole. Other properties were of about the average valuation. In Cambridge the transfer of two parcels was recorded.

Cr.

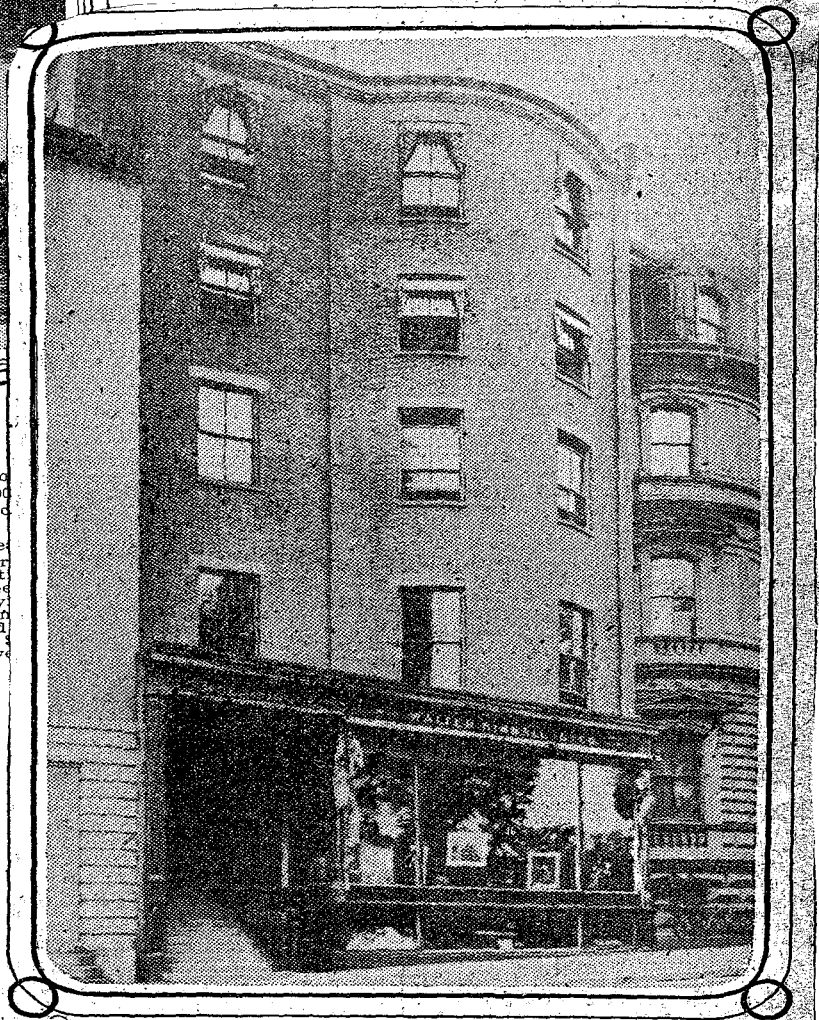
July 29,

July 31,



BACK BAY PROPERTY JUST CONVEYED.
No. 73 Newbury Street.

It is not often that the transactions of a day in real estate show of the city and district properties conveyed were each of over \$20,000 but such was the case yesterday. It was a day when quality far exceeded quantity. Then, too, the majority of the big sales were in sections which have been rather quiet of late—the Back Bay and Beacon Hill. While the big sales, the latter led from a financial standpoint, with a Beacon street property of a \$108,100 property, and one on Pinckney street taxed on a valuation of \$108,100. The contribution of the Back Bay consisted of a Newbury street property taxed on a valuation of \$28,500 and a Bay State road house carrying a valuation of \$28,500. The districts were represented by Dorchester, which carried transfers of nine brick apartment houses on Charles street, taxed on a valuation of \$55,000, and another property on Adams street of \$10,000. Other sales in city in districts were few and of about an average valuation.



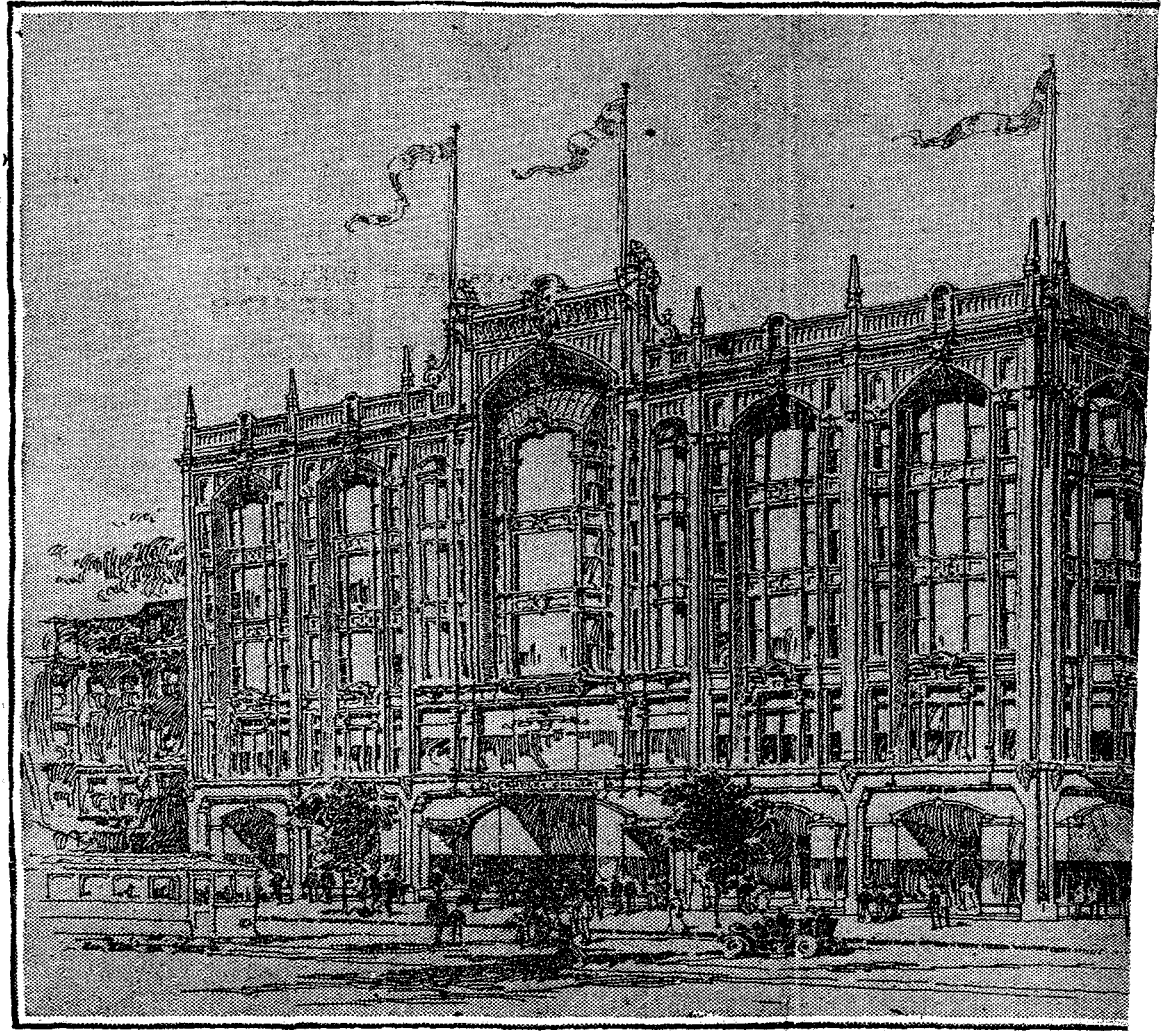
BEACON HILL PROPERTY BOUGHT FOR INVESTMENT.
31 Beacon Street.

The week in real estate opened with considerable activity in properties in the South end, where five parcels were conveyed. They comprised one on Village street, taxed on a valuation of \$4500, one on Wilkes street of \$2600 valuation, one on Spear place of \$4900, a fourth on Medford court of \$2800, and a fifth on East Lenox street of \$2700. In the North end three properties were conveyed. On Endicott street a \$11,500 property passed to new owners, and this deal included a \$2100 parcel on Cross street. In this same section a \$10,500 property on Charter street was conveyed. The districts showed good business for this time of the year, while outside the city there was some trading, including a \$30,000 residential property on Harvard street, Brookline. The review of the month in the sale of high-priced properties showed something of a falling off as compared with the month of June.

Dr.

Cash.

*The Berkeley Gallery, to Be Erected on the Site of the
Berkeley, at the Corner of Boylston*



2 1/2 15, 1905

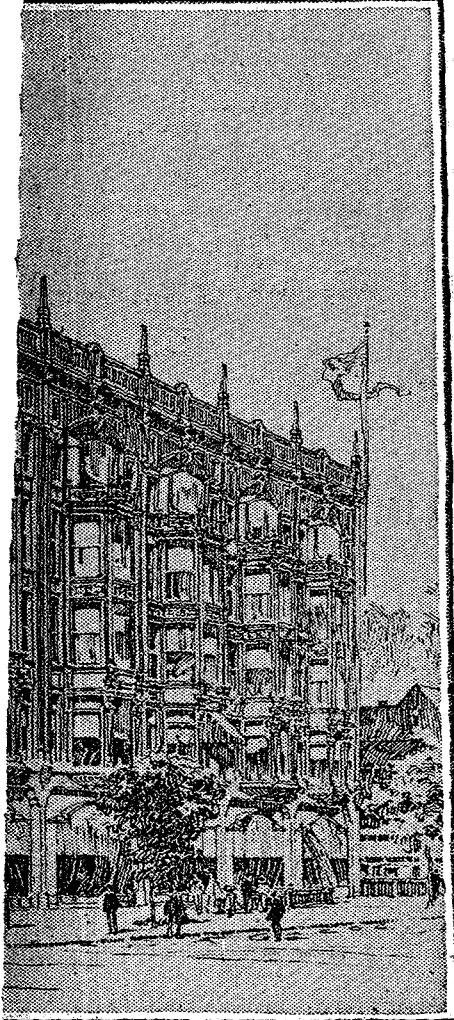
Cash

Ch.

e Hotel and Berkeley Streets

"THE BERKELEY GALLERY" PLANS

Fine Structure to Go up on the Site of the Hotel Berkeley— The Boom in Real Estate on Boylston Street.



Not in many years has any Boston street been the scene of so many operations in real estate as has Boylston street during the past six or eight months. There was, apparently, every reason why this street should be one of the foremost in the matter of prices and business growth, but for many years it lagged far behind, and the general expression heard about it was: "Boylston street has had too many black eyes to be much good for some years." The abandonment of the Park square station was one severe blow to that particular section of the street, and the placing of that part of the street west of Park square in the 80-foot limit was another hard knock. That handicap to progress seems quite likely to be taken off, under the legislation enacted last year, however.

In spite of these "black eyes" the overflow of business from Tremont street and the cross streets from Washington street became so great that the lower part of Boylston street became rapidly prominent, and the demand for rents and high prices began to be the rule.

No one questioned that in a few years there would be a demand for property on this street for business purposes, and that rents would advance, so when in the latter part of last year a number of real estate experts began to talk of Boylston street development beyond Arlington street they found ready listeners among operators and the more courageous permanent investors. The resulting boom is too well known to need reviewing, and the way available property has been snapped up by investors, many pieces having been turned over two or three times, and the demand that now exists for such property are things the possibility of which happening within six months instead of at least as many years would a year ago have been poohpoohed by nine in every ten well informed real estate men.

No end of argument has been raised

as to whether the Boylston street proposition as it stands today is sound, but even if there comes a halt in the demand, and some of those who have gone in to make a quick profit find themselves obliged to hold on for a time, it seems certain that the future of the street is to be all that has been suggested by the recent boom.

A number of mercantile buildings are projected on the street that would hardly have been considered a year or two ago. Some of the more notable examples are the proposed extension of the Warren Chambers, the two buildings to go up at the two corners of Gloucester street, and an undertaking on a much larger scale, the replacing of the Hotel Berkeley, at the corner of Berkeley street, with a new mercantile building, the old building, modern and substantial as it was, being torn down to make way for an entirely new structure.

The Herald is able to publish today the description and a drawing of the new Berkeley building, which in exterior, as the cut shows, is unique in Boston's varied architectural collection.

The plans were drawn by Codman & Despradelle of 31 Beacon street, and it may be said that the style of architecture is the direct result of the attempt to get the greatest amount of light possible, and therefore the wall surfaces, reduced to a minimum, are treated as long vertical lines. Glass is the principal material, so far as the area of the sides of the building are concerned. There are not only three exceptionally well lighted sides, but ample interior light courts, so that the stores are lighted at both front and rear and the centre as well. Even in the entrance to the staircases and elevators this idea is carried out. The entrance will be through long extensions of the store windows on either side of the door.

The building, which will be known as the Berkeley Gallery, is to be 70 feet high, the maximum height for second-class construction, with steel frame, and to all intents and purposes fireproof. The material will be glazed terra cotta, while owing to the great amount of window surface there will be considerable metal work.

From above the effect is rather that of a court, with a large central light area on the Providence street side above the second floor.

On the first floor there will be six large stores, with basements, while the second will contain offices and sales-rooms of varying size. There are to be five stories, and the three upper ones will be practically duplicates of the second.

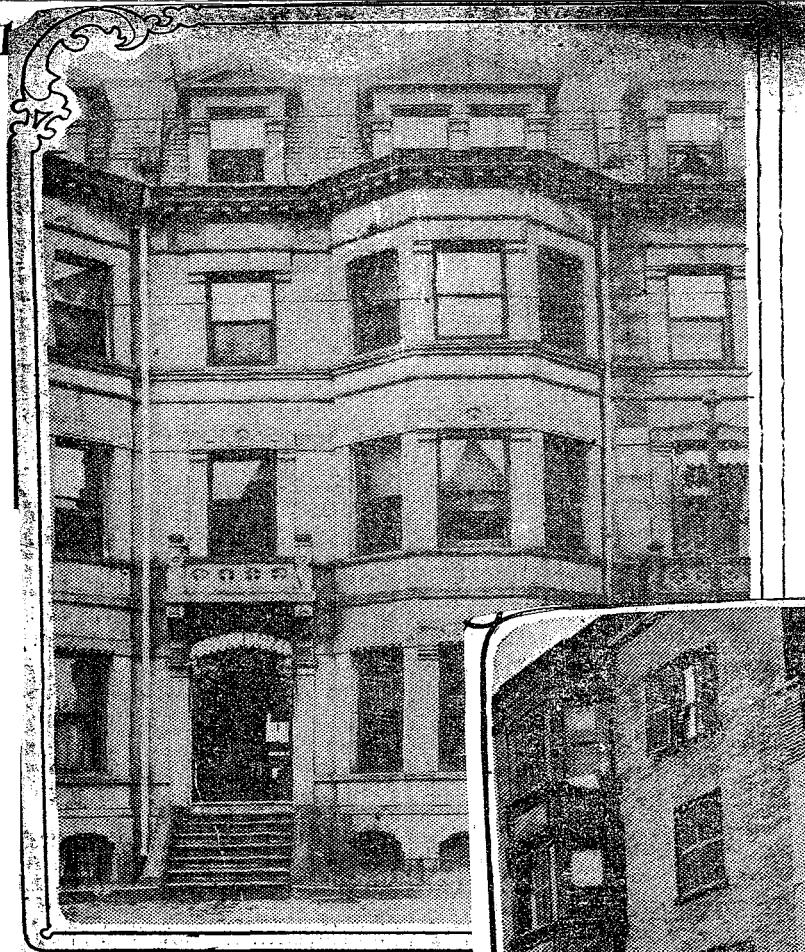
Everything in the way of conveniences will be of the most modern type, and there will be special attention given to fireproof vaults.

Those in charge of the building are enthusiastic over the prospects of immediate success for it, as the demand for space is already very great, and many refusals of rentals were given even before the plans were prepared.

It is expected that the structure will be completed about May 1 of next year, as work is to be begun as soon after Aug. 1 as practicable.

price was \$12,000. Mr. Hurd buys for investment. All these sales were made through the office of Silsbee, Baker, Geer & Ingalls,

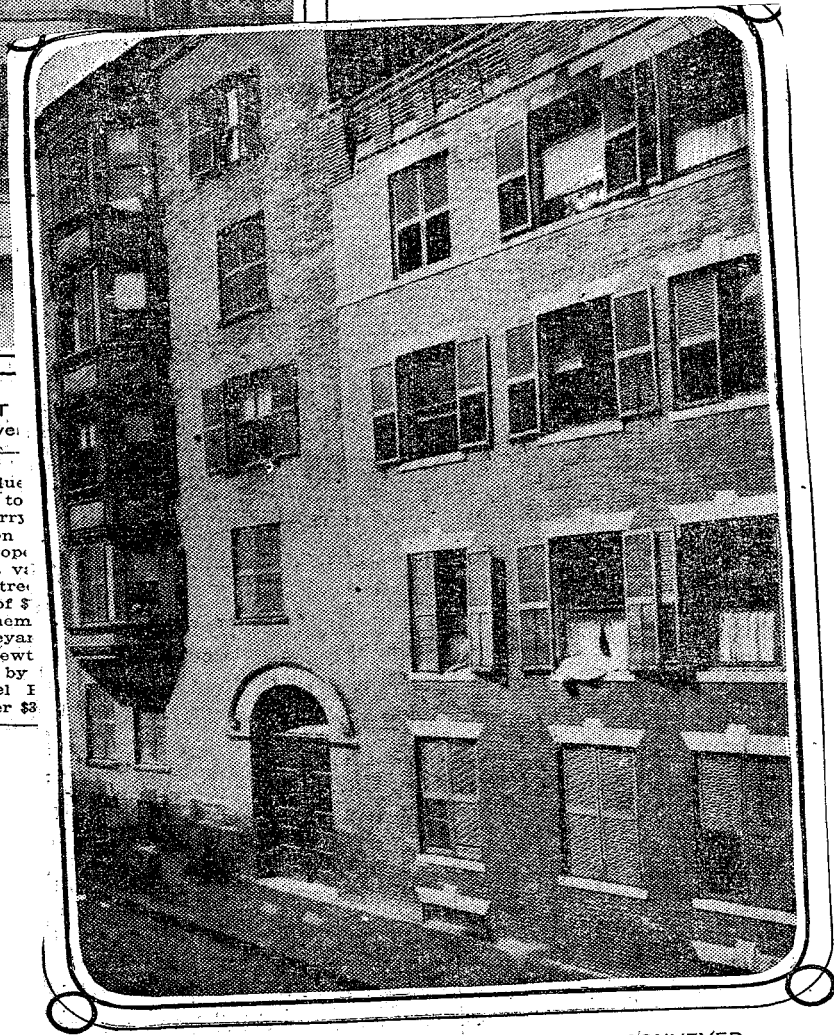
on York street of 66 feet, containing 57,400 square feet, upon which there are about 40 apple trees in good bearing condition.



sh.
C. J. T.

SOUTH END PROPERTY BOUGHT
549 Columbus Ave.

There were several properties of good value in real estate business, the city contributing several to the list. Houses on Emmet place, in the West end, carry \$21,800, while a second transfer in that section was made on a street. In the South end there were three properties on a residential parcel, carrying a value of \$35,500, and another on Oak street carrying apartment houses assessed on a valuation of \$45,000. Chester had several good transfers, among them being valued at \$10,800. There were good conveyances outside of the city Cambridge had one and New Bedford in the real estate realm was the finding by the court of a damage of \$120,023.43 for the Hotel I Boston Elevated Railway Company to recover \$3



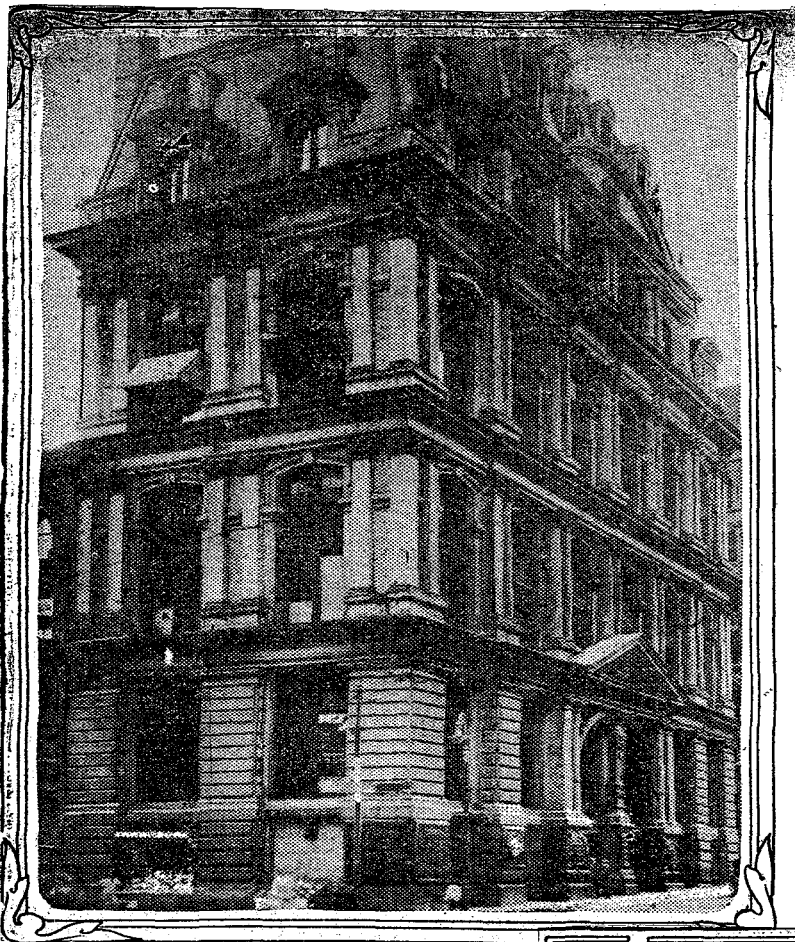
NORTH END PROPERTY THAT HAS BEEN CONVEYED.
Corner of Hull Street and Snelling Place.

Five More Properties There Have Passed to New Owners—North and West Ends, Also, Have Several Good Deals.

Once in a while there will be a day's trading in realty parcels when good prices prevail in more than one section, and such a day was yesterday. Not only were the properties conveyed of high value, but there was a sign of renewed activity all along the line, as shown in the demand for what might be strictly termed investment parcels, a feature that extended even to the districts. While the South end led in the number of city sales with five, none was above an average value, but in the West end, two brick blocks, finished, valued by the assessors this year at \$14,300 and \$9,000, respectively, were conveyed, and in the North end, a \$10,000 property on Hull street, and a \$16,200 property on Snelling place, were conveyed. Other conveyances were made in the West end, and in the North end, and in the South end.

Cr.

Aug 1.



BOSTON PROPERTY OF THE EQUITABLE LIFE
47 Milk Street, Corner of Federal St

The Nichols and Shepard on the
and Weston Streets Sold—Trac
Parcels in the City, Districts ar

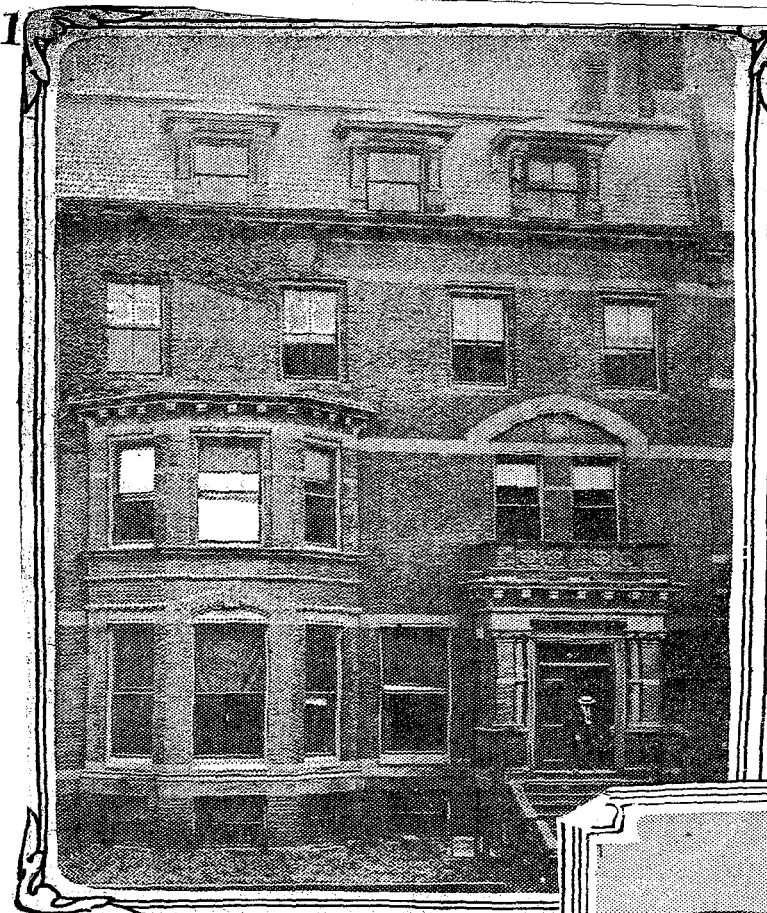
There was but little trading in real estate yesterday some good prices prevailed. Among the transfers houses and hotels, the demand for which has been falling class two were conveyed in the South end, value known as the Nichols and the Shepard and situated and Weston streets. Another South end transfer was street. In the North end one conveyance was recorded on Endicott street valued at \$9700. There were a number of transfers in the districts, the principal one being two brick apartment buildings on West End street, Roxbury, carrying a valuation of \$18,800. There was also the sale of a valuable property at Point Allerton, a large tract in Canton.



WEST END PROPERTY RECENTLY CONVEYED.
Nos. 2 to 4 1/2 Parkman Street.

There Were No Transfers in the City Proper and
but Two in the Districts—Brookline Opened
the Week Fairly Well.

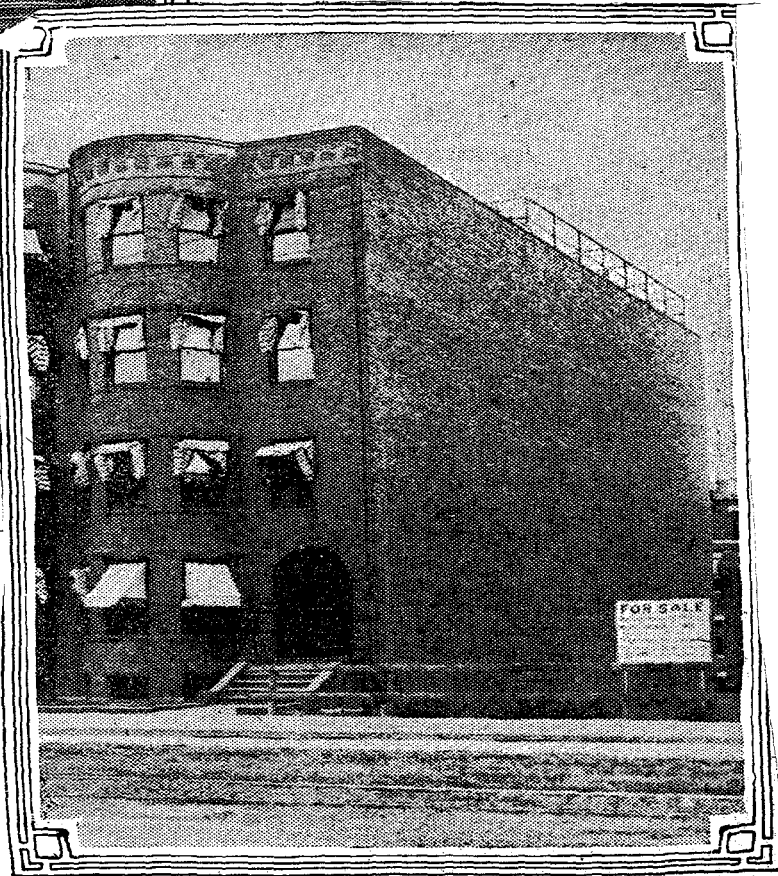
Without exception, yesterday developed the smallest amount of business in the transfer of real estate of any day in two years, except holidays, when the Suffolk registry was open. There is no doubt that it is a temporary lull, because there is always more or less trading in investment properties during the summer, and in addition there are deals ready for closing involving large amounts. Boston's only transfers yesterday were of district parcels, both in Dorchester, and of small volume. Just outside, however, there were some properties conveyed, as, for instance, in Cambridge, a new factory valued at \$37,000 changed hands, while in Brookline two residential parcels, valued at \$37,000 and \$12,400, were transferred. The illustration in this morning's Herald is of a West end property recently conveyed to Gertrude Goldberg, and assessed on a valuation of \$18,800.



BACK BAY RESIDENCE RECENTLY CONVEYED
82 Marlboro Street.

Titles of the Many Bills That Were the Recent Session—Transfers in Sections for a Day.

Among the few recorded sales of yesterday there were such proportions as to make the sum total of all pass for principal transaction, however, was the sale of about an acre on the Huntington avenue entrance of the Fenway, a tract of valuation of nearly \$100,000. Then on Francis street, just west of the Roxbury line an \$18,100 transfer took place, while there was some work in other sections, although high prices did not rule. In the afternoon final papers were passed, while Cambridge reported of interest was the promulgation of the synopsis of the Real Estate Exchange of 1905, issued by the Real Estate Exchange.



PROPERTY CONVEYED IN THE NEWER BACK BAY.
212 Huntington Avenue.

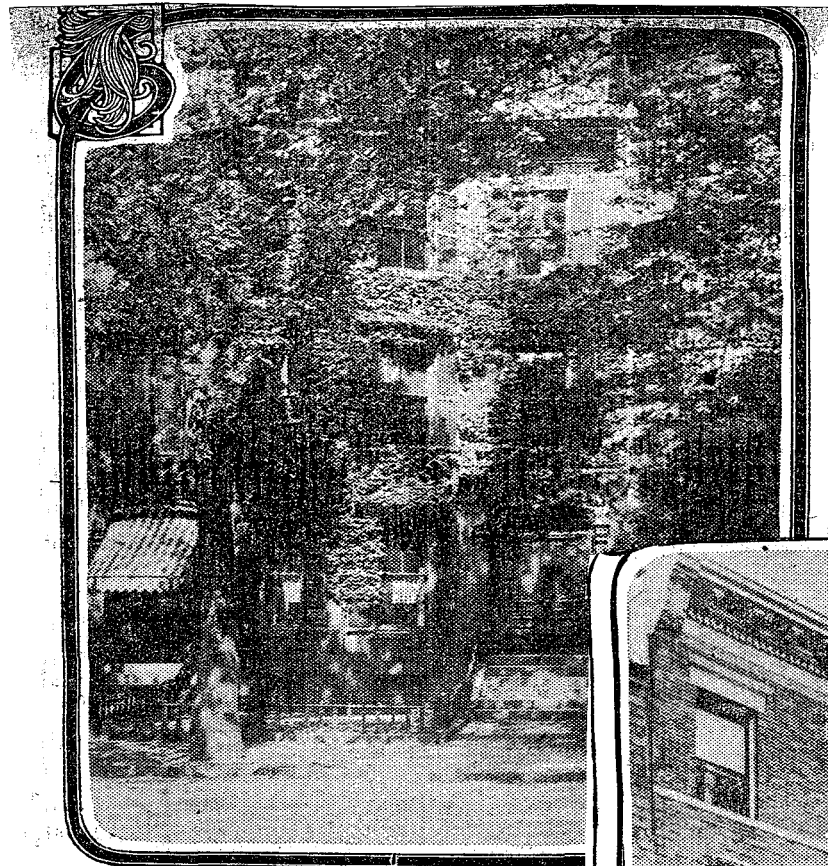
East Boston Had an Unusual Day, While in Other Sections There Was Activity—City Parcels That Were Reported Conveyed.

Trading in the districts was a feature of yesterday's real estate business, although that was not all of the business transacted. The Back Bay was represented in the conveyance of a half-interest in a \$27,700 property on Huntington avenue, while in the South end was chronicled the sale of a \$4200 West Dedham street property, and in the West end one of \$21,800 valuation. East Boston business was strong, 15 different properties being involved in the day's work. Charlestown, also, reported three transactions, Dorchester four, and Brighton and Roxbury one each. It was really in the unexpected quarter that the bulk of the work was done, which added a new life to the day's business which otherwise would have been dull.

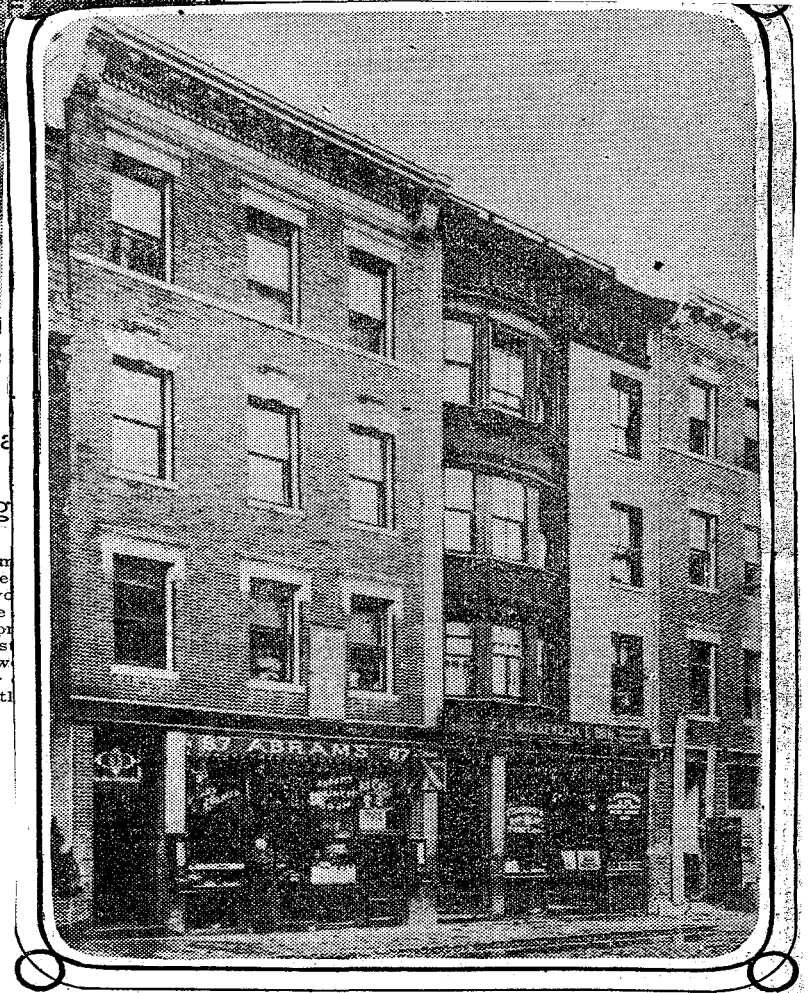
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Aug. 14,

Aug. 16,



PROPERTY IN SOUTH END RECENTLY CONVEYED.
149 West Concord Street.



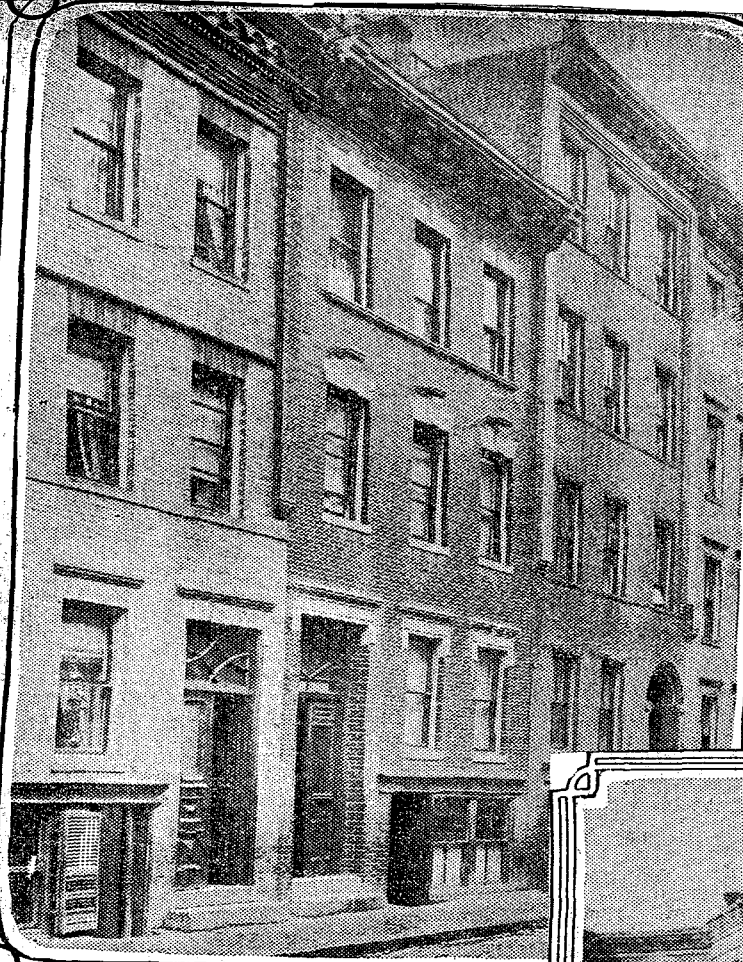
NORTH END PROPERTY THAT HAS BEEN CONVEYED.
87 to 89 Endicott Street.

No One Section Represented Had More Than
One Transaction—One Transfer in the
North End—Registry Figures

While yesterday was not the dullest day of the summer, it was one in which there was but little business transacted in the districts. The Monday of the week before was the worst and yesterday was but little better. All told there were five transactions, one in the North end of the city, where an \$11,200 property was conveyed, and one each in Charlestown, West Roxbury, South Boston. Figures from the Suffolk registry showing last week's work are given in The Herald's review that there was a summer property shown in the accompanying cut is one recently conveyed in the Gulesian, and is assessed on a valuation of \$9000.

Two Properties Conveyed Were in the South
End, and One Each in the North and West
Ends and Back Bay—Other Sales.

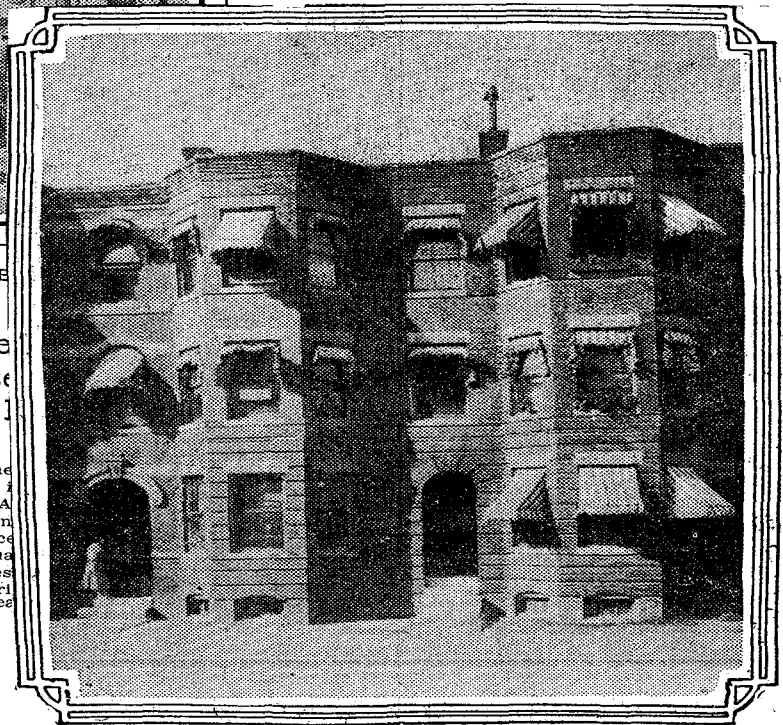
There was a little more life injected into the business of real estate trading yesterday, four of the city sections having transfers, while all of the districts but Charlestown reported one or more sales. With the amount and variety, however, there was nothing that rose to the importance of a "big sale," the largest being a \$9700 property on Endicott street, in the North end. There were two South end conveyances: one of a property on Columbus avenue valued at \$8300, and one on West Springfield street of \$5000. One in the newer Back Bay, on Dundee street, is taxed on a valuation of \$5200, and the transfer in the West end was of a \$7000 property on Pitts street. Deeds were also recorded in the recent sale, at auction, of a State street property in Cambridge, one of an \$11,100 parcel on Allen street, an announcement from the Real Estate Exchange, and information that two large structures were to be erected in South Framingham and another at Marblehead.



WEST END PROPERTY JUST CONVEYED
22 Auburn Street.

Four Parcels Each in South and West
to New Owners—Lease Closed
Summer and Hawley Street

Without any display of fireworks, the real estate business tone yesterday, and an unusual number of parcels passed notwithstanding the fact that it was in the middle of an August everything is supposed to be at a standstill. The North end credited with four transactions each, although not a parcel of the dignity of five figures. It was property of average valuation. The districts represented in the day's business were West Roxbury, Roxbury and East Boston, and here, too, the matter of interest was the announcement of a long-term lease building on the corner of Summer and Hawley streets.



NEWER BACK BAY PROPERTY RECENTLY CONVEYED.
50 and 52 St. Germain Street.

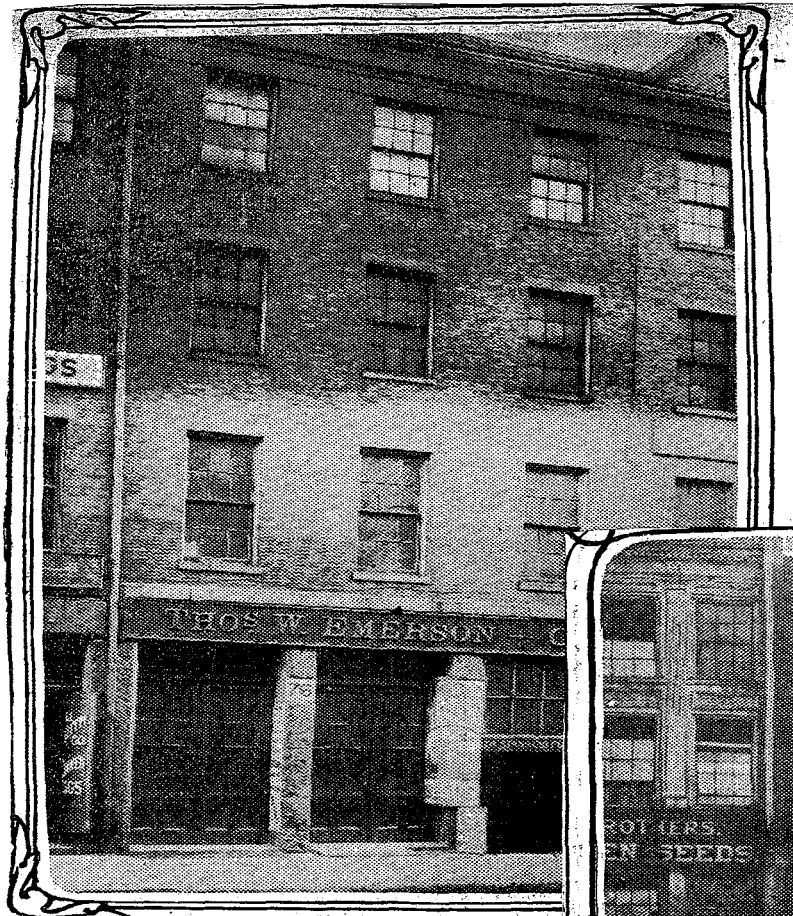
Considerable Trading Going on in the Island Ward
in All Kinds of Parcels—Activity is
Continued in City Transfers.

Business in real estate yesterday indicated some quickening of activity, with East Boston again the centre of the movement. In that district, where there has been a strong tone of late in realty transactions, more properties have been sold at good figures over the taxable valuation. This has been mostly land for improvement, the latest sale being of 33,000 feet for \$11,550. Other land in the same section has also been bought for improvement. Yesterday's city transactions were of an average character, some being retracements of properties recently purchased for investment. There were four in the South end: An East Newton street property of \$6500 valuation, one on Bradford street of \$3500, another on East Springfield street of \$5600, and the fourth on Seneca street of \$6100. In the West end the conveyances were of a \$9000 parcel on the corner of Myrtle and Anderson streets, and one on Lowell street valued at \$7000. In the North end was the transfer of a \$9700 investment property that was bought but three days ago by the present grantor, while in the newer Back Bay a \$14,200 residential parcel was conveyed. In the districts to report business were Dorchester, Roxbury, Charlestown and Brighton. In the latter place a group of apartment houses, carrying a valuation of \$14,800, changed hands.

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Aug. 21,

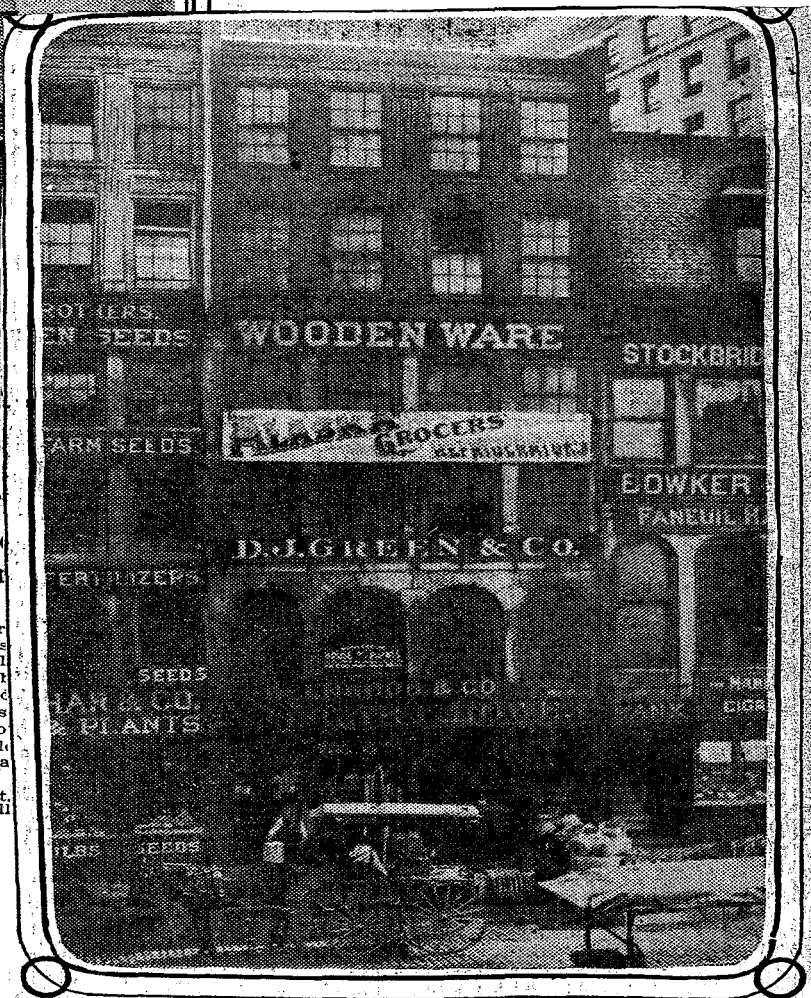
Aug. 22,



PROPERTY IN BUSINESS DISTRICT CONVEYED
Nos. 74 to 78 South Market Street

This Was the Feature of Yesterday in the Real Estate Field—Several District Properties Were Conveyed

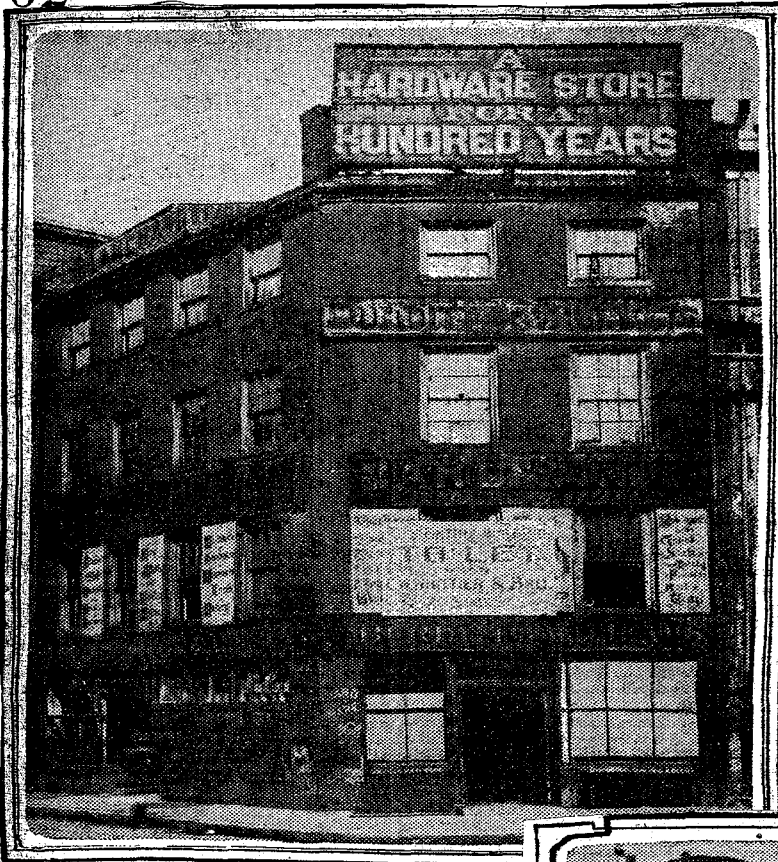
With Monday usually a weak day for real estate trade, a fairly good run of business. While the work was, as in the districts there was a good transfer of a mercantile property on Market street, taxed on a valuation of \$52,000. This is the first of several deals scheduled for closing soon of business or residential property with the return of brokers and others interested, the first parcels under agreement for sale will be transferred. Dozens of district trading yesterday, with four transfers, while in Brighton two and Charlestown and West Roxbury one each. \$10,200 property on Cass street. Other places represented were Winthrop, Cambridge, Salem, Brookline and Nahant. This week's work at the Suffolk registry showed a little fall with the preceding week.



NORTH END PROPERTY RECENTLY CONVEYED.
Nos. 4 and 5 South Market Street.

All Sections Represented in Yesterday's Work; with the Feature Another Property on South Market Street—Other Deals.

Trading in investment properties was the feature of yesterday's business in real estate, all sections of the city having a share. The feature of the day, however, was the transfer of an interest in another South Market street property, carrying a valuation of \$79,800, the second transfer on that street in as many days. There were three parcels in the South end conveyed, a Davis street property of \$7700 valuation, one on Middlesex street of \$7500 and a third on Genesee street of \$5800. The North end's contribution was a Thatcher street parcel, taxed on a valuation of \$6000, while one in the West end is valued at \$3800. The newer Back Bay furnished one, a Dundee street dwelling, carrying a valuation of \$5700. There was some business in the districts, South Boston leading, with the sale of a group of houses valued at \$48,400, while outside of the city various properties changed hands in Salem, Danvers, Everett, Peabody and Cambridge, the latter city's transfer being of a \$40,500 property on Massachusetts avenue and Sacramento street.

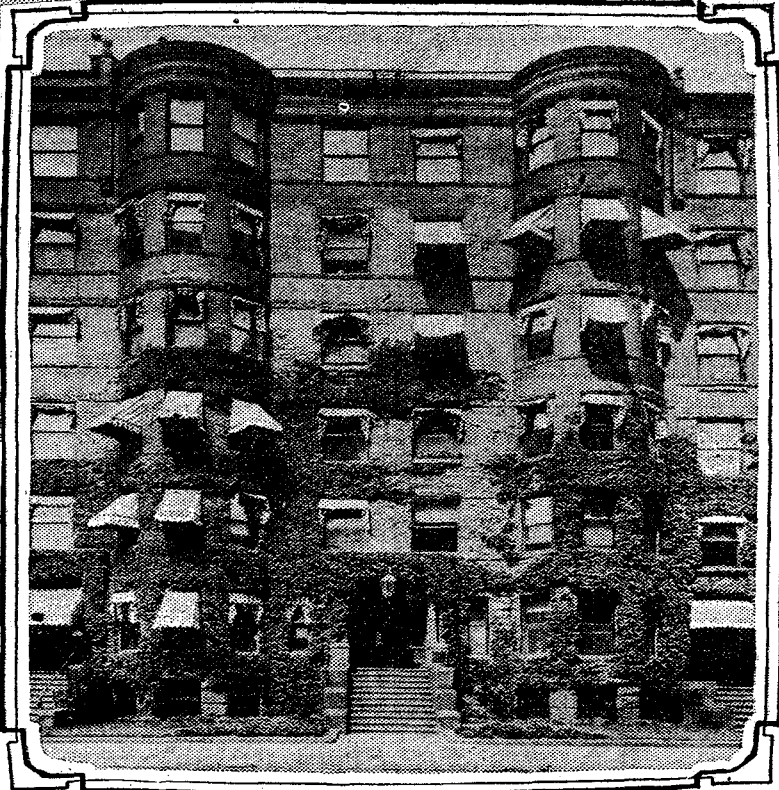


Sh.
May 24.

MARKET DISTRICT PROPERTY THAT
 Nos. 18 and 20 Dock Square and 30 Fair

**Another Conveyance in Market
 of Boston's Old Business Block
 Sections Good Sales Well**

The real estate market seemed to take on a new
 when the variety of properties conveyed is considerable,
 neither were they apartment houses. Among
 substantial business structures, both bought for im-
 market section, Dock and Faneuil Hall squares, were
 sold, while the other, just in the edge of the West
 carries a valuation of \$33,000. Another West end
 Norman street, and is valued at \$10,900. In the North
 Salem street changed hands, while in the newer Ba-
 street house, valued at \$5200, was transferred. The
 other sections was one on Dorchester avenue, Dorche-
 Brookline of \$14,600.



BACK BAY PROPERTY BOUGHT BY F. A. WHITEWELL,
 409 Marlboro Street.

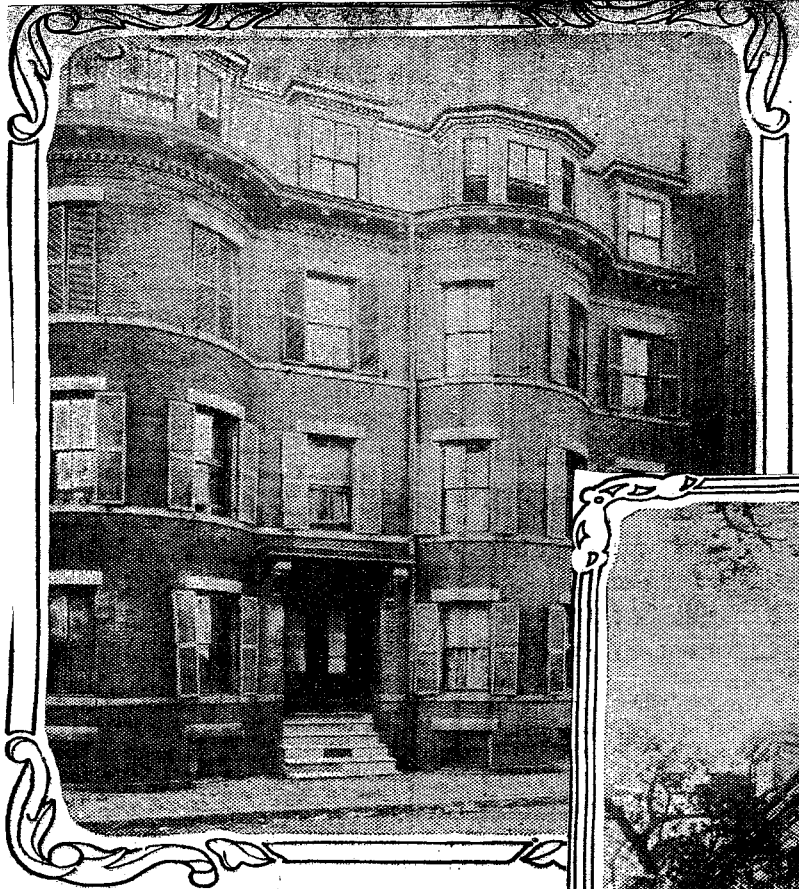
**Wharf and Terminal Company to Fill 200,000
 Feet and Then Erect Freight Sheds—Trading
 in Real Estate Weak Yesterday.**

Monday is not a very busy day, as a rule, in real estate, and yesterday was
 no exception. Trading was light everywhere in city sections, the only con-
 veyance in the city proper being a small interest in a North end property
 at the corner of Snowhill and Sheafe streets. The only districts to respond
 were Dorchester with two transfers and East Boston with one. Outside of
 the city the business was also light, Arlington having the transfer of a tract
 of land of a little over an acre, Auburndale a residential parcel, while Win-
 throp had two transactions. The matter of interest, however, was the an-
 nouncement of an improvement by the South East Wharf and Terminal Com-
 pany of W. and V. Sweet street, South Boston, and abutting the tracks of
 the M. and N. railroad, where about \$100,000 will be expended to increase its

Ct.

Aug, 29

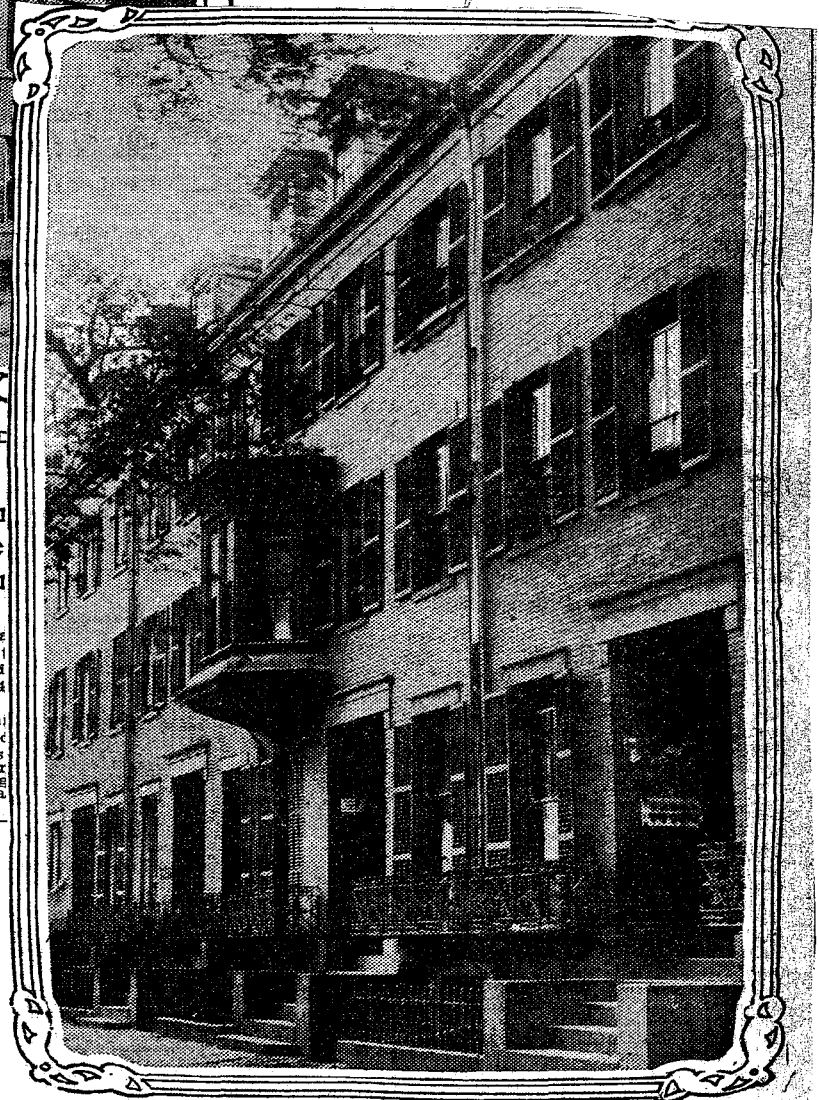
Aug 30



SOUTH END PROPERTY THAT HAS CHANGED
112 and 114 Kendall Street.

One Is on the Consolidated Gas Co
in the North End—Valuable
That Have Been Transfer

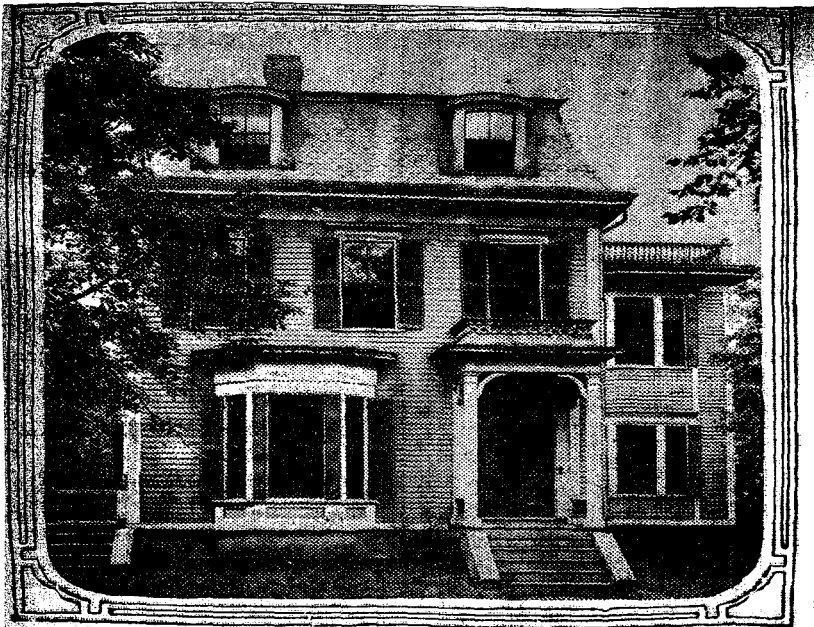
Yesterday transactions in real estate involved several good valuations, among them being a Roxbury land lot valued at \$27,500. One other conveyance in the same district of houses in Conant street taxed on a valuation of \$14 had but three transfers. One on Allen street of \$10,000 the South end, on Kendall street, of equal amount, while on Prince street, was of but \$5800. Dorchester had one being a block of three apartment houses on Quincy's. Other districts represented were Brighton, West Roxbury, Charlestown, in the latter a land lot of 26,335 feet change of interest in the day's work was the report of the land on various properties within a short time.



SOUTH END PROPERTY JUST CONVEYED.
7 Asylum Street.

Several Good Parcels Conveyed in These Sections, One in Brighton Valued at \$19,800—
Two Leases Effected in City Proper.

The centre of the stage in real estate affairs was occupied yesterday by the districts, where several transfers of properties of good value were made. East Boston had three transactions, Roxbury two, Dorchester two, and Brighton one, the latter being of a property on Lincoln and Market streets, taxed on a valuation of \$19,800. There was also the division of an estate recorded, properties affected being in the South end, Roxbury, West Roxbury and South Boston. This estate is appraised as something over \$30,000. In the city proper the only conveyance was of an Asylum street property valued at \$5900. The report was also given out of the closing of long term leases on two South end mercantile properties, good business was reported from the Newtons, while in Boston line two parcels were conveyed.



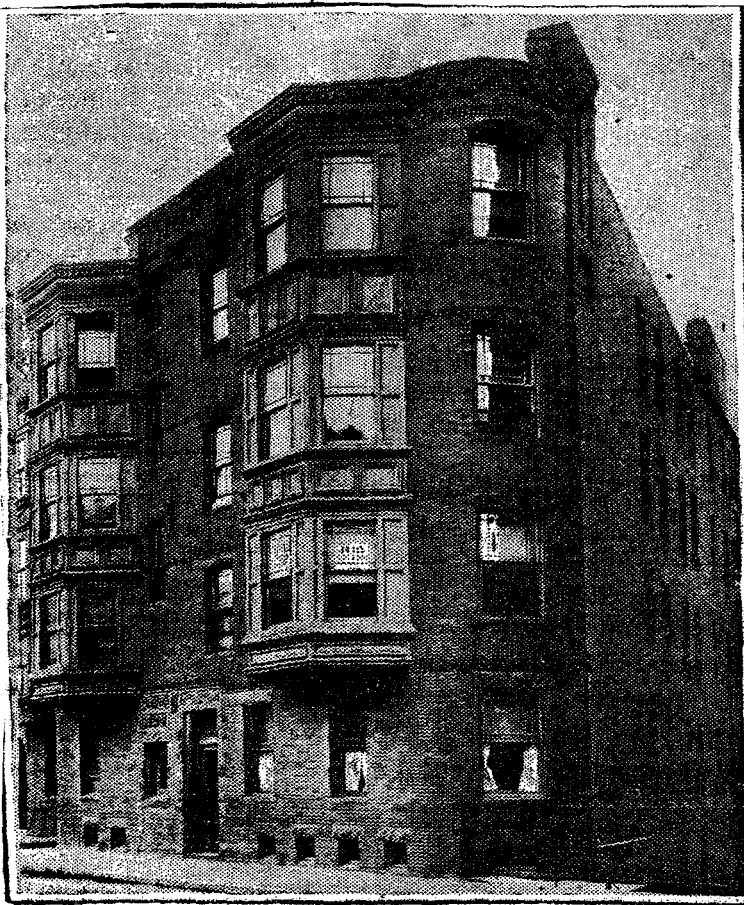
sh.
August 21

CAMBRIDGE PROPERTY JUST CONVEYED.
69 Dana Street.

**This Was in the Transfer of Properties Rather Than the A
Several Good Sales in th**

Yesterday was what might be termed a busy day with both city and districts well represented. Prices had a varied range, too, going from values of a few hundred dollars' value for district land lots, one a Bay State road residence on Beacon street of \$25,000, and a stable on New South street in the South end, when many district properties changed hands, Dorchester four, East Boston three, West Roxbury, South Boston the latter being nine parcels passed to the same person being \$20,500. In other sections sales were also published this morning shows a falling off in properties as compared with the July figures.

Sept. 11 1927

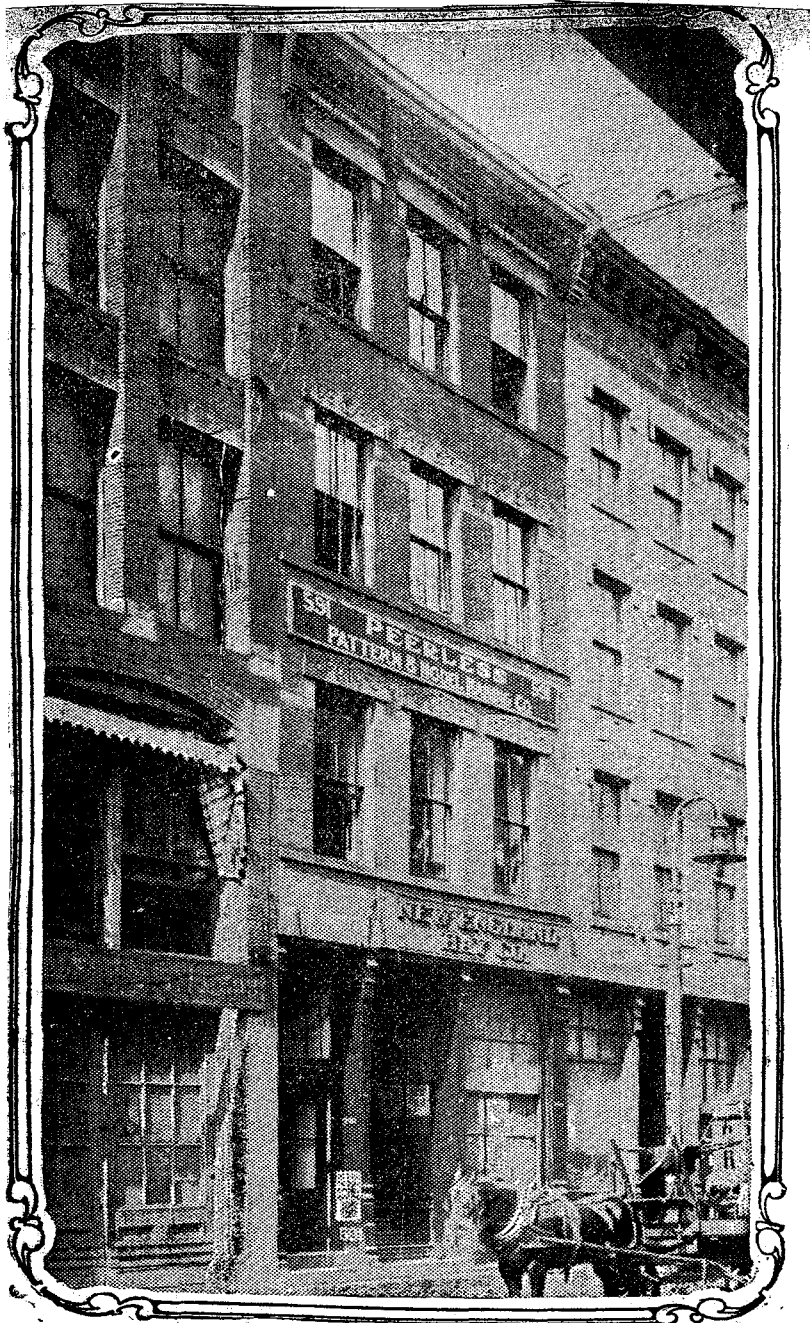


PROPERTY CONVEYED IN THE NEWER BACK BAY.
56 Norway Street.

Among the District Transactions, Also, There Were Several Properties of High Values That Passed to New Ownership.

A much stronger tone was shown in yesterday's transactions in real estate, that is to say, the properties conveyed were, as a rule, of higher value than on the day previous, and again the Back Bay came strongly to the front. With two conveyances, one was of a \$23,000 Beacon street residence, while in the newer section a \$20,500 apartment house on Norway street was sold. There were also two transfers in the South end, one of a Seneca street property, taxed on a valuation of \$6300, and one on Dover street of \$5300. There was also one in the West end, a Pitts street property, valued at \$9900. District trading was strong again, and among the transactions was the transfer of a \$10,700 parcel on Faneuil street, Brighton, and one of equal amount on Evans street, Dorchester. Considerable land was also sold in various sections.

Cr.



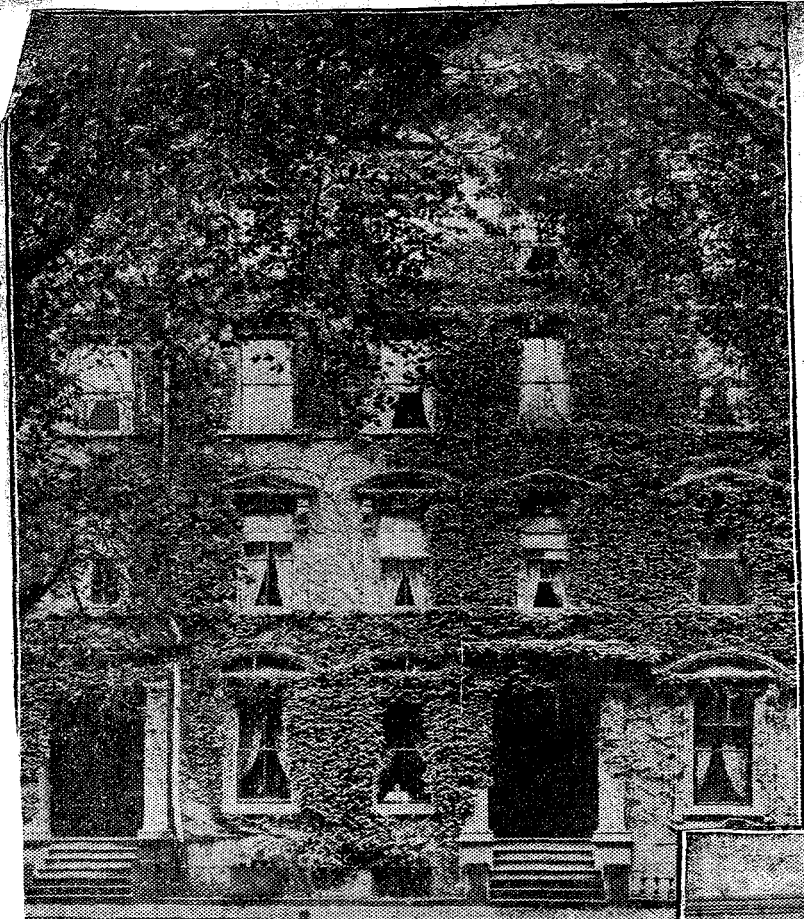
MERCANTILE PROPERTY THAT HAS CHANGED HANDS.
589 and 591 Atlantic Avenue.

Mercantile Parcel on Atlantic Avenue Has Been Transferred—Other Good Conveyances in the Day's Transactions.

After a full holiday and a Saturday afternoon, real estate business took on a strong tone for the opening of the week, and the city proper had its share. The leading transfer was of a property on Atlantic avenue that came into the possession of the present grantor last June. It is taxed on a valuation of \$31,100. In the North end there were transfers of four parcels, two on Lathrop place valued in the aggregate at \$5600, and two on Salem street of \$9500 and \$10,500 valuation respectively. In the South end a \$3500 property on East Lenox street was sold. There was considerable trading in district properties, Dorchester leading with seven conveyances. In South Boston there was a conveyance of a group of houses on Vinton street and Thompson's court carrying a valuation of \$10,100, while other properties in West Roxbury, Brighton and Charlestown were of average values. There were also sales reported in Revere, Needham and Abington. The business at the Suffolk registry showed a substantial gain over that of the previous week.

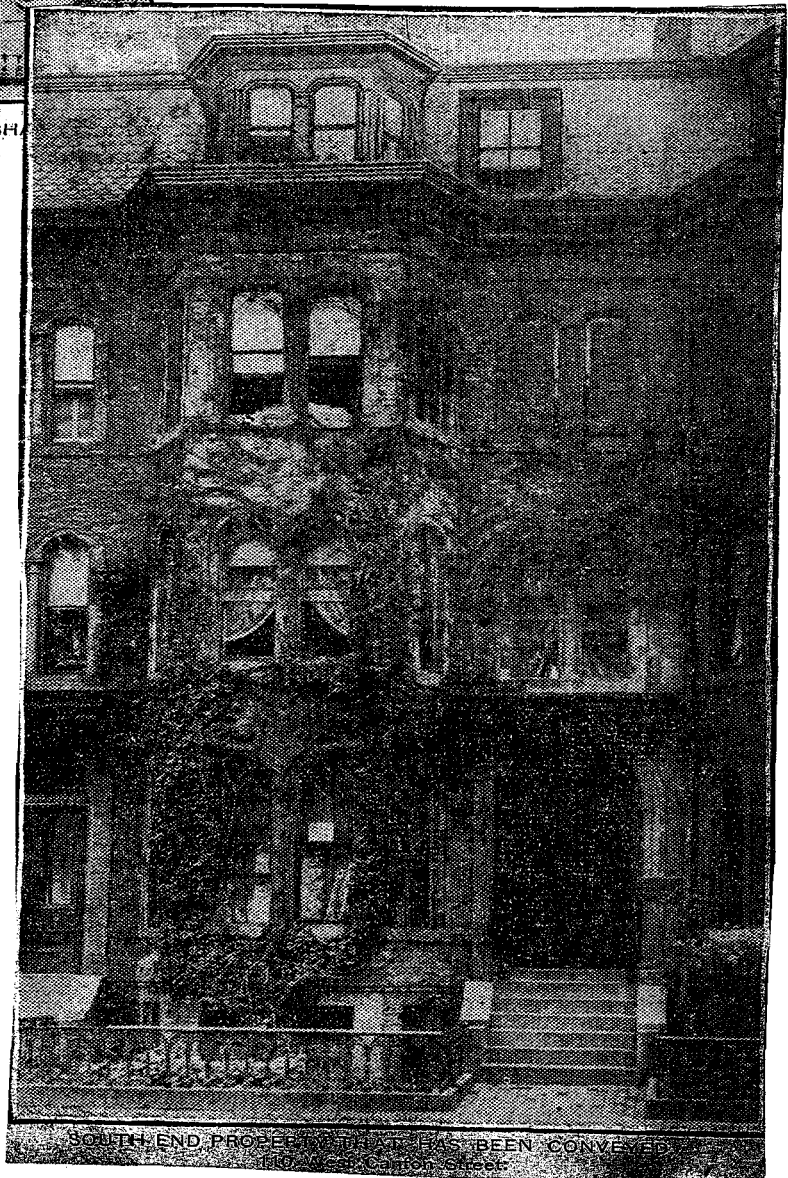
Cr.

Sept. 12,



SOUTH END DWELLING CONVEYED TO JOSEPH E. SHAW
38 West Newton Street.

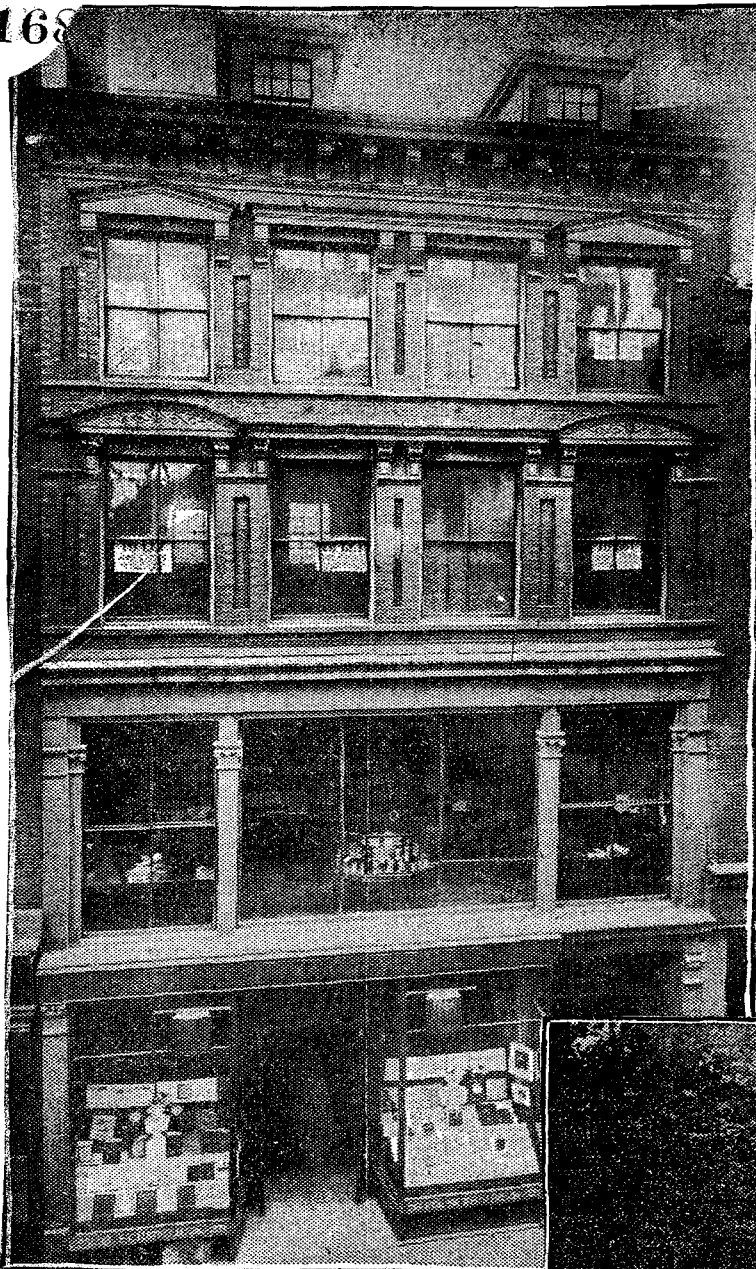
13.



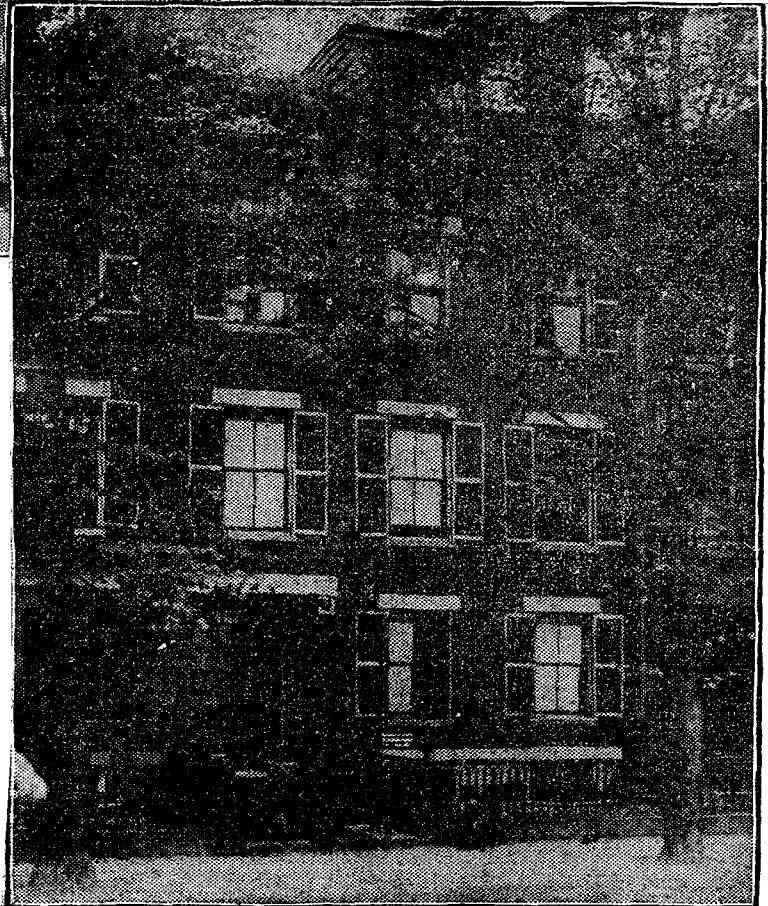
SOUTH END PROPERTY THAT HAS BEEN CONVEYED
310 Canton Street.

sh.

Sept. 14



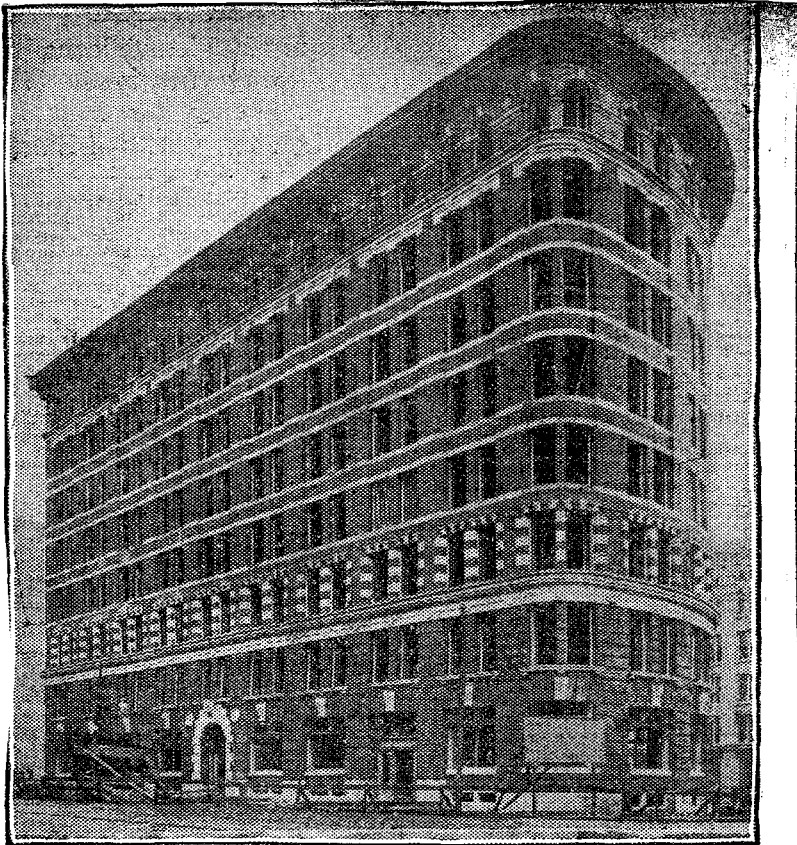
BUSINESS BLOCK SOLD TO GEORGE F.
26 and 28 West Street.



SOUTH END PROPERTY RECENTLY CONVEYED.
180 Northampton Street.

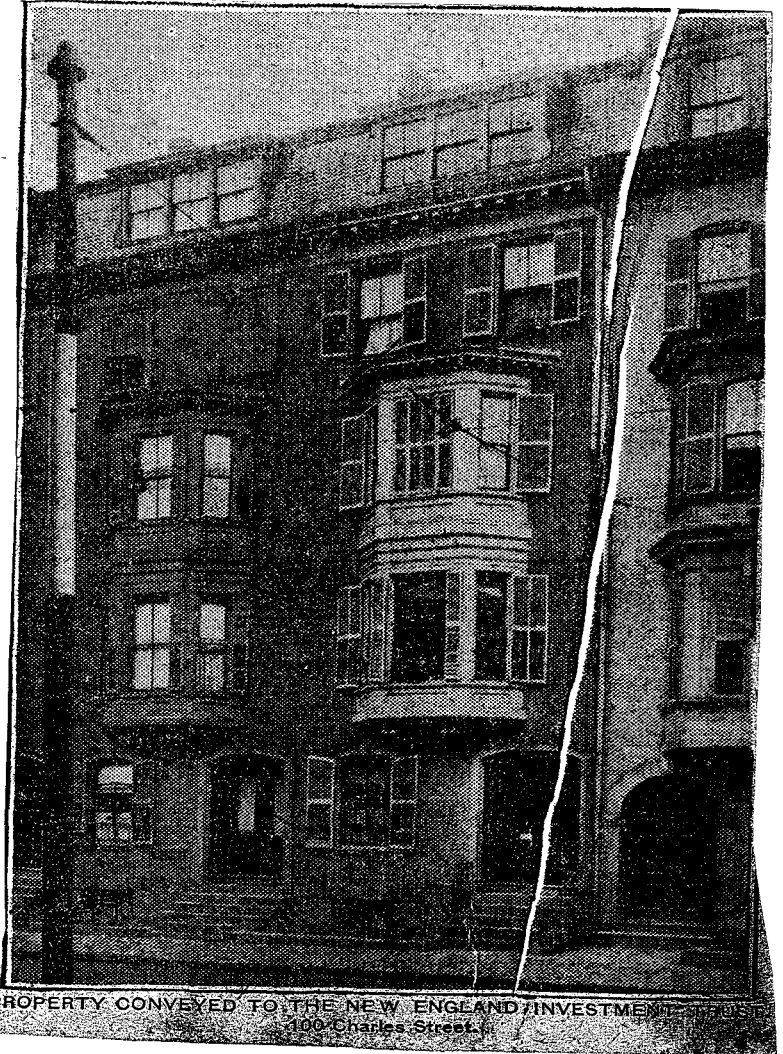
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Sept. 19,

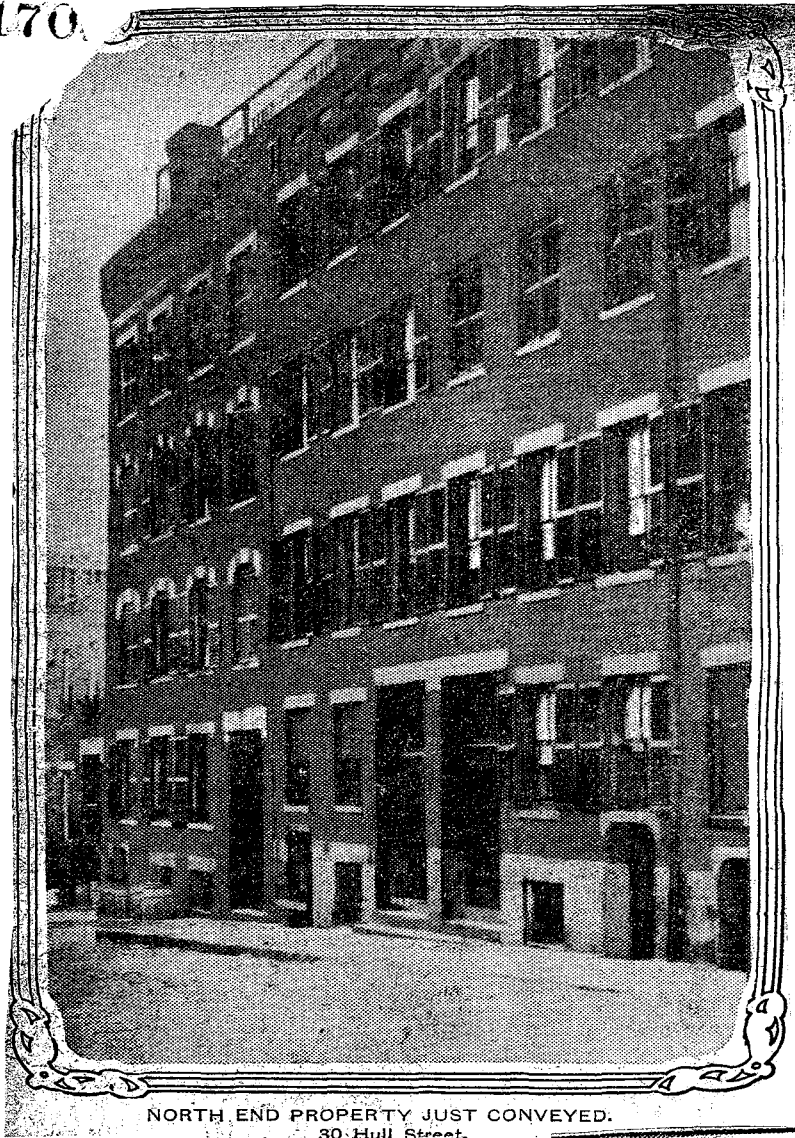


NEW SUMMER STREET BUILDING OF THE BOSTON WHARF COMPANY
IN SOUTH BOSTON,
Three Floors of Which Have Just Been Leased to the Government.

Sept 20,

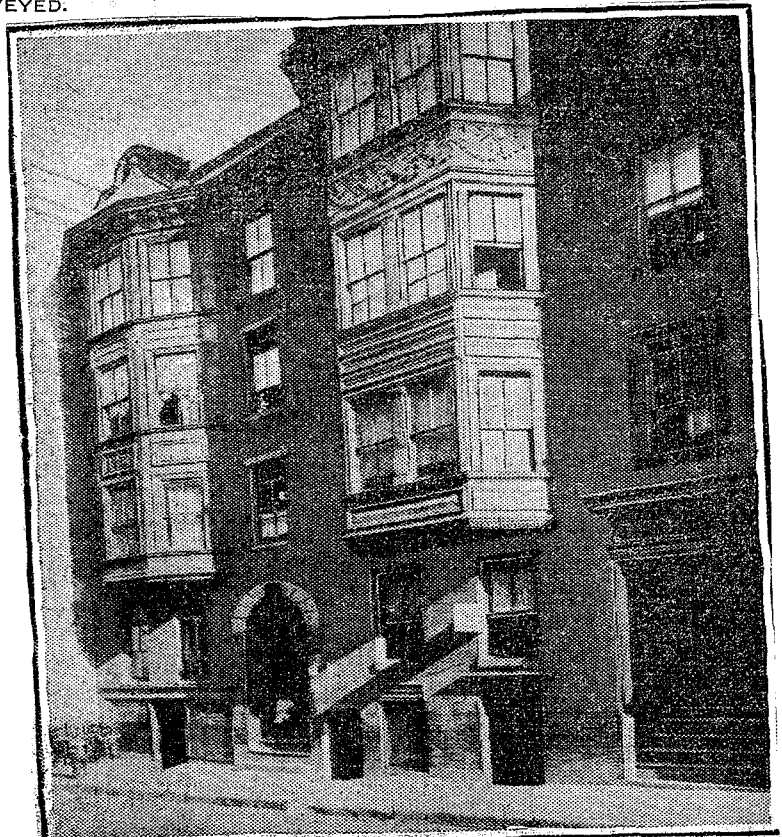


PROPERTY CONVEYED TO THE NEW ENGLAND INVESTMENT TRUST
100 Charles Street



sh.
Sept 20

NORTH END PROPERTY JUST CONVEYED.
 30 Hull Street.



WEST END PROPERTY THAT HAS BEEN CONVEYED.
 23 and 25 Willard Street.

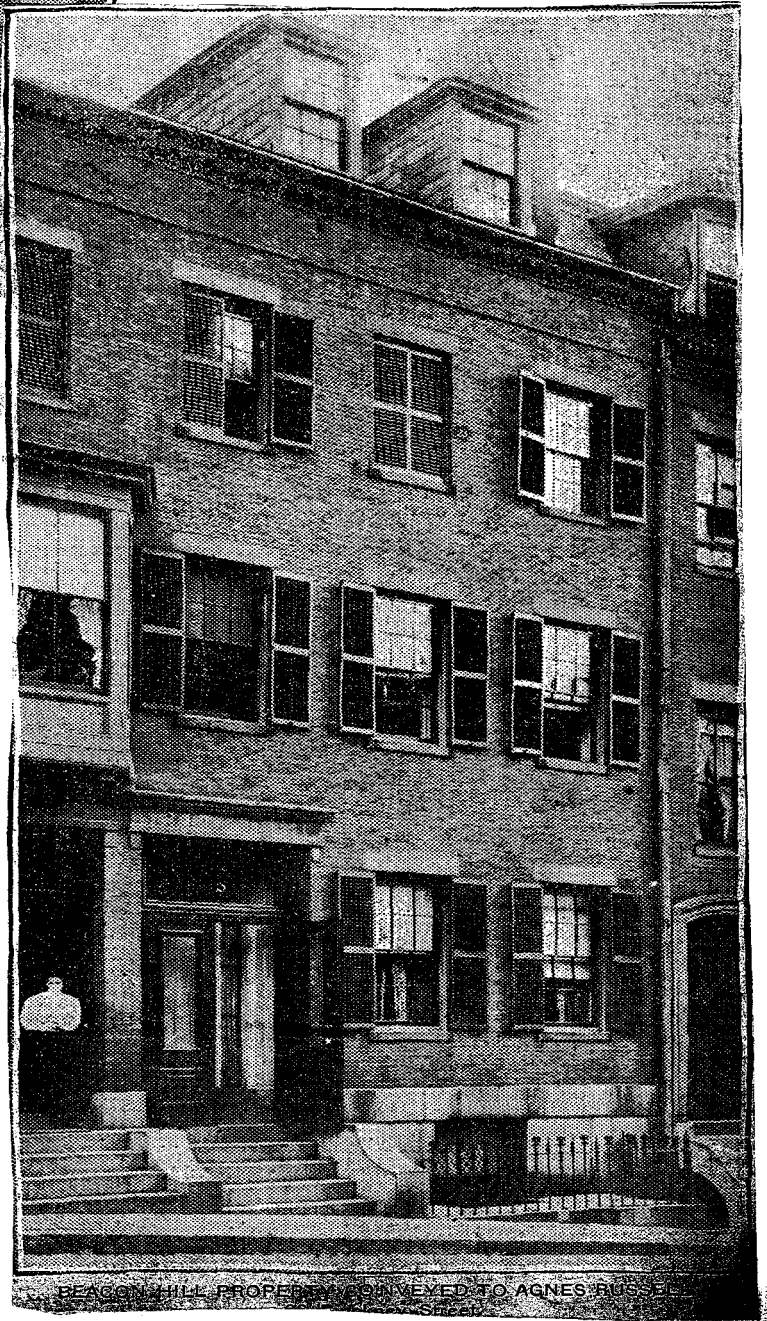
Co.

1896,

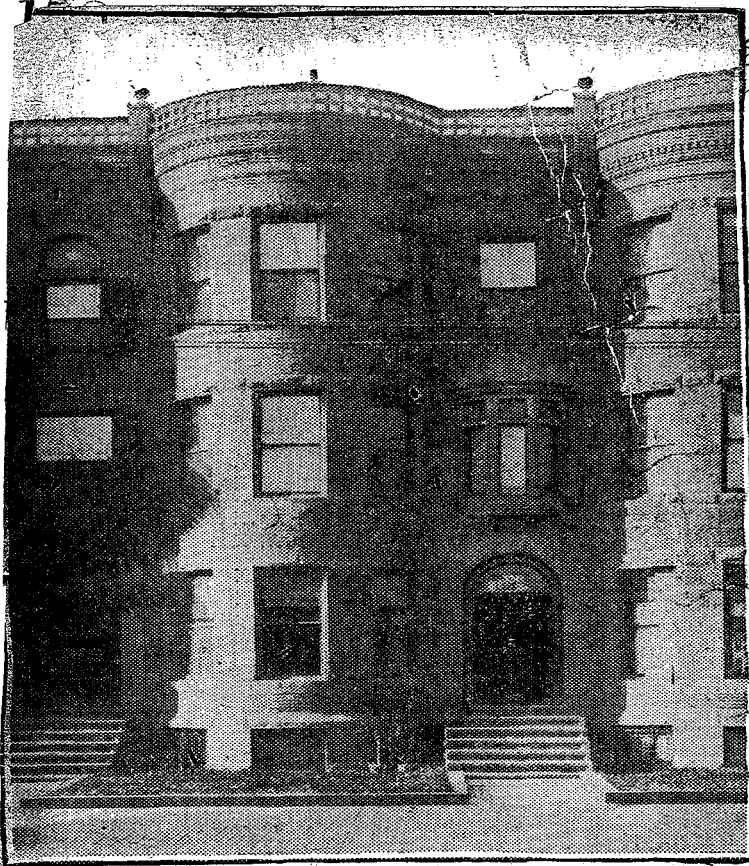
Sept. 27,



WEST END PROPERTY THAT HAS BEEN CONVEY
33 Anderson Street.



BEAGAN HILL PROPERTY CONVEYED TO AGNES RUSSELL



BACK BAY PROPERTY CONVEYED TO FRED FARROW.
836 Beacon Street.

Cash.

2011 30,

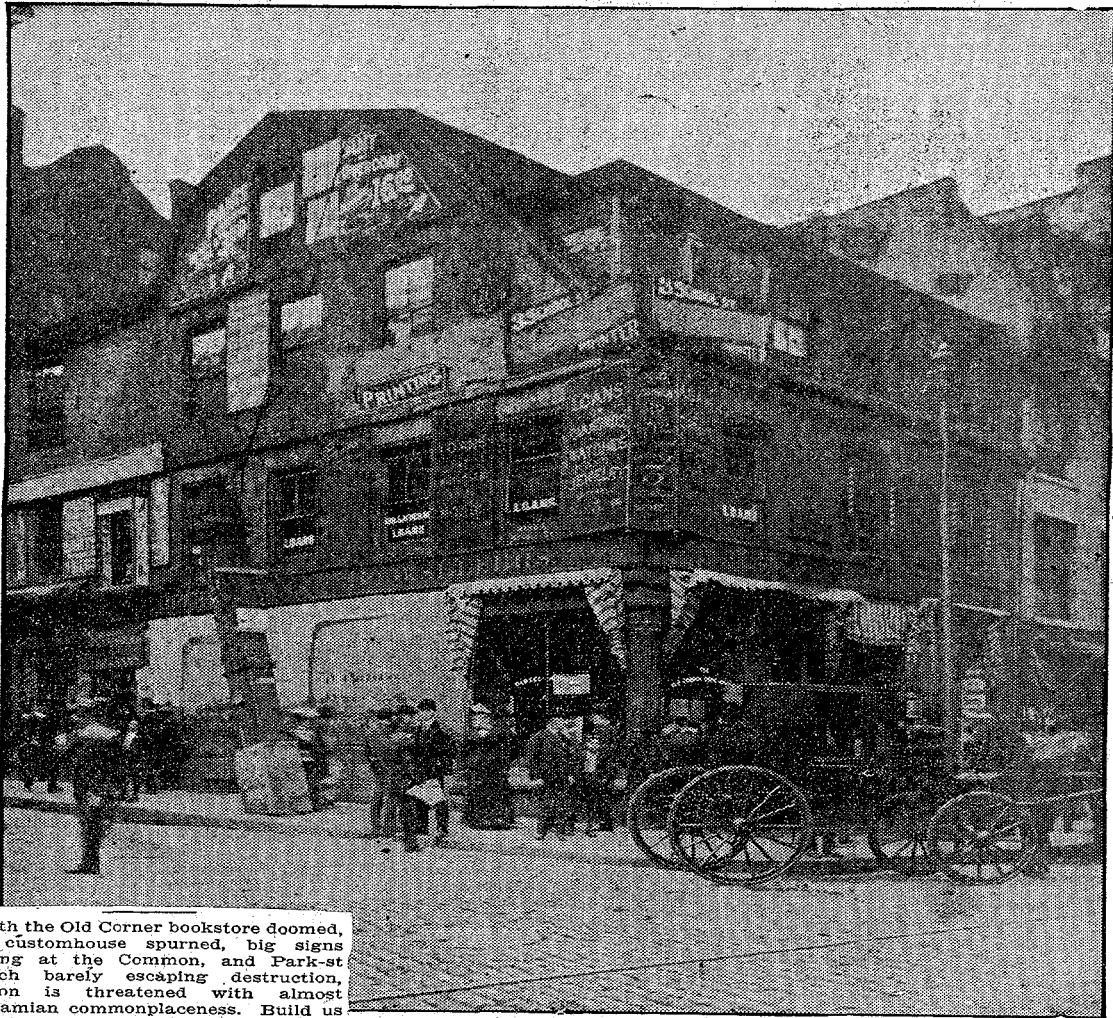
Sunday (Herald)
November 6, 1905

**Hanover Street Block
Decided Yesterday to
the Wyzanski Trust**



"Old Corner Bookstore" Passes to New Hands, and Will Soon Undergo a Remodeling.

BOSTON HERALD SUNDAY NOV. 30, 1905



OLD CORNER BOOKSTORE.

With the Old Corner bookstore doomed, the customhouse spurned, big signs staring at the Common, and Park-st church barely escaping destruction, Boston is threatened with almost Gothamian commonplaceness. Build us a Flatiron and be done with it.

Boston will soon lose another of its historic buildings—the structure known the world over as the "Old Corner Bookstore" on the corner of Washington and School sts. This famous building has been leased entire for a long term of years to the United Merchants' Realty and Improvement Co of New York, the consideration being private.

It is understood that as soon as a few short leases on the property expire the new holders will begin the remodeling of the structure, which will be so changed as to make it practically new. Thus will pass into history what was once one of the most famous buildings that the city of Boston ever had.

The passing of this famous property will follow quickly other notable buildings that have been razed to meet the march of progress, such as the old Hancock tavern, the Boston Museum, the old Merchants' hotel and others.

From time to time interests of different parties in this estate have been sold and the property at present is in such state that it is practically controlled by a few. Francis C. Welch et al represent some of the owners, while other interests are held by Max E. and Charles E. Wyzanski, who purchased last December what was owned by Dr Charles E. Inches, and they now sell to Mr. Welch et al, trustees.

The property as it stands today is valued by the assessors at \$335,500, but this does not give the actual value of the estate, as it is said that something more than \$1,000,000 was offered for a few months ago and refused. The building is the same as it was when erected more than a century ago, except that a few improvements have been made to the interior, on the lower

floor, such as changing the entrance to the store. The upper floors are practically unchanged.

The site is one of the finest corners in the city of Boston. The lot contains 4368 square feet, taxed for \$631,500, about \$140 per square foot. This represents the land value placed on the property by the assessors, the building being taxed for \$4000.

The location is 1 to 11 School st, and 233 Washington st. The history of the "Old Corner Bookstore" dates back to 1712, when the present building was erected—30 years before Faneuil hall was built. The land was formerly the old garden of Gov Winthrop.

Previous to this time, away back in that period when Boston stood as a small hamlet of a dozen scattering houses, in 1634, Anne Hutchinson, the wife of William Hutchinson, lived in a small house on the site of the present building. This woman, who was the ancestor of Gov Thomas Hutchinson, and whose mother was the great aunt of John Dryden, was of great address and the highest ability, and for a time Rev John Cotton, and even Gov Winthrop, fell beneath the spell of her preachings and doctrines. She was the leader of the sect of Antinomians, whose creed held "the law of Moses to be unprofitable, and that there is no sin in children."

Later on, in 1638, Gov Winthrop became her vindictive enemy and after a celebrated trial she was banished from the colony. At the end of this trial the governor arose and pronounced judgment as follows:

"Mrs Hutchinson, the sentence of the court that you hear is that you are banished from our jurisdiction as being a woman not fit for our society, and you are to be imprisoned till the court shall send you away."

Mrs. Hutchinson—I desire to know wherefore I am banished?

Gov Winthrop—Say no more; the court knows wherefore, and is satisfied.

Thus William Hutchinson, with his celebrated wife and children, departed from the Massachusetts colony and from his home where since stood the "Old Corner Bookstore" and went to the Rhode Island colony.

Soon after the departure of this family the following records were entered upon the town books under the date of July 1.

"Also, there is leave granted to our brother, Edward Hutchinson, the younger, in behalf of his father, Wm. Hutchinson to sell his house in this town to Mr Richard Hutchinson of London, a lyming draper."

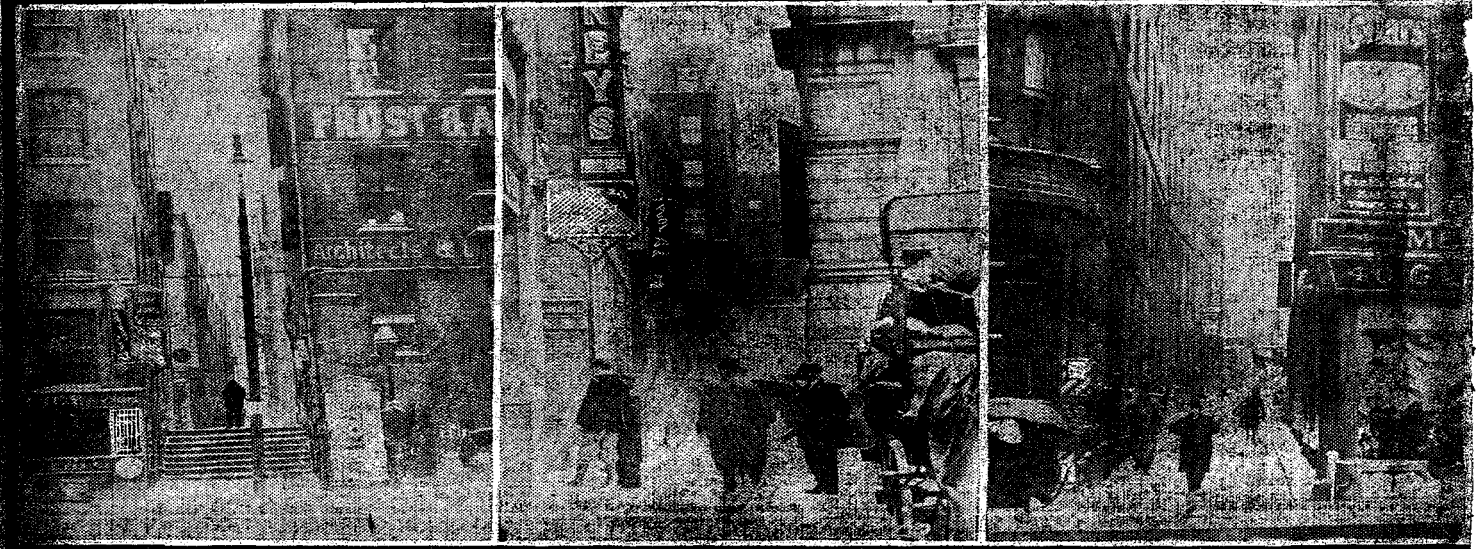
When the estate was sold at this time it contained one-half an acre and was bounded on the east by the street leading to Roxbury, on the south by the lane leading to the Common and on the west by land afterward purchased by the town in 1645, and called "the school-house estate," and now City Hall sq.

Richard Hutchinson, who was a very wealthy man of London, sold this estate to a Boston merchant for the sum of £75, and this man, Mr Evered, conveyed a part of the land to another merchant for £40. This was the portion that was recently occupied by the Old Corner bookstore.

Mr Shrimpton, the owner, fenced it in and built upon it a garden house. Later his daughter erected upon the spot a dwelling for the sum of £300 left her for the purpose by her father.

The property later passed into the hands of her daughters in England and was sold by them to Thomas Crease, together with its buildings and edifices. Oct 3, 1711, at the great fire which destroyed the old meeting house and the town house, these buildings were burned to the ground and soon afterward the old brick structure now standing at the corner was erected by Mr. Crease.

New Thoroughfare Planned to Relieve



THE PROPOSED NEW STREET BETWEEN WASHINGTON AND TREMONT STREETS CAN BE CUT THROUGH, TAKING IN, BY WINTER PLACE, MASON STREET

To relieve the much-mooted Washington street traffic congestion Mayor Fitzgerald will call upon the street commissioners to make plans for a new street running from Hanover to Boylston street, between Washington and Tremont. It is proposed to secure legislation to authorize the city to borrow \$5,000,000 outside the debt limit, a part of this sum to be used in carrying through the latest plan.

TO WIDEN ALLEYS

The plan calls for an avenue to run from Hanover street to Bromfield street. It would widen the series of small alleys that now exist and would make them into a broad thoroughfare.

His Honor with Senator Francis J. Hogan plans to have more street improvements in Boston this year than for nearly 10 years past, and the Washington street matter will receive much consideration as the plans are outlined.

All the money the city would be allowed to borrow outside of the debt limit would be devoted to streets and would be spent from the regular amount that the city annually sets aside for that department.

The plans, as now proposed, call for the widening of certain small alleys that are sandwiched in between Washington and Tremont streets. Although they now serve as "short cuts" for those who frequent the shopping district, they do only a small part towards relieving the congested sections.

From Hanover street to Boylston street there is almost an unobstructed thoroughfare created by these small alleys, which range in width from five feet to 15 or 20. The roadway is broken at Bromfield street and also at Mason street, where the Tremont Theatre blocks a continued passage from West street to Boylston.

At Franklin Avenue

The new thoroughfare would start at Franklin avenue, and the widening of that passage would make a broader way into Court street from Hanover street. That would lead into Court square (south) and continue on through City Hall avenue, making a direct passage to

School street. From School to Bromfield street there are two passages. Chapman place and Province street, and the plans call for the widening of either of those two or the construction of an arcade and a thoroughfare 50 feet wide which would take in a section of both highways.

An avenue running from Hanover street to Bromfield street is a proposition that greatly interests Mayor Fitzgerald. Plans calling for this as a part of the new thoroughfare from Hanover street to Boylston are embodied in a general plan submitted to the Mayor by Henry P. Fellows of 43 Tremont street. These are being carefully considered by him.

Mr. Fellows in a communication to the Mayor's secretary says:

Plans Discussed

"What is the use of trying to arcade Washington street? Why not run a new street 50 feet wide from Court square to West street and arcade this new street its entire length? Such a street will relieve for all time the constantly increasing evil of the congestion on Washington and Tremont streets; and you can't relieve it in any other way."

"If you run a new street, as you propose, by way of City Hall avenue and Province street, you would have to mu-

tilate City Hall, and pence in rebuilding City Hall, with the of the old Court House a bridge, would not hybrid affair and at the street itself would afford the full meal mandated by the congestion and Tremont street.

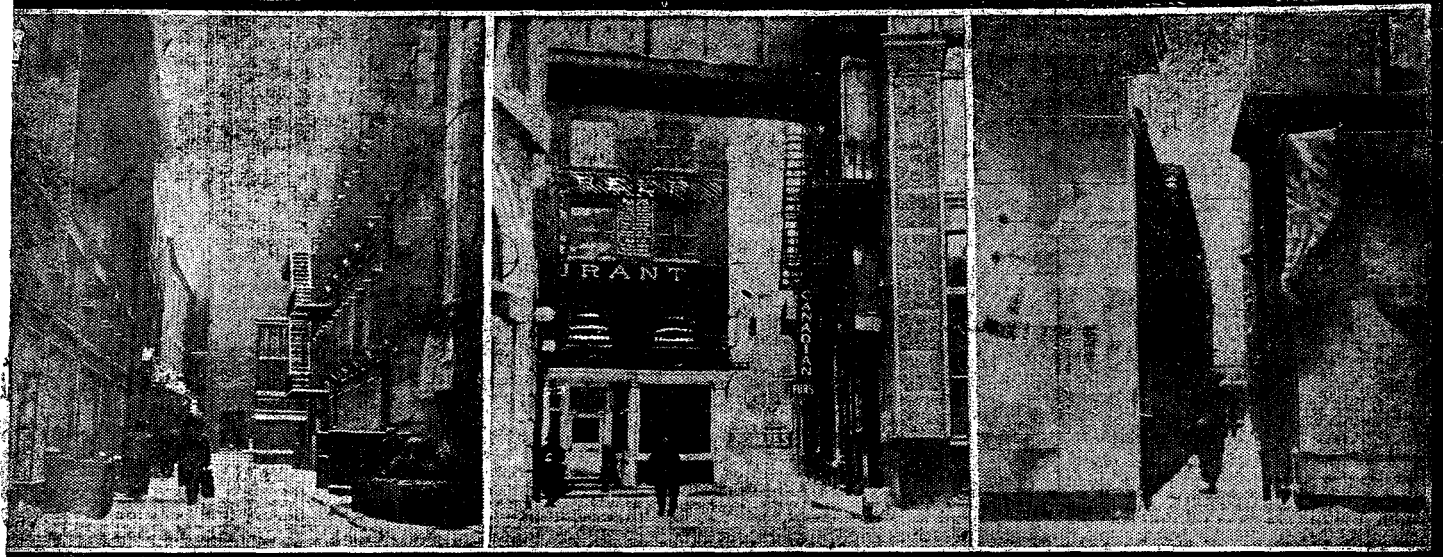
"Raze Ci

"Why not, therefore, run the new street at the west end of the old through the middle of

"A 50-foot wide street width of the boardwalk the main entrance of School street. City of over 150 feet on this would leave the new street over business blocks. Have arcaded, and all constructed or re-constructed of the new street arc This leaves a road (School street road) wide and you save time.

"If you will look

Relieve Washington Street Traffic



PRESENT NARROW STREETS AND ALLEYS (from left to right), FRANKLIN AVENUE, CITY HALL AVENUE, PROVINCE STREET AND HEAD PLACE.

to great extent and the re-built structure on the site be hitched to it by the other than a satisfactory; while it be too narrow to sure of relief decision on Washington street.

City Hall

razed City Hall, and from opposite the court house directly to the City Hall lot? It is just about the walk leading up to City Hall from School street, and space either side of 50 feet wide for business blocks connected along the line to West street. A 50 foot wide way is only 21 feet the problem for all a recent atlas of

the city, or up Province street itself, you will notice that the southerly line of Province street curves northwardly to Province court so that beyond Province court the southerly side of the new 50-foot wide central street would follow practically the line of the street proposed by way of Province street.

"This would give the Parker House a frontage on the new street (lower story, arcaded) from School street to Bosworth street, while the Five Cent Savings Bank and abutters on the side of Province street could advance their holdings to the line of the new wide central street. The expense of the new 50-foot wide street could not vary materially from that of the street proposed by way of Province street, while the values of all property abutting on the wide street would be materially enhanced, owing to its greater width and the arcades, over values on the much narrower street along the line of Province street, with the advantage in the end in favor of the broad straight arcaded thoroughfare. The extension of Province court and Washington street and Bosworth street and Hamilton place into the new street would follow as a matter of course.

"Run your new street, however, as you have proposed, by way of Franklin

avenue to Hanover street and this opens up South court square, while at the same time you also give direct access to the new wide Central street from Scollay square by way of North Court square, and you relieve absolutely the congestion on Washington and Tremont streets.

Sell Public Buildings

"Sell the City Hall lots (each 52 by 175) on either side of the new 50-foot street through the middle of the lot, sell the old courthouse with the building on it in any stage of construction (any syndicate which wants Young's Hotel for business offices would take it) and sell the old Probate building, and use the proceeds for the construction of a new City Hall at Park square. City Hall lot contains 25,915 square feet, while the Jordan garage has 47,362 square feet—ample space for a new City Hall in the most central location in the city. Down-town values can never be diminished by the removal of the City Hall, while a City Hall at Park square is in line with the present and prospective growth of the city. You can undoubtedly get a long time option on the Jordan garage, at or near its as-

essed valuation, and a competition of architects would secure a design for City Hall in keeping with the worth, dignity and importance of the municipality. The sentiment is in favor of a new City Hall at Park square, and, I think, much stronger than you imagine, and if the thing was put under way and a design for a City Hall accepted, such new City Hall and the new, arcaded street would make for the common need for now and all future time."

With a broad avenue to Bromfield street it is estimated that the plan for a continuation of the thoroughfare on Boylston street would be much easier. From Bromfield street, there are two half-way streets which could probably be utilized in continuing the new thoroughfare, while Winter place would furnish the beginning of a new roadway running from Temple place to the street could be utilized as in other instances, while Mason street would be the new thoroughfare to the walls of the Tremont Theatre. The wall that puts an abrupt halt to the street there, separates Head place, a small alley, which extends from Boylston street to Mason.

*Dr.**Cash.***W. S. BUTLER & CO LEASE AN ENTIRE BUILDING.**

January
 Needed for Stock Carrying and Manufacturing as a Result
 Of the Rapid Increase in Firm's Business.



BUILDING ON BOSWORTH ST LEASED BY W. S. BUTLER & CO.

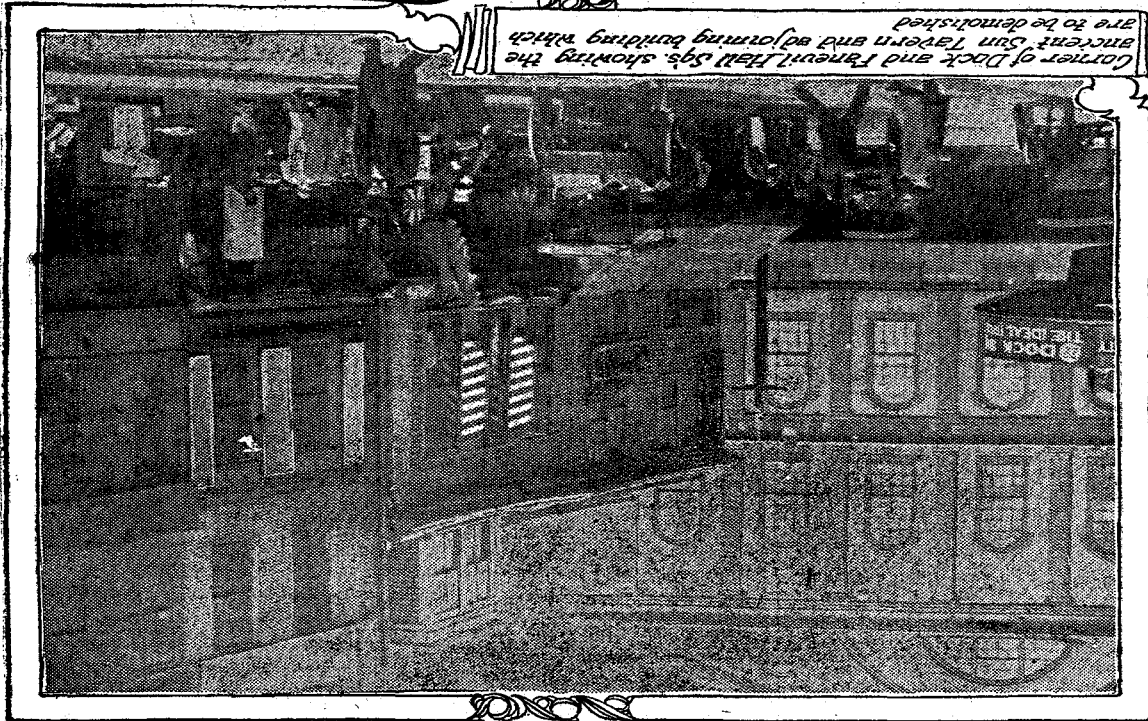
W. S. Butler & Co have just leased the entire building of the Perry real estate trust at 8 Bosworth st for stock carrying and manufacturing purposes. The building is six stories and contains approximately 30,000 square feet of floor

space. The business of the Butler company has increased so rapidly the past few years that it was forced to find room for stock carrying and manufacturing, as it is to devote its entire building on Tremont st to selling space.

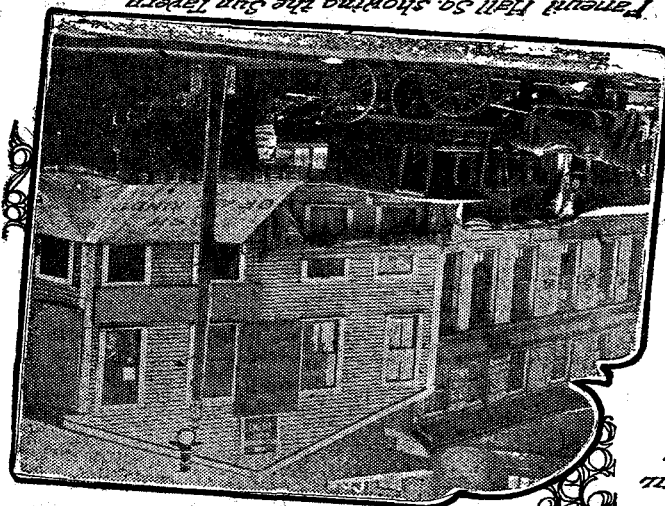
Already plans have been made for the remodeling of its fourth and fifth floors, which, when completed, will give added facilities for enlarging the present departments and adding new lines which, for the lack of room, the company has never carried.

FAMOUS SUN TAVERN TO BE DEMOLISHED.

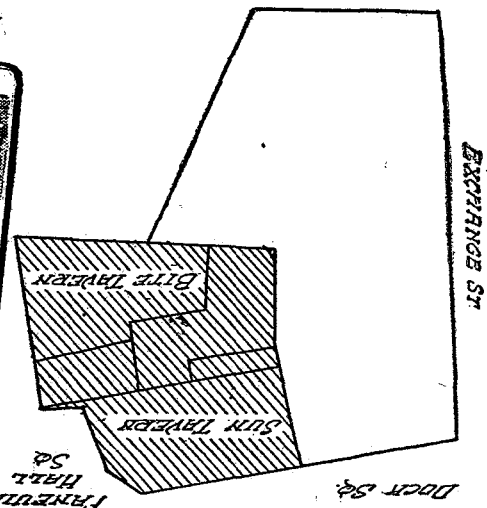
Building in Dock Sq 212 Years Old Still Shows Great Sound Oak Beams—Rich in Historical Associations.



Corner of Dock and Faneuil Hall Sqs, showing the ancient Sun Tavern and adjoining building which are to be demolished.



Faneuil Hall Sq, showing the Sun Tavern and the Dice Tavern



SUMMER RESORTS
 TO LET—Summer residence in Barrington, all furnished, at low price for the Summer, location one of the pleasantest in this section, good fishing and swimming on stage route. Write J. LORING CRITCHETT, Barrington, N. H. dSu7t mh21

SUMMER COTTAGES
 BUNGALOW FOR SALE at North Pond Camp, Me.—Famous Belgrade Lakes, situated on shore of the lake, fine view, splendid fishing, bathing, hunting in the season, terms easy. Address O. G. GLOBE office. SuW mh24
 WINTHROP—To rent, beautiful 7 room suite, overlooks ocean; boulevard, bathing; write, phone or call. M. F. FIELD, 26 Forrest st, Shirley Sta.
 WANTED—Small cottage at beach, handy to Boston; state lowest cash figure. P. 300, Globe office. 2t* mh27

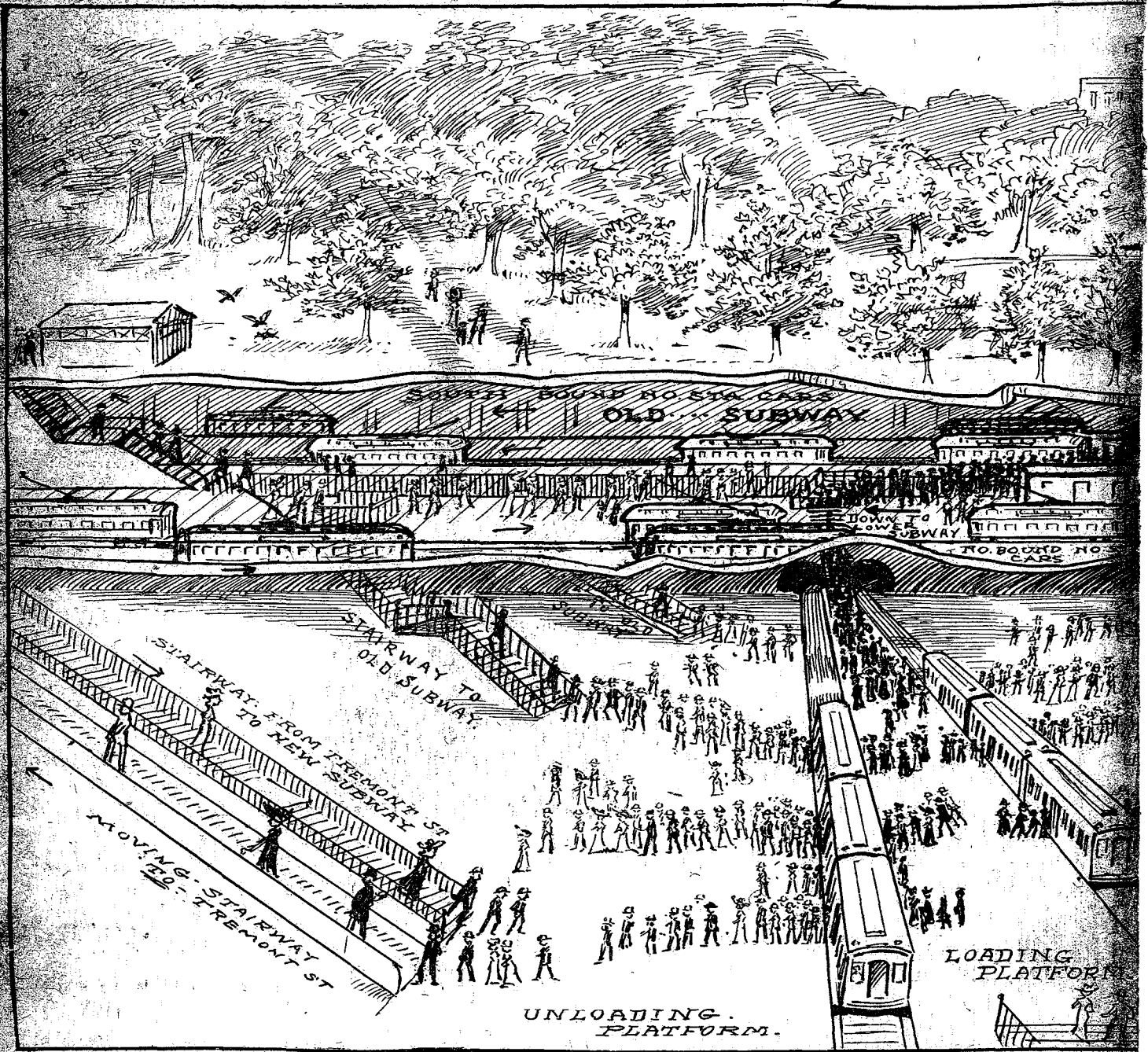
BUSINESS CHANCES
 \$500—FURNISHED SUITE of 7 rooms, Cambridge, steam heated, on

... have prov. and gross...
 ... old estab. N 228...
 ... for sale...
 ... GEOGRAPHY and variety, 4 rooms connected, one with 2 rooms, bath; also one with 3 rooms. HOLLAND, for honest places, 39 Oakley st, Dorchester.
 ... LODGING HOUSE, 10 rooms, Clarendon Park; best offer takes it; will exchange. ISAAC ISAACS, attorney, 18 Tremont st. 2t* mh26
 ... LAUNDRY ROUTE for sale in best parts of Boston, profits \$25 to \$30 per week; price reasonable. N 287, Globe office.
 ... LUNCH—\$100 down, electric terminal; bar; gains every business. SHOREY, Notary, 795 Washington. 2t* mh27
 ... LODGING HOUSE wanted, 16 or more rooms, B. R. preferred. N 304, Globe office.
 ... MILLINERY and dressmaking school for sale, est several years in large city; can add millinery parlors. N 241, Globe office. WSW* mh27
 ... NOVELTY MANUFACTURER'S salesman, New England route, retail jewelers and men's furnishers, will sell novelty on commission as side line. H 316, Globe office. WSW* mh29
 ... ONLY \$240 WILL SECURE a substantial Georgia possession which can earn very large profits without requiring the attention of the owner; write for photos and free trip offer. GEO. W. DIEBEN, Box 457, Waycross, Ga. 10t* mh25
 ... PARTNER WANTED—An old established machine builder, manufacturing a line of high-grade standard machines, tools, wishes a live active partner with not less than \$10,000 to

& Co. This last is in the first part of the brick building, but it is said it is also to be demolished.

Order Dairy Milk Mar. 27-1912

Low Park Street Station Will Appear as Terminus Complete



What will be one of the busiest underground terminals in Boston is the course of construction beneath the present Park street station of the old subway, for there, a score of feet beneath the tracks and crowded platforms of the present station, is to be the terminus of the new Cambridge tunnel, a nine-miles run from Harvard square when the new tunnel trains are in operation.

Today the only hint given the average passenger on the map of the city is a small sign on the corner of the street, which reads "Cambridge Tunnel". The sign is a small, rectangular board, and it is the only one of its kind in the city. It is the only one of its kind in the city. It is the only one of its kind in the city.

nel terminus that will be in use probably some time late next fall. It is an important part of the Cambridge connection which is being built by the Boston Transit Commission to connect with the Cambridge subway built by the Boston Elevated. Already the work on the Cambridge side of the Charles River has progressed so far that the Elevated road officials and a party of guests made a trip from the Cambridge side of the new Elevated bridge to the western terminus of the subway at the Murray street yard in Cambridge during the past week.

The work of the Boston Transit Commission is to connect the Boston side of the Elevated bridge with the Park street terminal. This tunnel runs underground from a point about a mile and a half from the city center to a point about a mile and a half from the city center. The tunnel is to be built in a straight line, and it is to be built in a straight line.

the stations themselves, and in this case the most important station of the line in Boston will be at Park street. Therefore, probably the first question would naturally be as to the way in which a person can reach the new tunnel from the street.

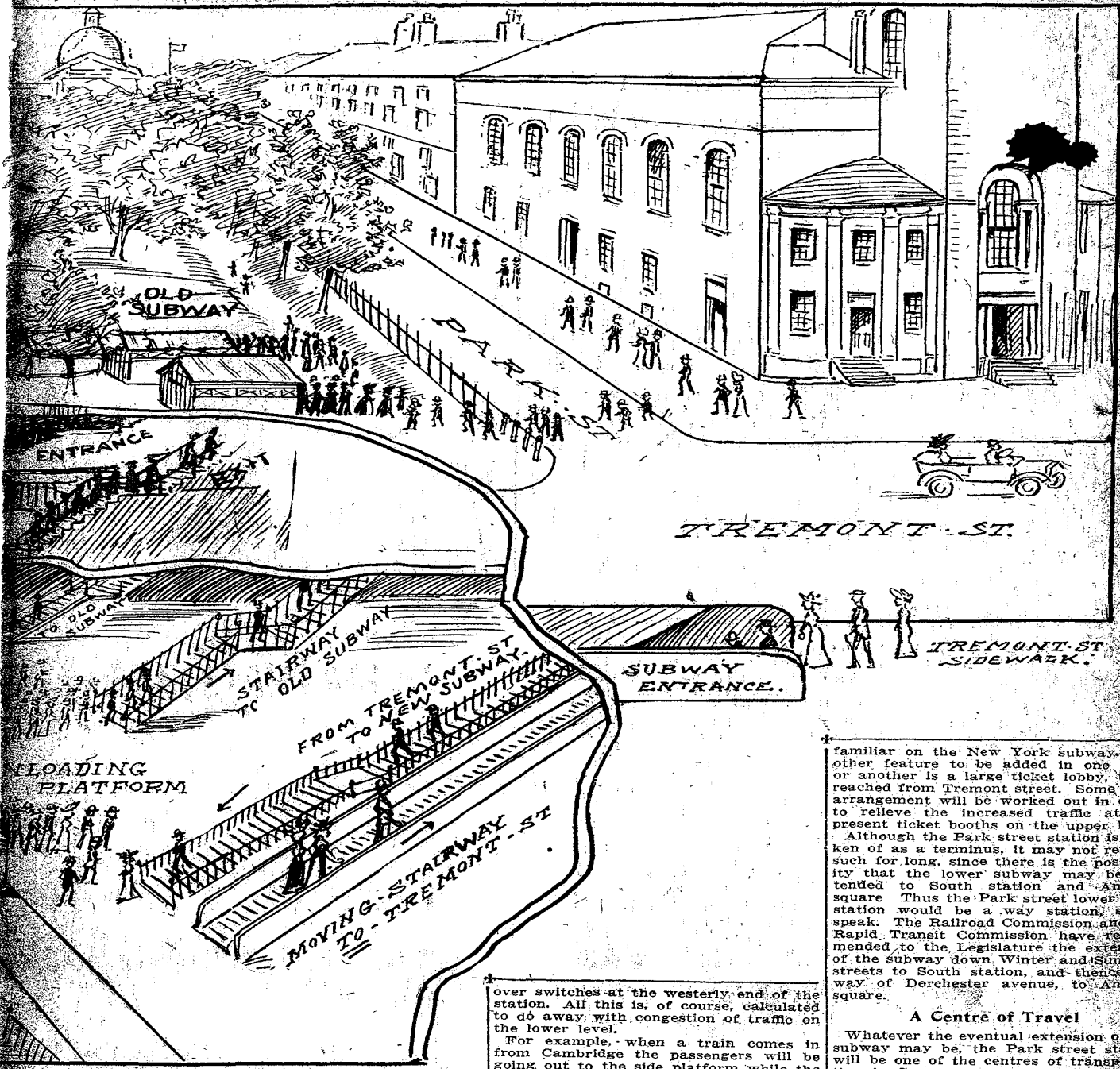
According to the plans, the passenger may reach the Cambridge tunnel station either by going through the present entrance to the present subway level and then after passing out on the present platform take another stairway to the lower level, or he may go down by way of entrances to be constructed on Tremont street, one to the north of Winter street and the other to the south.

All these entrances will lead to a central or island platform of the Cambridge tunnel, this central platform be-

ing intended for cars. The train platforms at the present station will be on either of the two forms will find in each of reaching the street will lead first to the forms and will be used by persons wishing to get on the present subway. For those wishing to get on the new subway, there will be two incline ways. The type of incline has not yet been decided, although it lies between the two used at the State street elevated and the Forest Hills terminal. The new tunnel sta-

WINT

War With New Cambridge To Be L's Greatest Traffic Centre



familiar on the New York subway. Another feature to be added in one form or another is a large ticket lobby, to be reached from Tremont street. Some such arrangement will be worked out in order to relieve the increased traffic at the present ticket booths on the upper level. Although the Park street station is spoken of as a terminus, it may not remain such for long, since there is the possibility that the lower subway may be extended to South station and Andrew square. Thus the Park street lower level station would be a way station, so to speak. The Railroad Commission and the Rapid Transit Commission have recommended to the Legislature the extension of the subway down Winter and Summer streets to South station, and thence, by way of Derchester avenue, to Andrew square.

A Centre of Travel

Whatever the eventual extension of the subway may be, the Park street station will be one of the centres of transportation in Greater Boston. Just when it will be thrown open to the public, with through trains running directly to Harvard square, in eight or nine minutes, as a reduction from the present time of half an hour or so, is a question. The annual report of the Transit Commission has just been issued, sets forth that work was delayed on the Cambridge connection for more than five months, because of the unsuccessful litigation instituted by Edmund D. Codman and others to restrain the commission from constructing the connection. The commission will go out of office July 1 and according to the report:

"At that date there will remain from three to six months' work upon the Cambridge connection, and the Riverbank subway will hardly be much more than just begun."

over switches at the westerly end of the station. All this is, of course, calculated to do away with congestion of traffic on the lower level.

For example, when a train comes in from Cambridge the passengers will be going out to the side platform while the waiting passengers on the central platform are entering from the opposite side of the train. Loading and unloading can be done at the same time. But even more important than this is the fact that when inbound trains are running on short headway during the rush hours two trains can be unloaded and loaded at the same time by means of the two-track accommodations, one on either side of the centre platform.

Naturally enough there are some details which the Transit Board and the Boston Elevated officials have not yet worked out sufficiently for definite descriptions. Among these are the form of the Tremont street entrances and exits. Nevertheless, it is pretty well established that the structure of the entrances is to be low and partly open, as in the type

entering the station, the platform will be emptied on the side of the street, and elevator shafts, and stairs, has not raised the question of moving stairs, and station at the top will be about

twice as far below the level of the Mall as is the present Park street station, for the tracks at the Tremont street end of the new station will be 27 feet beneath the pavement. This lower tunnel station will consist of three platforms running from the Tremont street line westerly toward Beacon street for 350 feet, and thus the direction of the lower tunnel will be at right angles to the platforms and tracks of the upper, or present, station of the subway.

A Stub End Terminal

As to the operating of the new station, it is to be what is known as a "stub end," or real terminal, for the trains that will come in on either side of the island platform will reverse to make the return trip to Cambridge and use cross-

Boston Post, Jan. 29, 1911

LINK TERMINALS

Feature of Report of Municipal Improvements Board to the Legislature.

SPLIT ON ELECTRIFICATION

Construction of Two Boulevard Highways and Harbor Improvements Urged.

A tunnel connecting the North and South stations and a trucking highway between the same points were chief among several far-reaching projects recommended to the Legislature yesterday by the joint board on municipal improvements in its final report.

The report points out that about \$2,000,000 can be saved to the city if the tunnel and surface highway are constructed at the same time.

The commissioners also urge the construction of a boulevard-highway from Columbia road to the metropolitan highway in Quincy, to be known as the Old Colony boulevard-highway, and they recommend, also, the construction of the proposed Cambridge-Somerville boulevard-highway, to give Boston a direct connection with the metropolitan parks west and north of Boston.

Divided on Electrification

On the subject of the electrification of the steam railroads within a prescribed radius from the State House, the joint commission is divided. Three reports were submitted. The first, a majority report, declares against electrification. The second declares that electrification should be ordered by the Legislature, but would not have the date for the completion of the work fixed arbitrarily at this time. The third report on this subject declares that the subject should be further studied by an authoritative body.

The "Big Four," as the joint board is called, also reports on matters pertaining to the harbor front and terminal improvements. It unanimously recommends improvements on the Commonwealth pier and advocates the improvement of the easterly shore front of East Boston.

The members of the joint board are: Mr. Ferley Hall, George W. Bishop and Clinton White, comprising the board of railroad commissioners; George E. Smith, Samuel M. Mansfield and Heman A. Harding, comprising the board of harbor and land commissioners; George G. Crocker, George F. Swain, Horace G. Allen, Josiah Quincy and James B. Noyes, comprising the Boston transit commission, and William B. de las Casas, Edwin U. Curtis, David N. Skillings, Ellerton P. Whitney and Everett Benton, comprising the metropolitan park commission.

This joint board was created by the Legislature of 1909, and its task was to consider the report made by the former commission on metropolitan improvements, and such added correlative matters as might come within its province.

Question of a Tunnel.

In that part of its report relating to the question of a tunnel between the North and South stations, the board

declares that such a tunnel should be of sufficient capacity for both passenger and freight traffic. After its opening for use it would enable passengers, both through and local, to continue on through and from either terminal station via the tunnel to the other terminal station, and it would thus physically connect the three large transportation companies now serving the city of Boston and its suburbs.

It would also tend to the speedier movement of freight, and would to some extent relieve the congestion of city streets so far as due to the transfer of passengers and baggage by vehicles.

The area now devoted to passenger car sheds near the heart of the city would be released from this use, and these sheds would probably be placed at suburban points where land is cheap and easily available, and the area of land in the yards would thus be made available for business occupation.

in the pending constitutional amendment could be carried into effect in the case of this proposed highway without serious and long-drawn-out litigation, which might be carried to the supreme court of the United States.

"In considering this matter, it should be borne in mind that through the construction of the highway in connection with the tunnel a saving of \$2,000,000 would be made in the above figures, covering the estimated cost of land takings under the offer of the railroads to contribute this sum, thus reducing the net cost of such takings under plan 2 from \$5,339,720 to \$3,339,720.

"Probably the latter sum could further be substantially reduced under the second plan, through the assessment of betterments upon all estates benefitted by the improvement, particularly if the full benefit realized by such estates were assessed upon them, instead of 50 per cent of such benefit, as provided by the general law now in force in the city of Boston.

As to the proposed highway, the board says:

"Examination of a feasible route for such a highway, in connection with the building of a tunnel, has been made by Mr. Leslie C. Wead for the purpose of estimating the cost of the real estate.

"These estimates are summarized and discussed in connection with consideration of the project for a tunnel between the North and South stations, and the saving which might be made in such tunnel if it were built in connection with this highway."

Majority Electrification Report.

Messrs. Smith, Mansfield, Harding, Swain, Noyes, Curtis, Skillings, Whitney and Benton attach their names to the majority report on the question of electrification. This majority report is very voluminous, and it concludes with the following are some of the principal reasons for the opinion of the majority:

"The best method of electrification is still undetermined, and standardization is much to be desired before extensive electrification is undertaken.

"The electrification of the terminals of steam railroads under present conditions does not result in economy.

"Electrification would in all probability require an increase of passenger fares and perhaps of freight rates, to produce the revenue required to pay for it.

"There are other expenditures which should be made by the railroads, which are demanded by considerations of necessity, to enable them to meet the demands of increasing traffic, and which should have precedence of electrification.

Messrs. Hall, Bishop, Crocker, Allen and De las Casas make a dissenting report, and Messrs. White and Quincy another.

Harbor Improvements.

Under the division of "Harbor Improvements in Dorchester Bay," the board expresses the opinion that "the shores of Dorchester bay should be left as they are at present, in the control of private ownership for development for manufacturing and smaller wharfage purposes."

The board does not recommend the public improvement of the westerly shore of East Boston, but does recommend the public development of the easterly shore of that island as authorized by chap. 648 of the acts of 1910, "as soon as there is evidence of a demand for additional space and

factory, warehouse or structure built on this land. It is within 3000 feet of the Edison Electric Illuminating Company's plant on the southerly side of the reserved channel, from which electricity for heating, lighting and power can be delivered at a reasonable price, without the expense of building a large electric plant.

"From this area, it is an easy haul to all parts of the old business districts of the city, both retail and wholesale."

The board does not approve of the suggestion that the state construct a dry dock in Boston harbor. "There is no demand from owners of vessels entering the port of Boston for additional dry dock facilities," it declares.

The Charles River basin is referred to by the report as "The Court of Honor of the Metropolitan District and Parks," and the board makes two suggestions for its improvement, namely, the establishment of a proper approach to the driveway along the easterly side of the embankment and the basin, and a further development to provide means of utilizing the opportunities for recreation and enjoyment which the basin and embankment present.

Charles River Basin Improvement.

Introducing its second suggestion for the improvement of the Charles river basin, the board says:

"The basin is at present a wind-swept lake of magnificent distances, surrounded by a formal embankment so narrow that abutments object to its being occupied by boat houses or other facilities for recreation. The inadequacy of means for utilizing the opportunities for recreation and enjoyment which both basin and embankment present has been discussed before and it has been urged that an expanse of water as great as the basin in the midst of a city population is unnecessary and that better uses for some portion of it ought to be sought.

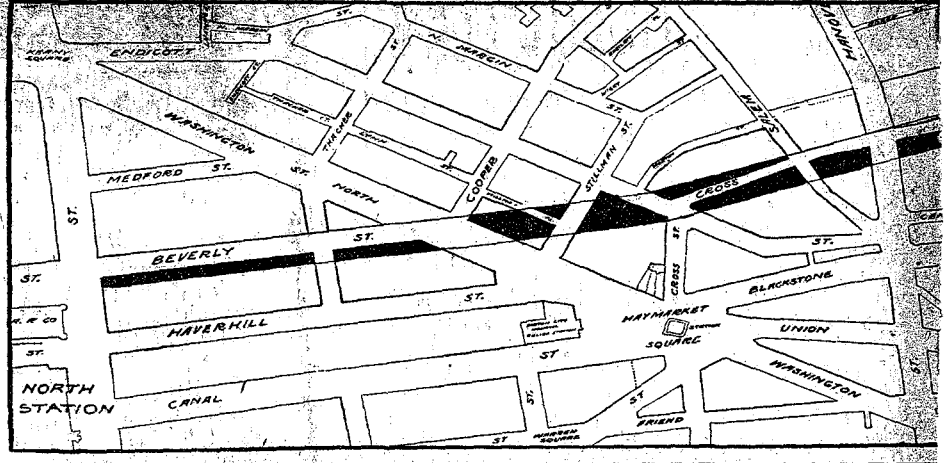
"To this end it has been suggested that an island be constructed in it, of a formality in harmony with that of the construction already made; and argued that it would break the sweep of the wind and provide locations for boathouses and for other conveniences for sport and recreation, and, if desired, for notable buildings and dwellings, and leave on the sides streams wider than the Thames in London or the Seine in Paris.

"The cost of such an island might be materially reduced, if the work were undertaken in the near future, by use of material from the subways being constructed or about to be constructed in the city of Boston; and if it were deemed wise to construct the island of a size adequate to provide more space than that required for recreation and sport, it might be possible to sell a portion of it at a price sufficient to pay for its cost to some such institution as the Institute of Technology, which was known to be seeking a new location, and otherwise would have to occupy taxable land wherever it might locate."

Old Colony Boulevard.

In recommending the construction of the proposed Old Colony Boulevard-highway the board says:

"From the South station in Boston a highway extends to Columbia road over a part of Dorchester avenue and over the old location of the New York, New Haven & Hartford railroad, which, with slight improvement by the city, may be made the beginning of one of the best radical highways out of Boston. At Columbia road this highway now comes to an abrupt ending, and the old Columbia road on the easterly



Showing Proposed Improvements

owned by one or more existing railroad corporations, organized under the laws of the commonwealth, rather than by the commonwealth itself or by the city of Boston. Ample provision should be made, in any authorizing legislation, for a taking of the tunnel by some public authority; and to that end a provision should be made in such act, in addition to that contained in general laws, defining the terms upon which the tunnel may be so acquired.

Bill Annexed to Report.

The legislative resolve directs the board to report a bill providing for the construction of the said tunnel, and fixing the route therefor; or, if it is impossible to determine a route within the time allowed, to provide in a bill that the determination of the location of the tunnel shall be left to some public board or boards.

In pursuance of this direction a bill is annexed to this report which makes due provision for the determination of the location of the tunnel, for a taking by the commonwealth, and for the other features which, in the opinion of the joint board, are essential to properly safeguard the public interest.

The report presents two estimates based upon action under the present law; the first estimate contemplating the taking of the whole of the 153 estates, of which any portion falls within the lines of the proposed highway; the second including the taking of only such portions of such estates outside of the highway line as may properly be classed as remnants, unsuitable for independent development.

Figures, based upon the payment of 25 per cent. in excess of the latest assessors' valuations, show a total estimated cost of \$9,885,750 for the taking, under the first plan, of the whole area of the 153 estates affected. Estimating the saleable value of the remainders of such estates, not falling within the highway, at 25 a foot, we have the total sum of \$4,836,850, the deduction of which from the above-named total cost would reduce the net cost of the land required for the street to \$5,048,900.

Reduces Area Taken.

On the basis of taking remainders of estates only in those cases in which these would properly be classed as remnants, not large enough to be available for improvement by themselves, Mr. Wead (an engineering expert consulted) reduces the area taken outside to the highway to 43,274 feet, of which he estimates the valuation for resale to be \$1,094,870, making the total net cost of such land \$5,339,720.

While the net cost of land required for the highway under this second plan is estimated to amount to \$290,820 more than under the plan first above mentioned, we believe that under the present law it is the better and safer plan of the two to adopt, particularly in view of the fact that it involves a gross investment of only \$6,507,450, as against a gross investment of \$9,885,750 under the first plan.

Serious doubts have been raised as to the practical workability of the 'remnants' idea as formulated

board. The board expresses its opinion that the commonwealth should continue to own and develop this area for the general public advantages of commerce and navigation.

The constantly increasing size of ocean steamships requires longer piers and better terminal facilities," says the report. "The new Chelsea piers built by the city of New York on North river at about Twenty-third street accommodate the Lusitania class of steamships, the largest now afloat. They were first occupied in the year 1909, and are already inadequate for the new White Star steamships now under construction and intended for the port of New York, and it is stated in the public prints that the Cunard Company is to contract for still larger steamships for its New York service.

New York as a port is in a class by itself, yet the increasing congestion of piers and terminals and the difficulty in supplying the demands at this great port carry a suggestion for Boston.

It seems not to be generally known that at South Boston are piers at which not only may the steamships of the Lusitania class be berthed, but also those other Leviathans of the ocean now approaching completion and to be contracted for.

Ideal Conditions Exist.

The longest steamships now entering the port of New York are about 800 feet, and the new Chelsea piers are just 800 feet in length. The largest steamships now proposed, by marine architects are about 900 feet, and the Commonwealth pier, just leased to the Old Colony Railroad Company, is 1200 feet long. This pier and the others of the New Haven road alongside furnish ample accommodation for these largest steamships which cannot now be berthed at the port of New York.

The ideal condition as recognized by experts for the construction and operation of water and railroad terminals exists here at South Boston. There is a deep and wide main ship channel entering the upper harbor. About 700 feet westerly is the pier-head line, along which piers 1200 feet long may be constructed. Then comes Northern avenue, a wide traffic road on the grade of the piers.

Still farther westerly is the large area of land between Northern avenue and Summer street, on which railroad tracks may be laid, and freight sheds and warehouses be built, and the cars may be run alongside the steamships on the piers or switched into the sheds and warehouses from the outlying freight yards of the New Haven and other railroads; and over this area from Summer street may be extended the viaduct to Northern avenue, giving easy access to the second story of the sheds and warehouses on the piers or in the yards.

Besides this terminal area above described, the commonwealth owns on the southeasterly side of Summer street an area of about 43 acres. This area is peculiarly adapted for improvement for manufacturing and warehouse purposes.

Under the provisions of law applicable thereto, chap. 377 of the acts of 1902, railroad tracks can be laid to every

Square and Neponset, all in Boston and beyond Neponset Bridge the land is open, with the exception of a few dwellings and other buildings of moderate value, to the point where the Metropolitan Parkway to Quincy Shore begins.

So much of this region as lies east of the railroad in Boston has no direct highway and electric car connection with the central part of Boston, and only inconvenient and indirect approach by the main already overcrowded highways west of the railroad.

The opportunity is still open to make direct highway communication from the business part of the city with the unoccupied lands and the residential section beyond Columbia road and east of the railroad, and at the same time to provide a roadway for rapidly moving vehicles to this portion of the city and to all southern portions of the district and of the state beyond Neponset bridge.

Few buildings will have to be removed, the total assessed value of the real estate required will be less than \$400,000, and present facilities for railroad and harbor communication will be preserved for the remaining land, as clearly they ought to be preserved upon any plan which may be adopted. It is a fortunate and remarkable opportunity which, if not now availed of, may soon be lost forever. Construction, estimated for both roadways to cost approximately \$800,000, may wait; but delay in securing the necessary land will be most unfortunate.

In recommending the construction of the Cambridge-Somerville boulevard-highway, the board declares that the proposed boulevard is "the most needed and the most desired highway in eastern Massachusetts, and would be a gateway to all northern portions of the commonwealth and to the northern portions of the metropolitan park system.

For the lack of this highway there is practically no direct highway or parkway communication between the Middlesex Fells and the Revere Beach parkway, and the parkways of the metropolitan system north of Charles river."

Route of the Boulevard.

As to the route of this proposed boulevard, the board says:

From Broadway Park in Somerville, near Wellington bridge, over Mystic river, toward the north good park roads now exist or are assured by Fellsway and the Mystic River driveway and Revere Beach Parkway to all parts of the northerly half of the metropolitan district, and thereby to the northern portions of the commonwealth.

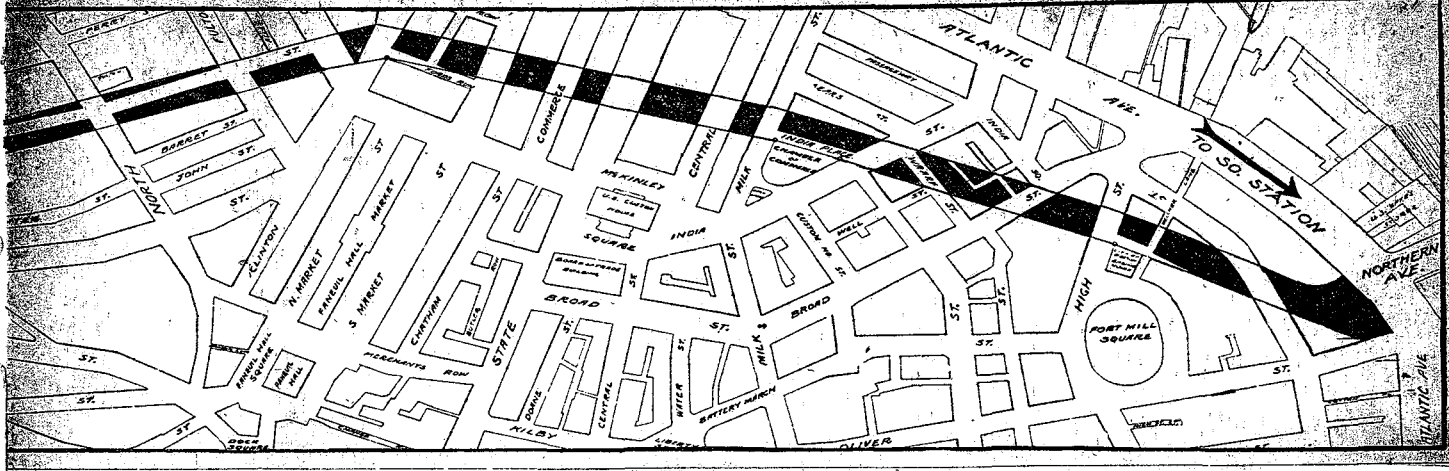
From Broadway Park toward the south the contour of Prospect Hill in Somerville makes it practically necessary that the route should run to Cross street bridge over the Southern Division railroad, if it is to have a reasonable gradient.

From that point two routes suggest themselves; one by Medford street and Portland street to Harvard bridge; the other by a curve around the base of Prospect Hill to the new bridge over the Fitchburg railroad at Webster avenue, and thence by Webster avenue and Portland street to Harvard bridge, or by

RIVER-BANK CONNECTION BETWEEN STATIONS

Provide Suitable Highway from North to South Station, in Conjunction with Tunnel.

Boston Herald, Jan 31, 1911



using either Winsor, or Columbia, or Elm, or Norfolk streets, or some combination of them, from Webster avenue to Massachusetts avenue.

"The joint board deems the route by Medford street and Portland street, which is that suggested in the report of the Metropolitan improvements commission, impracticable."

Clearly Metropolitan Projects.

"The Old Colony and Cambridge-Somerville boulevard highways are clearly metropolitan projects, which will provide new radial highways, with parkway features and usefulness, from the very heart of Boston to connection with the metropolitan park system north and south.

"They are recommended as additions to the metropolitan park system, to be provided for by appropriations in addition to the metropolitan park loans, series 2; and bills to that effect are submitted herewith."

Regarding certain Boston streets, the board suggests that the municipal authorities take action regarding them and that the Legislature, if it deem wise, take immediate action to require the improvements.

The board suggests that Arlington street be extended from Boylston street to Arlington street by a widening of Ferdinand street and extension across the vacant land formerly occupied by the Boston & Providence railroad station.

The board suggests that a highway approach to the Charles river dam be made from Causeway street along the location of the Elevated company's tracks to East Cambridge.

It is suggested that Pleasant street be widened and straightened.

The board suggests the construction of a new highway between the North and South stations.

FEAR BACK BAY DISASTER.

Opponents of Tube Say Lack of Water Will Undermine Buildings.

Engineers have been engaged to see whether the construction of the River-bank subway will endanger Back Bay buildings by depriving pillings of moisture which is said to be necessary for their preservation.

Property owners opposed to the building of the subway assert that the work will have a disastrous effect upon nearly all of the Back Bay. Those who favor the subway deny that. It is likely that the controversy will be presented to the Legislature.

The question of keeping the piling under Back Bay buildings in proper condition by moisture from the Charles river has been discussed several times within the last 30 years. It first came up when Boston's present sewer system was put in. Extensive investigations were made at that time, and the decision was that the sewers would do no harm. They do not appear to have made any trouble.

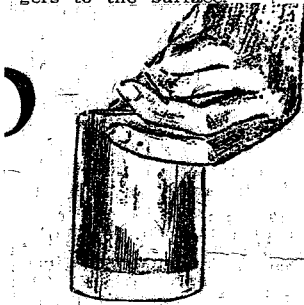
When the Charles River basin project was being planned, the question was again raised. The dam was built for the maintenance of the river level at grade 8, and this was declared to be a sufficient height to keep the piling moist up to grade 5.

It is now asserted that recent building operations have revealed that the top of pillings have rotted. It is claimed by the opponents of the subway that a water-tight tube along the river bank would make that condition worse. Against these assertions is put the declaration that the ground water in the section reached a point generally above grade 5.

It is suggested that any danger threatened by the subway can be overcome by a where it would turn and pass under the grand junction freight yards of the Boston & Albany, the East Boston portal such a manne being located on Neptune street, near an arm of the harbor. From the portal an incline would be built to carry the tracks across the stretch of water and up to the level of the Revere Beach & Lynn tracks, and to a location alongside of them.

The plans call for a large, double tracked tunnel, which, including inclines, will be 18,000 feet in length and will cost about \$12,000,000 and require about two years to complete. It is to run all trains through the tunnel by electric power. This will mean that at least two lines from Readville, on the Providence division of the New Haven, two lines from the tunnel to Lynn which will be constructed alongside of the present Revere Beach tracks, and the lines of the Revere Beach road will all have to be electrified. This will also cost \$12,000,000, and require two years.

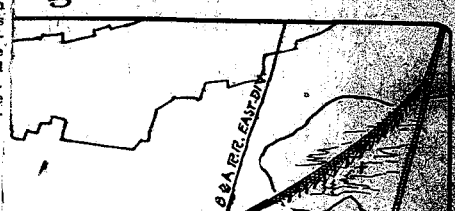
Two stations are planned for the tunnel, one at the South station, which would be located on the Atlantic avenue side, and the other under the junction of Maverick and Bremen streets. This latter station would be but a short distance from the Maverick station in the East Boston tunnel of the Elevated and would be connected with it by a subway. The Maverick station would also be equipped with elevators to take passengers to the surface.



Electric & Manufacturing Company of New York, Pittsburg, Cleveland and Newark, N. J., was found in the suit of the company. Counsel for the company said that Mr. St. John had been missing for 24 hours. Vice-President Charles A. Terry of the Westinghouse Company said that an examination of St. John's books indicated a shortage, but not a large one.

Prox. Feb. 3, 1911

Plan a 100,000 Tube Boston Tunnel Would Advantages to Public



After a disagreement, caused by lack of interest of work at an anxious moment, the committee, who had been appointed to investigate the matter, will be held on Saturday afternoon and evening of Saturday. It will be held in the next 24 hours.

After Long Wait Extension Ready for Event TOMORROW

THE CARNIVAL

Professor Richards, in the chemical laboratories of the University of Berlin. The amount of room allowed for each student is less than half that provided in the past. The amount of room allowed for each student is less than half that provided in the past. The amount of room allowed for each student is less than half that provided in the past.

FOR OFFICES AND STORES.

Five-Story Wyzanski Building in Process of Construction at
170 and 172 Washington St.

Aug. 21-1911.



THE WYZANSKI BUILDING,
In Process of Construction at 170-172 Washington St.

Another addition to Boston's mercantile buildings is in process of construction at 170 and 172 Washington st. between State and Adams sq. that will make a convenient location for merchants and business men seeking downtown offices. Max E. and Charles E. Wyzanski, trustees of the Wyzanski trust, are erecting the structure, the plans being by G. Henri Desmond. It will be known as the Wyzanski building.

The lot upon which the building is going up runs through from Washington to Devonshire sts. with an equal frontage on both streets. The old building has long been well tenanted, but with the increased activity in that section of the city it was imperative that a larger and more modern structure should be built upon the land.

Because of its location it will be possible to arrange for fronting on both streets. The structure is to be

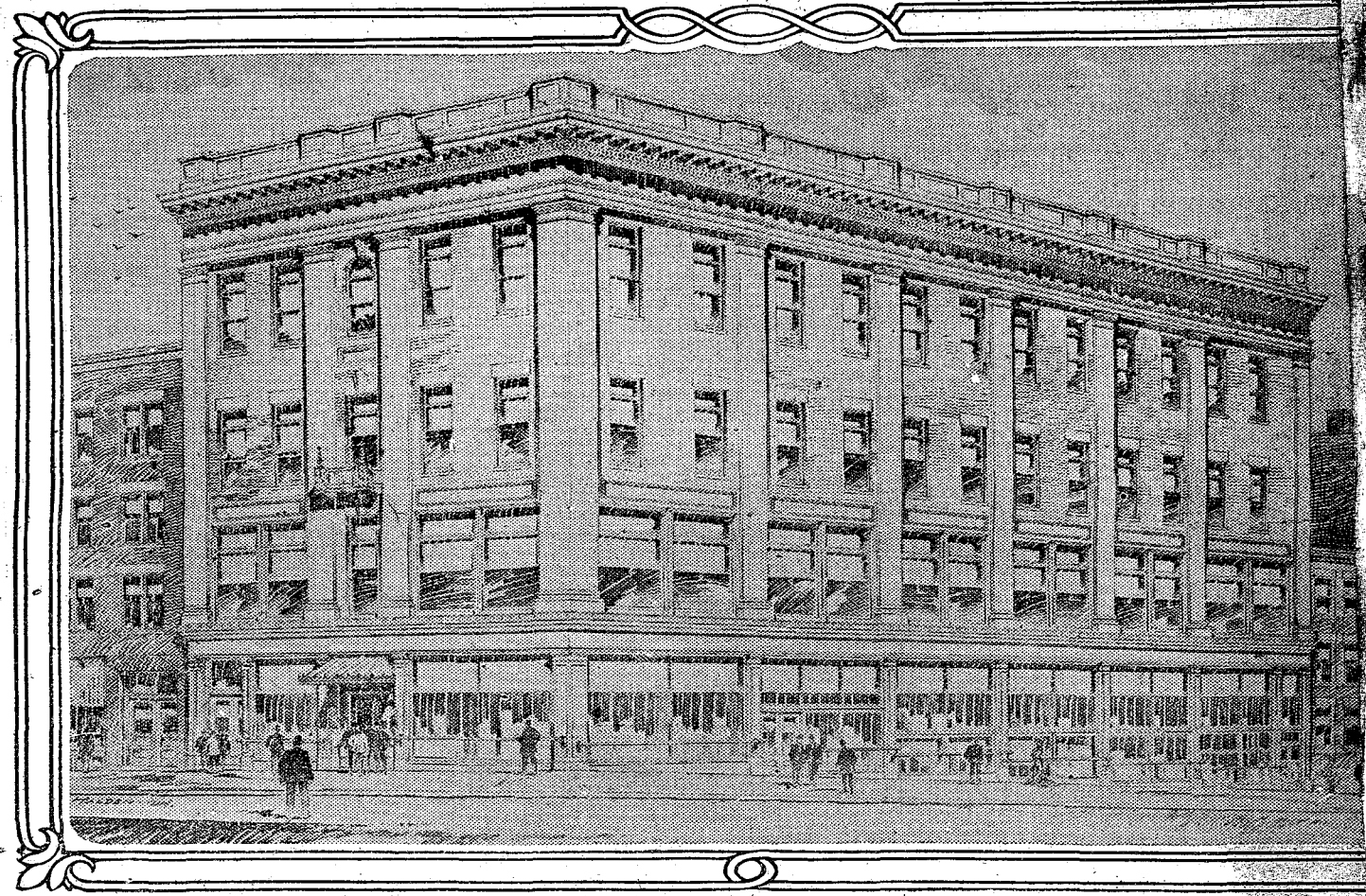
five stories and a basement, and the work has been under way some time, so that it will be finished in the near future.

The entire Washington-st front is of a new, elaborate, handsome design, constructed of mat glazed white terracotta, with highly ornamental cornice, new large plate glass windows giving an abundance of light to the offices, a large elaborate marquise, extending the width of the building. This marquise is constructed of highly ornamented iron and wire glass with large electric lights.

The entrances to the offices and the store is to have a marble dado with marble stairs. The store front is to be of mahogany with large plate glass windows. This store is on first floor, running the entire length through to Devonshire st. with a spacious basement or storage. It is wired for electricity.

The offices are divided conveniently for tenants, all having outside light with lavatories, with hot and cold water in each office.

MERCANTILE BUILDING PLANNED FOR THE WEST END WHICH SOME OF THE OLD STRUCTURE WILL BE U



BUILDING AT THE CORNER OF GREEN AND CHARDON STREETS, TO BE BUILT BY M. E. & C. E. WYZANSKI
[Sketch from Plans by John A. Hasty, Architect]

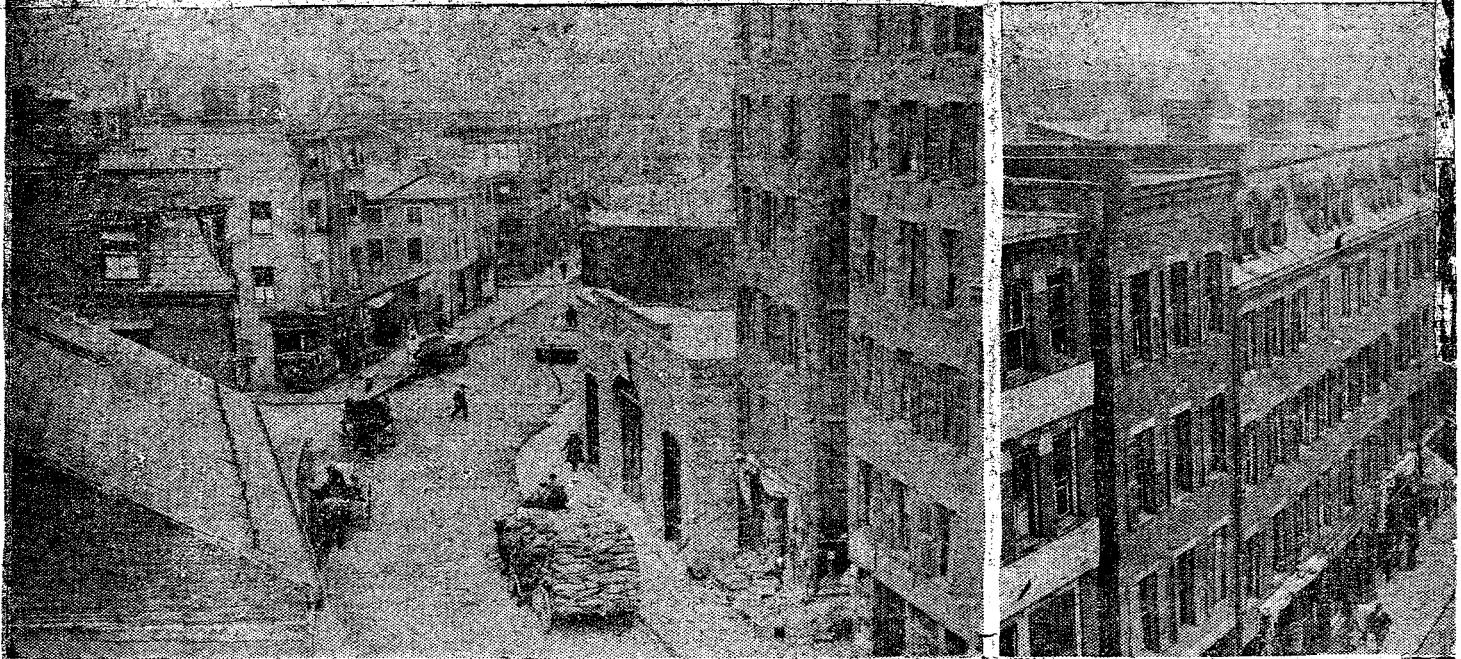
The new building to be erected at the corner of Green and Chardon streets, in the West end, by M. E. and C. E. Wyzanski, who recently purchased the property, will be a handsome structure, according to the plans prepared by Architect John A. Hasty, who will have personal supervision of the work. The present building will not be altogether de-

molished, some parts of the walls and brick partitions being retained, but, so far as appearance, both inside and outside, it will be entirely new. The entire front of the first and second stories will be removed, to be replaced by a new front of iron and plate glass, while the upper stories will be refinished outside with pressed brick and red freestone trimmings. The main cornice will be of copper, with a heavy balustrade, while over the main entrance

will be a canopy of copper and glass. The first three stories will be refinished throughout in hardwood, with front stairs of marble and iron inclosed in fireproof partitions, with wide rear stairs, also inclosed in fireproof partitions, making it one of the safest buildings in the city. The fourth story will be fitted for use as an armory or hall. The basement will be excavated to 10 feet deep, and will contain, besides the boiler room, a rathskeller, finished in

the old Dutch style, with a beamed ceiling. This room will be heated in the most approved manner, with electric fans to remove the air. The rathskeller entrance from Chardon street will be of broad marble steps, fitted with all modern appliances. The building will be newly out and fitted with all modern appliances.

Widening of Pleasant Street to



Pleasant street, which the city is going to widen from Park square to Washington street—Looking from Tremont street

With the plan to widen Pleasant street from Washington street to Park square already supported by many influential citizens, who have petitioned Mayor Fitzgerald and the City Council to make this improvement, there is a fair prospect of the elimination of several of Boston's old landmarks along the street, that even today is almost as crooked and narrow as it was when the first houses were erected there in the middle of the eighteenth century.

ONCE A RESIDENTIAL STREET

Though Pleasant street today is a place of many pawnshops and second-hand stores, and though it has lost to a great extent the appearance of a residential thoroughfare, the time was, some 40 or 50 years ago when it was known as "Little Beacon street."

The widening of the street is now considered almost a certainty by those who have studied the great advantages that could be gained by making it a link in a direct line between Marine Park, South Boston, and the Charles River Basin. To this end and in anticipation of early action a tentative plan has already been drawn in the office of the department of public works, indicating how the street may be widened to the 60 feet for which the plan

Whether this plan is followed exactly or whether there are modifications in it, the residents of Pleasant street feel that very soon many of their old landmarks are to be taken away. To be sure, there are few residents at present on the street who were there more than a score of years ago. Yet one man in particular, the oldest resident as far as is known, Abraham Selig, has spent 50 years of his life either on Pleasant street or around the corner on Carver street.

Sad Over Prospect of Change

At present Mr. Selig lives in the old Newman block at the rear of 174 Pleasant street, and he recalls with a sigh the departed glories of the neighborhood. He realizes that a widening of the thoroughfare will be of immense advantage not only to the other sections of Boston but to the Pleasant street people themselves, yet he says:

"It will be a sad sight for me when some of these old buildings are cut down, for they stand for a great deal. I might say they embody memories. I know that they are not what they used to be. But even if some of the artistic old fronts have been covered over with wooden one-story extensions built out to the sidewalk, and even though some of the pleasant lawns and yards have ceased to exist since shortly after the Civil war, I can still bring them back to memory."

"Why, when I was a boy, people around here used to call Pleasant street 'Little Beacon street,' and that was about the highest compliment anybody could give a street in Boston then. You wouldn't think there was much resemblance be-

tween the two streets now, but it was a fact in those days. There were nice old red brick houses with high stone stoops, and little lawns of green grass protected by iron fences then.

An Aristocratic Section

"I used to be told that the Lee Higginsons lived here in the days when I was a very small boy, but I was never certain of that, and if they did live here they moved away before I was old enough to remember where their residence was. I was told though by the late James H. Page that the Higginson house was on the north side of the street in the old row that used to exist along near Mr. Page's house at what is now No. 213.

"Yes, there was Mr. Page, James Page, and his brother, Charles Page, who lived at 221. They were grandsons of General Page, who served in the Revolution and they were the oldest family here I understood from what 'Old Jim Page,' as we used to call him, told me that the street was laid out by George Tilley on his farm back in 1743. It then ran from Grange street, now called Washington street, up to Frog lane, now Boylston street, on the old Tilley farm. So it was a street long before the Revolution, but it was finally officially accepted as a street in 1773.

The Page Family

"The Pages, therefore, were our link with the past, and after Charles Page moved out to the suburbs, or to Brookline, James Page remained as our grand-

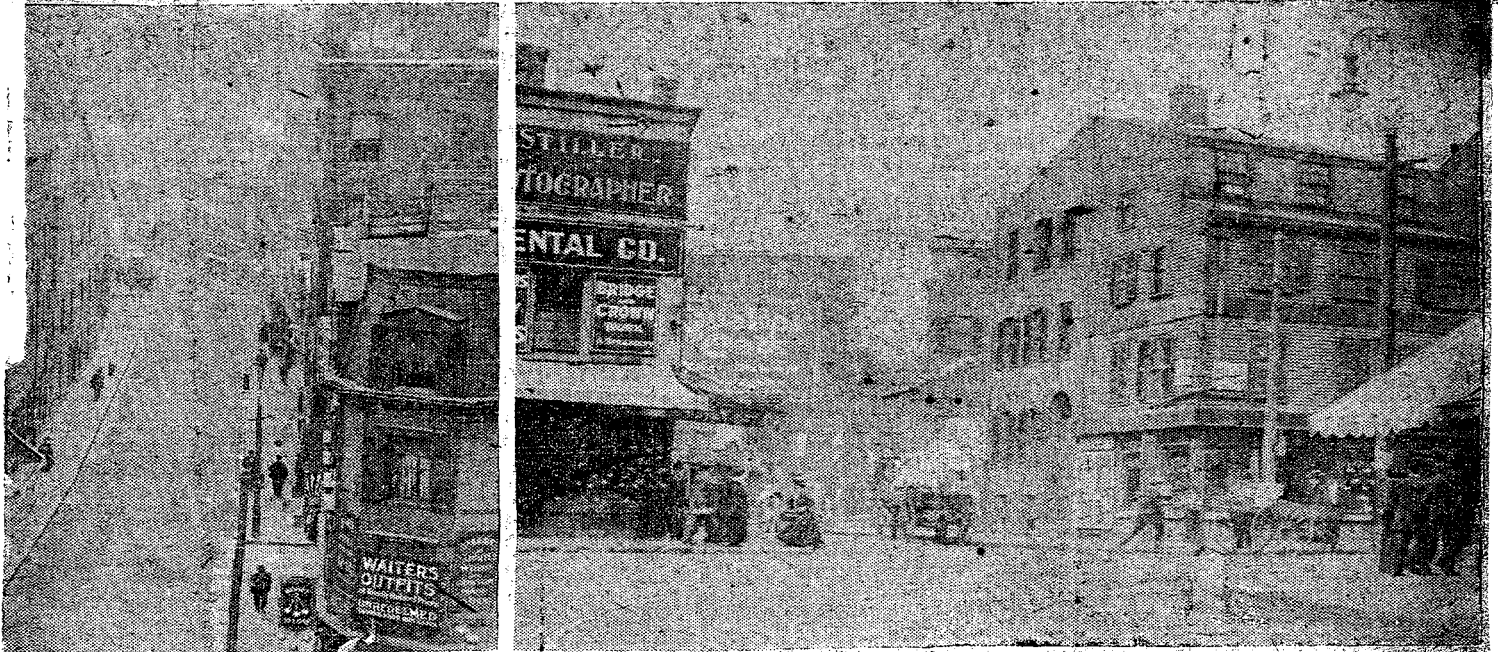
old man, living in died last September. I suppose he would have lived to see his houses cut down, fronts, which is a standpoint of sentiment. James Page, of Pleasant street's, years he took a condition of the houses along the street of having a chimney that earned him a penny doctor, and trouble with his chest was to call on old the symptoms. Tr and his treatment. Many is the chimney cured of the smoking son of the Revolu-

In the

"When I was a different. I can't tell lots of fun to be in hood. Around the street lived Nat, a boy named Charlie used to play marbles, peditions over to, ronize the little old used to be just a Elliot street. I guess die-aged men and member the delight was sold in the of Marm Bellhouse Nat Goodwin was when I met him, where he was pla-

Bolin Punday Cox, Oct. 1, 1911.

Destroy Quaint Old Landmarks



to Park square;—looking from Columbus avenue towards Washington street, and entrance of Pleasant street at Washington

his house at 213. He just a year ago, and I have mourned if he had been of the old historic street cut off along the most as bad from the street as always proud of past and in his late great interest in the chimneys in the old street. He had a way of seated for smoking the pipe of the 'chimney.' Whenever anyone had any the thing to do Mr. Page and tell him he would prescribe was always right. I have that has been a habit by the grand old general

Old Days

But here things were different, and there was had in the neighborhood on Carver boulevard, and he and a young Elmer and myself went and go on the common and pat-fashioned shops that a few steps away on the street there are some mid-women today who rebus cream candy that little Elit street shop. The last time I saw five or six years ago, in front of the theatre building. We talked over

old times, and he certainly remembered the days we roamed about Carver and Pleasant and Elliot streets. "There are so many old associations here that it is hard to summon any one specifically, but I shall regret to see the front lopped off of 139 Pleasant street. That was the old synagogue where we had at different times the Rev. Solomon Schonegar and Dr. Schindler. It was at first an amalgamation of the Pleasant street synagogue and the Ashe street congregation, but later it moved to Maiden street. You can see now the upper story and windows of the synagogue above the one-story wooden extension that has been built out for a painting and decorating firm.

"In the old days Pleasant street was a place of fine residences. There was the house on the corner of Pleasant and Fayette streets and numbered 1 on Fayette. Now it is the Dorothy Rolfe Home for women of the Salvation Army, but years and years ago Leopold Morse gave the mansion as a present to his sister. That house is now to be one of those cut off. I understand, if the plans are carried out as prepared

Garages Replace Homes

One thing that has destroyed some of the historic appearance of the street is the building of garages. Right across from my home here is a big brick garage where there used to be some converted residences, numbered 181, 183 and 185. Then up on the Jordan property, between Tennyson street and Park square, the big automobile building has covered what was of late years a place of one and two-story wooden buildings,

and what was before that an open lot. "That open lot was the scene of some great hippodrome events in the days of my boyhood. I remember that there was a man whom everybody called 'Marcus the African,' who came here with a reputation for having made immense sums of money in the South African diamond mines. He had a hippodrome and dance hall on the open lot and besides he built a most beautiful synagogue at Church and Piedmont streets. He lavished money on the interior decorations, but later he began to have business reverses. Not many years ago he died on Dartmouth street and was reported to have lost nearly all his fortune.

"I wonder how many people now would come to Pleasant street to find one of the most exclusive tailors in town. Back right after the Civil war there was Ridley's, the custom tailor, on the north side of the street here near Tennyson street, and many a young dude of the old days came over here for the exactly proper cut in his garments. And in speaking of the past glories of the street I must not pass over Major Pfaff, who ran Pfaff's Hotel, now the Park Square Hotel. He was in the Ancient and Honorable and was one of the weightiest men as well as one of the best fellows of that period.

When Business Declined

"Well, since the Providence depot was torn down business has ceased to prosper as it ought along here and I suppose the widening of the street will be a good thing. All of the men with whom I have talked favor the widening, but even at that I can't help signing over some of

the good times of which the old buildings remind me.

The plan of widening as at present prepared is not final and may be altered, but as it stands it would make not a straight highway of Pleasant street from Washington street to Park square, but instead, a sweeping curve. At the extremely narrow Washington street end of Pleasant street the plan calls for cutting away on both sides, both north and south, mainly on the south side, so that the street would be brought directly opposite the end of the Broadway Extension on the opposite side of Washington street.

On the south side of Pleasant street the tentative plan calls for a cut of from 10 to 15 feet to be made from the buildings beginning at Nos. 6 and 8 on the corner of Washington street and extending along to Meirrose street. This line will cut across Shawmut place, Osburn street, Shawmut avenue, Kirkland street, Porter street, Tremont street and Fayette street.

Beginning at Washington street on the north side of Pleasant street the proposed cut into the old brick and frame buildings would be from the buildings that is numbered 908 on Washington street and continue in a crescent shape, some more than 10 feet at its widest, up to 21 Pleasant street.

There beginning at the Barnard material there would be no shaving of buildings on the north side of Pleasant street until Carver street was reached. Here the cut into the buildings on the north side would be resumed at 139 Pleasant street and continued in a line to No. 241 at the corner of Elliot street.

Oct. 1 - 1911.

Plans at City Hall for Transforming Pleasant Street, a Colonial Lane, Into a Modern Highway Which Will Tap All the Important Avenues of Traffic and Greatly Improve the Whole Neighborhood.

If Pleasant street is widened according to plans drawn up by Engineer Whitney of the street department, Boston will have practically a new broad business thoroughfare running east and west from South Boston to the West end, connecting the great business interests of the harbor district with those at the other side of the city in a manner expected to bring immediate relief to present congestion. The proposition is now up to the city council and the mayor, and behind it are powerful interests both of South Boston and the city proper. The cost, as estimated, will be about a million dollars.

Mr. Whitney's plans, the result of much study of the situation, call for an increase of about 25 feet over the present average width. Mr. Whitney would bring the old highway up to modern dimensions. It is now a pretty good example of an antique thoroughfare, having been laid out originally as a residential street and for nearly a century used entirely for that purpose. It has never been substantially altered since the character of the South end changed from domestic to commercial, and out of the tangle of reasons for the policy of doing nothing emerges most importantly that of cost.

Maybe it will cost \$800,000, maybe a little more to get rid of some of the old wooden buildings with dove-tailed eavesboards that still preserve in Pleasant street the flavor of a Boston that has gone out of date. But whatever the cost, the street department, as well as the forces behind it, stand behind for alterations, argue that since change is inevitable it might as well take place at a time when the cost will be comparatively small. It is by legislative enactment that the municipality may, if it so decides, go ahead with an expenditure amounting to \$900,000.

Here are the interests actively cooperating to induce the city council and the mayor to bestir themselves: South Boston Citizens' Association, the Boston Finance Commission, the Boylston Street Merchants' Association, the Seelye Square and Tremont Street Merchant Associations and the various real estate organizations of Boston. One and all have expressed approval of this proposition to give the business interests a larger east and west thoroughfare through this part of the city.

In its final report to the Governor under the joint board of metropolitan improvements commission made this year it was recommended that Pleasant street be widened and improved. The commission of the "Big Four"—the railroad, harbor and land, Boston transit and the metropolitan park commissions—was asked in the following paragraph:

"Big Four's" Voice.

"Pleasant street makes connection with Broadway at Washington street and with Charles street at Park square. Its present narrow and crooked form is a barrier to communication between Broadway and Charles street. If improved by widening and straightening it would form, with other streets and the recommended connection between Charles street and Lowell street, a circumferential highway close to the business center of Boston, which would cross

an issue of bonds for the improvement of Pleasant street. This petition had among its signers the following well known names:

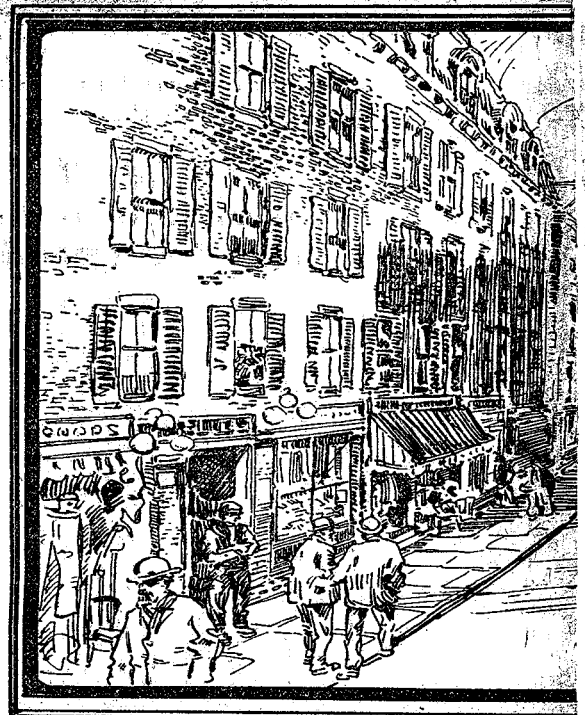
George E. Shattuck, Frederick C. Shattuck, Alexander Whiteside, trustees; Peter Bent Brigham Hospital by Edmund C. Codman, treasurer; Municipal Real Estate Trust, by Moses Williams, actuary; Pemberton Building Trust, by Moses Williams, actuary; Francis R. Bangs, trustee; John J. Martin, the National Security of Boston, by James J. Phelan; Old Colony Trust Company by Philip Stockton, president; A. Shuman Co.; H. Staples Potter, Laurence Minot, Alfred Bowditch, Shepherd Brooks, State Street Trust Company, estate of Patrick McAleer, Cyrus Hapgood, Arthur W. Kennard, Hiram Johnson, Samuel G. Davis, Caroline M. Roundy, Edward M. Currier, Max E. and Charles E. Wyzanski, Joseph H. O'Neil, William J. Carlin, Houghton & Dutton, William F. Fitzgerald, Edward H. Eldredge, Cabot, Cabot & Forbes, Charles W. Whittier, Leslie C. Wead, Harold K. Wead, F. H. Viaux, Frederick Viaux, Horace S. Crowell, Alex. S. Porter, J. G. R. Willis & Co., Albert R. Whittier, Jr., Hosford & Williams, James W. French, Codman & Street, Henry D. Bennett, Herbert Nash, Joseph W. Dilworth, Frederick W. Hobbs, Henry P. Miller & Sons, Otto J. Piehler, Inc., Maynard & Co., L. P. Hollander & Co., Hallet & Davis, Henry Siegel, Boyle Bros., Navin & Kelly, J. W. McLaughlin, C. Gately & Co., Edward Wormser, Burke & Co., James F. Twiss, the C. E. Osgood Company, T. J. Coughlin, John J. Drake, M. P. Fahey, Charles H. Carew, J. P. Bullard, James E. Cooney, John F. Fox and James L. Halloran.

Mayor's Interest.

Last spring, when Representative Reidy introduced his measure, the mayor was so interested in the project that he not only went to the State House and talked in favor of it, but asked the street department to survey and otherwise make studies of the thoroughfare. The results of Engineer Whitney's work are in the form of a tentative plan, showing exactly how much land will be required from each property holder to give Pleasant street a uniform width of 50 feet.

As Mr. Whitney approaches the problem of improving Pleasant street, the opportunity for most effective alteration comes in the section between Tremont and Washington streets. Here the greatest width is only 33 feet, the smallest a scant 30 feet. As compared to such an average and satisfactory business thoroughfare as Summer street, for instance, it falls short of being adequate at the Washington street end by fully 30 feet and at the junction with Tremont street by 22 feet. The best showing, in respect to width, that Pleasant street, as now laid out, makes, is at the Park square end, where the measurement from building to building is 48 feet.

The section between Tremont and Washington streets, notably the section between Tremont street and Shawmut avenue, is so narrow as to belong to the cow-path classification. Here, indeed, is one of the antique parts of Boston, a curving type of old street, lined on each side by old wooden buildings that, from ap-



A NARROW SECTION OF PLEASANT STREET.

Sullivan site. Between Porter and Kirkland streets the L road will be asked to part with 1100 square feet. A widening of the thoroughfare at this point is a necessity that is obvious at a glance. This is distinctly one of the cramped, much travelled over sections of the city, the junction of a number of streets all heavily burdened with teaming and pedestrians.

Between Shawmut avenue and Washington streets one of the biggest cuts for the improvement of Pleasant street will be required on the property of Representative Martin M. Lomasney, the ward's political chieftain. Lomasney's holdings are located on the corner of Pleasant and Spear place. Engineer Whitney has figured that this important location should give up about 1150 square feet.

But Mr. Lomasney will not be allowed the honor of making the biggest contribution to the general improvement of the thoroughfare. His neighbors to the east, George F. McGeahey and Edward L. Bartlett, lead him by comfortable margins. Engineer Whitney's red line takes 1330 square feet from the McGeahey property and 1450 from the Bartlett. And to the left of Mr. Lomasney, the property of Mariette B. Murphy will lose 1450 square feet. This particular section of the street will be thus most generously cut of all to make way for the improvements that a 50-foot uniform width will bring.

The cutting on the right hand side is continuous from Carver to Eliot, and the heaviest is between Pleasant Street and Model places. Here the Frederick C. Bowditch estate is located. It contributes to the improvement of the thoroughfare the maximum, six parcels totalling 3985 square feet, or more than one-quarter of the total paving on the north side of the street. Another heavy contributor on this side is the Charlotte A. Baker property. From four lots are taken sections aggregating 1610 square feet.

ern end, was built and Mr. Tilley's roughfare was a of his properties and

Back in those days of Washington as Orange, in fact Washington. An offer was considered desirable Tilley, and so he drives their picture through his land, bridges over a little Pleasant street. In 1773 business history in Boston to believe his lands he made his private way in fact as well offer was accepted, passed and recorded "Tilley's Lane" then name. So the record angle street by the, through what is called the bottom of the "Co Lane." The said known at a later street.

During the revolution occupied Boston couple of redoubts and the locality was coats. Their construction, however, that longer than the sold few years after the all evidences of the disappeared.

As the city moved street became one of the neighborhoods, and houses began to be ones of wood. Not at



A LITTLE BIT ROUGH ON MAMMA

Pepper, who stood at a safe distance, heard another peep of laughter from the ground, but as they looked toward the man who had just stepped out, they were startled. They went outside, but expected that his answer to their indignation would be such a peep that he was unable to utter the words with any grace. An spin found like a private in the room, where old man Greenlaw left the door open to the back of the house, and he had said that he would be in a moment. He had undertaken to be unworthy of their powers, but as it moved by the door that they too considered the last of a farmer does to the old man.

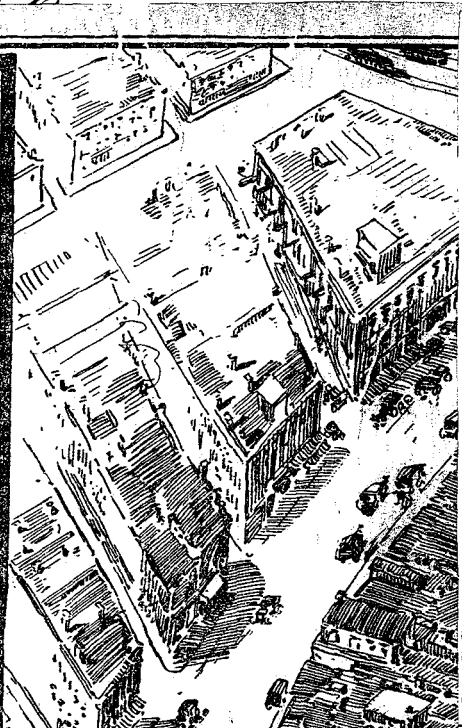
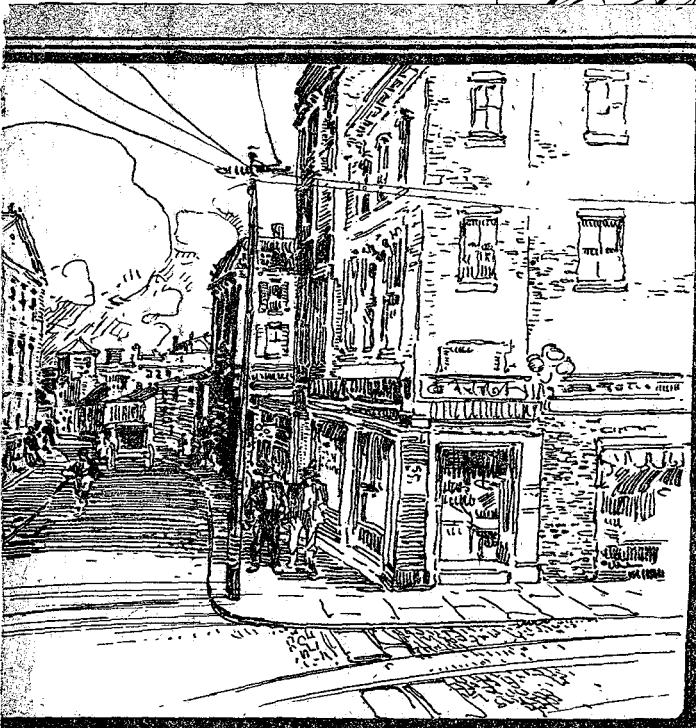
That at this point Mr. Pepper lifted up his voice in a mighty roar of laughter, and the others turned toward him and his amusement. Their looks and his were turned toward the man who had just stepped out, they were startled. They went outside, but expected that his answer to their indignation would be such a peep that he was unable to utter the words with any grace. An spin found like a private in the room, where old man Greenlaw left the door open to the back of the house, and he had said that he would be in a moment. He had undertaken to be unworthy of their powers, but as it moved by the door that they too considered the last of a farmer does to the old man.

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WAS WRONG. "I, I reckon," he said firmly as he turned to the room, "how that first provided them with cards and chips. I, I reckon," he said firmly as he turned to the room, "how that first provided them with cards and chips. I, I reckon," he said firmly as he turned to the room, "how that first provided them with cards and chips."

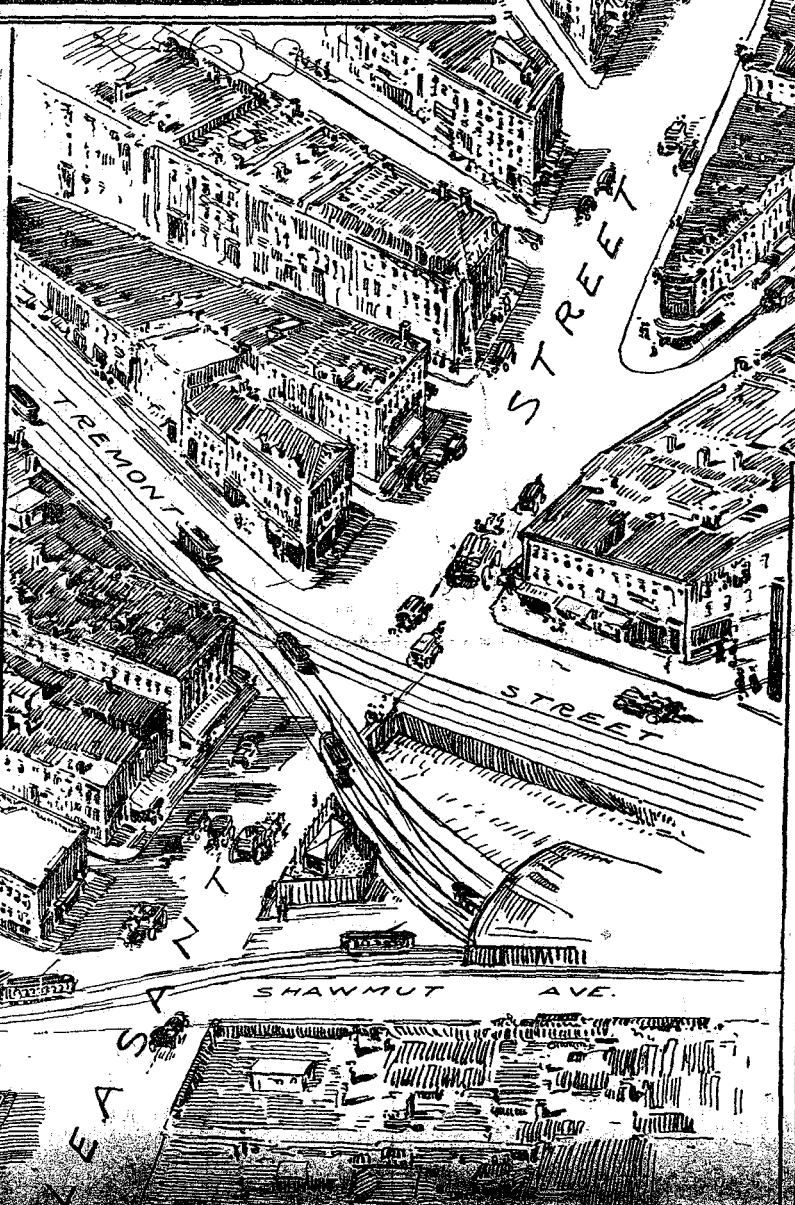
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AN OBLIGING MANAGER

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...s, sir," answered the offic
...ious tone. "The manager
...l order the men to get
...rubber 'amers at once."

the 18th century and early 19th century styles departed, though still standing on the corner of Winchester street occupied curiously enough by a carpenter, is a soundly built 2 1/2-story wooden building of the familiar old style. Its beams, sagging a little here and there, are still sound, and its clapping has withstood the wear and tear of the decades.

Along the northwestern side of the street, and notably between Fayette street and Shawmut avenue, are the brick residences of the middle period of the 19th century, (once, the better kind of homes in Boston, now given over to Russian Jews with their second-hand shops and other small businesses. The lower end of Pleasant street is all the evidence one needs to know that it is of 18th century origin. At least a dozen buildings in this part are of wood and are done in the familiar 18th century styles. A third to a half of the street has fairly modern brick buildings, nothing, however, impressive either in size or in quality.

Although always avoided as much as possible by teamsters on account of its narrowness, Pleasant street used to be a busy thoroughfare during the years when the Boston & Albany railroad had its station on Kneeland street and the Old Colony was located in Park square. Pleasant street then became one of the routes between the two stations, as well as one of the principal connections between Park square and the South end. With the passing of these two railroad centres, travel on Pleasant street fell off, recovering in a measure when the Broadway bridge to South Boston was built. At this time, 1895, there was considerable agitation for the widening of Pleasant street, but insufficient was made for City Hall to feel the need of it. The failure to provide for the widening of Pleasant street has done much to provide for the business in South Boston.

75 MILLION FOR BOSTON UPBUILDING

Improvements Planned for the City Are Stupendous

Include Traffic, Harbor And Many Buildings

City and State Active in Works of Progress

BY JOHN J. FITZPATRICK

A wave of development, the total cost of which will reach more than \$75,000,000, and the complete results of which will be, actually stupendous, is sweeping over the city.

Boston has reached the greatest era of improvements in its history.

Thousands of people will be employed in the work, millions and millions of dollars will be circulated, a very net work of underground transit structure will spread its lines under the city and under the harbor; tall buildings, erected at gigantic expense, climb daily into the sky; schools are being erected, new places of amusement and new hospital buildings and educational structures, some of them to be the finest in the world, will soon be actualities, and narrow and crooked streets will give way to broad thoroughfares.

DIFFICULTIES REMOVED

Every difficulty attending the proposed building of the Boston & Eastern Electric Railway tunnel under the harbor, from the very heart of the city to East Boston, for a modern electric railway, which will bring the cities and towns of the north shore to within a brief ride to the city, have been swept away. The Boston Eastern tunnel is to be a reality and the work upon it will begin the first of the year.

The plans are practically completed, and at a cost of probably more than \$5,000,000, the tunnel will be built, the electric lines to run to Salem, connecting there with Marblehead and the well known summer resorts from 20 to 25 miles from the hub.

Continued On Page 16—Second Col.

\$75,000,000 to Be Spent for Boston's Im



BUSY BOSTON HARVEST

Continued From First Page

Already work has been started on the tunnels to be occupied by the Boston Elevated railway. These in themselves will form a great underground transit system and will constitute the greatest transit improvement the city has ever experienced.

They will include the extension of the present East Boston tunnel to connect with the west loop of the almost completed Cambridge tunnel, the Cambridge tunnel itself, which feeds but the finishing touches to stations and the laying of the rails in the remaining untracked spots, the Riverbank subway, which will extend from the Park street subway station to the junction of Beacon street and Commonwealth avenue, and the tunnel which will connect the heart of the city by underground route with South Boston and Dorchester.

This last tube will extend from the present Washington-street tunnel, at a

point near Summer street with the South station, with Broadway and Domester avenue, with the final opening at Andrew square.

Consume Several Years

These subterranean works will cost from \$12,000,000 to \$15,000,000 and will consume several years in building. Soundings in the South Channel, under which the South Boston-Dorchester tunnel will extend, are now being made daily.

The sum of \$50,000 has been allowed the Transit Commission for the preliminary work in which the engineers are now engaged.

From the other end of Boston will stretch the new Malden elevated line from Sullivan square, Charlestown the plans for this have been completed and the work of laying the concrete, steel structure foundations is now under way.

The American Building Trust, behind which is millions of foreign capital

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Oct. 10. 1911.

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Boston Improvements Which Will Cost \$75,000,000

Improvement



The Boston & Eastern electrical railway tunnel under the harbor.
 The Boston Elevated improvements, to include the almost finished Harvard square tunnel, the Riverbank subway, the East Boston tunnel extension, the South Boston-Dorchester tunnel and the Malden elevated line from Charlestown.
 The South Boston flats development by the American Building Trust.
 The \$9,000,000 general harbor development by city and State.
 The Peter Brigham Hospitals on Huntington avenue—to be the finest in the world.
 The new Institute of Technology.
 The Copley Plaza Hotel.
 The Filene department store.
 The development of Park square and vicinity, to include the extension of Stewart street, the building of office buildings, a hotel for men and a theatre.
 The additions to Harvard Medical School at Huntington avenue and Vandyke street.
 Municipal developments, to include a new commercial high school in the Fenway, new elementary schools in Dorchester, Roxbury and East Boston, new municipal buildings in East Boston and South Boston, new playground in Charlestown, the City Point Aquarium, the Zoo at Franklin Park, the extension of Dix place, the widening of Pleasant street and the erection of City Hall annex.
 The South terminal additions.
 A long list of private improvements, which include the erection of a 10-story office building on Devonshire street by the William Gaston trustees, the erection of the great New England Telephone building in Fort Hill square, a vocational school by the Y. M. C. A. on St. Botolph street, new Huntington avenue theatre, a great warehouse on New street, East Boston, by the Boston Terminal Storage and Warehouse Company and a large warehouse and light manufacturing building by the Boston Wharf Company in South Boston.
 The Mrs. Larz Anderson Stadium bridge, Brighton

new playground at a cost of \$50,000. East Boston will have a new municipal building on the site of the old high school to cost \$150,000. On the site of the old Blind Asylum in South Boston a new municipal building will also be erected to cost \$100,000. The work on all these buildings will be started within two months.

Street Extension

The extension of Dix place will begin as soon as the old Winthrop School is taken from its path. Washington street and Tremont street will then be connected.

The widening of Pleasant street will begin as soon as the City Council accepts the recommendation of the Legislature for the appropriation of \$900,000 for this purpose. A week ago Mayor Fitzgerald wrote to the council asking that it be accepted.

The work of erecting the City Hall annex is already well under way in the tearing down of the old Court House on the site of which it will stand. This building will cost \$800,000.

Private corporations and individuals are spending many millions in improvements. The Copley-Plazza Hotel daily grows under the hands of the masons, and when erected will be a beautiful eight-story hotel and will cost \$4,000,000.

The work on the big Filene department store, to occupy a block at the junction of Summer street and Washington street is well under way.

On New street, East Boston, an eight-story warehouse is being built by Boston Terminal Storage Warehouse Company; on Devonshire street William Gaston trustees are building 10-story office building; and in South Boston, on A street, the Boston Warehouse Company are erecting a 12-story manufacturing house. These buildings represent many millions of dollars of vested capital.

Work has been started on the Peter Brigham Hospital on Huntington avenue, near the Harvard Medical School buildings. The hospital complex will include 16 beautiful buildings will cost \$1,225,000.

At the corner of Huntington avenue and Vandyke street, the Harvard Medical School addition is being built. On St. Botolph street, the new Y. M. C. A. Vocational School has been started.

In Park square the most extensive development is being pushed ahead. ready the New York, New Haven & Hartford railroad has built Stewart street, from Columbus avenue near Park square to Clarendon street, and will send it to meet the old Stewart street at Trinity place as soon as the Massachusetts Institute of Technology selects the site of its new buildings.

In Park square a hotel which will cost hundreds of thousands is being built and will be one of several buildings there, one of which will be a theatre. Several millions will be spent in developing the square and environs.

VOL. 200, NO.

BOSTON SAFE DEPOSIT AND TRUST COMPANY
 100 Franklin Street

YEARS AGO valuables were considered protected when concealed in secret places. YESTERDAY it was deemed expedient to place valuables in a safe at the office or at home.

IN THE WEST END DISTRICT



Mercantile Property at 139 to 143 Merrimac, 149 Staniford and 49 Causeway Streets, Purchased Last Week by Trustees of the Estate of Henry Wyzanski.

the appointing of the new mission before it starts work and developing of the flats.

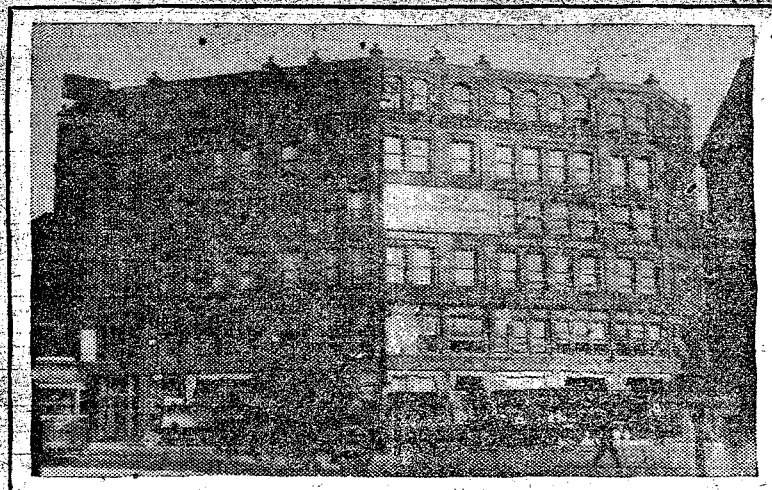
American Building Trust will touch as \$25,000,000 in this

planned, the new Harbor Commission study these plans and while they may be modified, the general development will not be changed.

Harbor Development

Harbor development by the State which will include the front and especially the East Boston for which \$9,000,000 has been allocated will be a positive fact. It merely awaits the appointment of the Harbor Board, the very creation of one of the results of the idea. In connection with railroad and terminal development is the enlargement of the station to accommodate the New York, New Haven & Hartford, which are to come to New Haven. At a cost of \$10,000,000 the station will be enlarged.

DUNNING



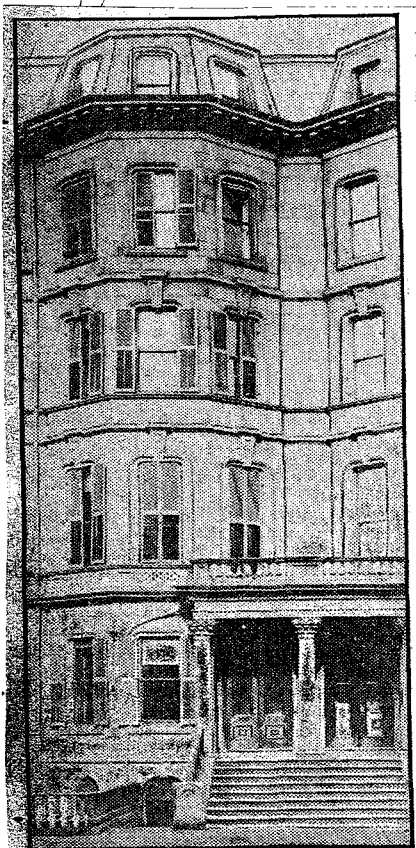
Mercantile Property at 139 to 143 Merrimac, 149 Staniford and 49 Causeway Streets, Purchased Last Week by Trustees of the Estate of Henry Wyzanski.

Sunday Herald.

Nov. 5-1911.

*Christian Science Monitor
Jan. 27-1912.*

*Boston Herald.
Feb. 4-1912.*



MARLBORO STREET RESIDENCE

Sold by trustees of the Wyzanski Trust to Mary Bacon, through office of J. Murray Howe

IN THE BUSINESS DISTRICT



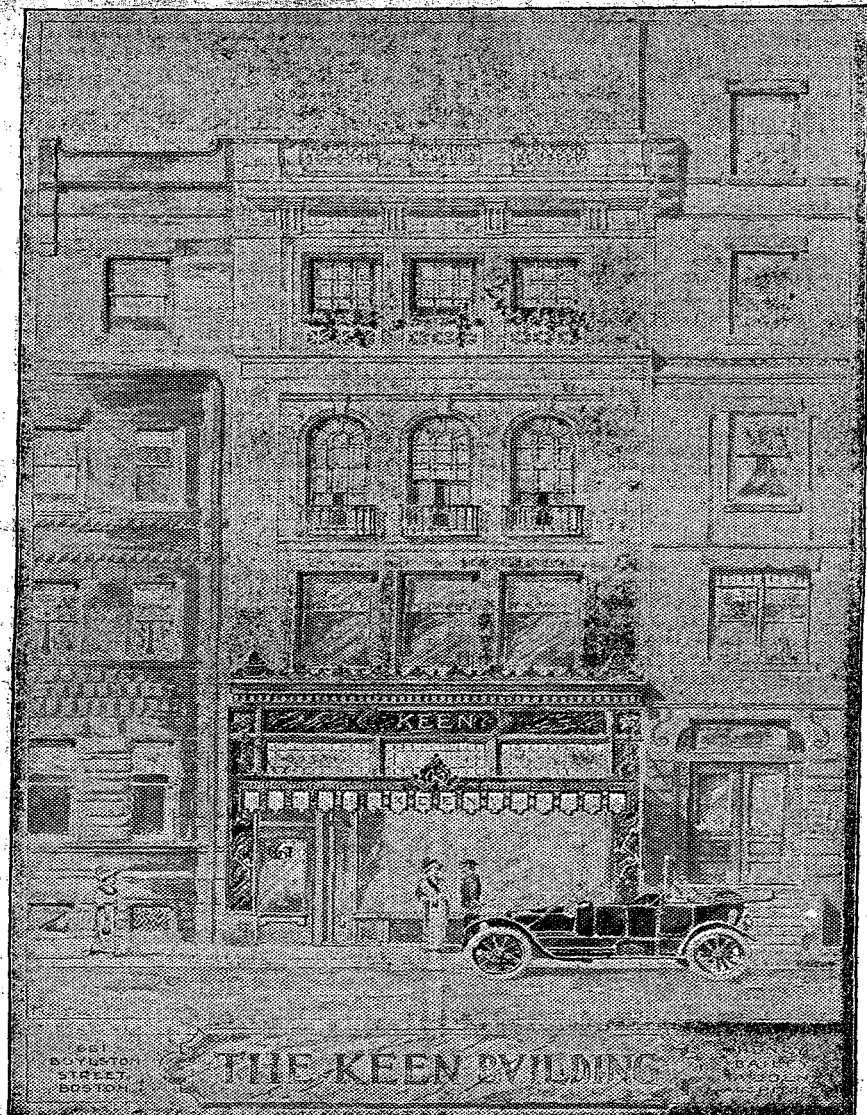
Mercantile Property at 68 to 72 South Street, Sold Last Week by J. Murray Howe to Max E. and Charles E. Wyzanski, Trustees of the Wyzanski Trust.

*Christian Science Monitor -
Jan. 27-1912.*

There still continues to be a great demand for Back Bay property, and it is noticeable that several large operators have been attracted to the district. The latest transfer reported is the estate of Elizabeth J. Gleason, sold to Max E. and Charles E. Wyzanski, trustees of the Wyzanski Trust. This is numbered 112 Huntington avenue, Back Bay. The premises consist of a four-story brick and stone building, arranged in four suites with all modern improvements. The property is assessed on a total valuation of \$25,500, of which \$15,800 is on the 2880 feet of land, which is located directly opposite the main entrance to the Mechanics building.

Co.

New Mercantile Building for Back Bay



PLANS for the new mercantile building to be erected at No. 661 Boylston street, Back Bay, have been accepted, and the present structure is being razed. This property, which recently was bought by Herbert F. Winslow, for investment, embraces 2464 square feet of land and building, and is one of the most valuable parcels in that block. The new edifice will be completed next July and will be occupied by W. C. Keen, milliner, now at Berkeley and Boylston streets. It will

be constructed of white marble throughout the upper stories, and will be of Verde-antique marble on the first floor, set in bronze frames. The first floor also will have a bronze marquee which will extend out over the sidewalk about six feet. The building will be finished in hardwood and elaborately panelled and wainscotted. The first story will be plate-glass laid in very large sheets, with butted and mitred joints. Henry Bailey Alden, who has designed many buildings in Boylston street, is the architect.

DWELLINGS IN BRIGHTON



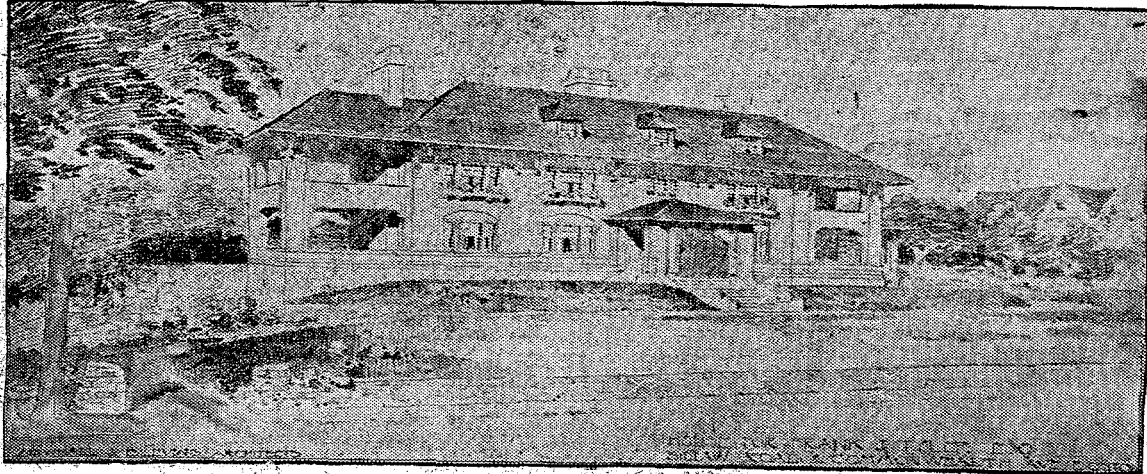
Estates at 1847, 1853 and 1857 Commonwealth Avenue, sold last week by James C. Parish, Jr., to Anna L. Beckwith, through the Office of Henry W. Savage.

Boston Herald. Feb. 4 - 1912.

Boston Globe - Feb. 21, 1912

FINE ABERDEEN RESIDENCE.

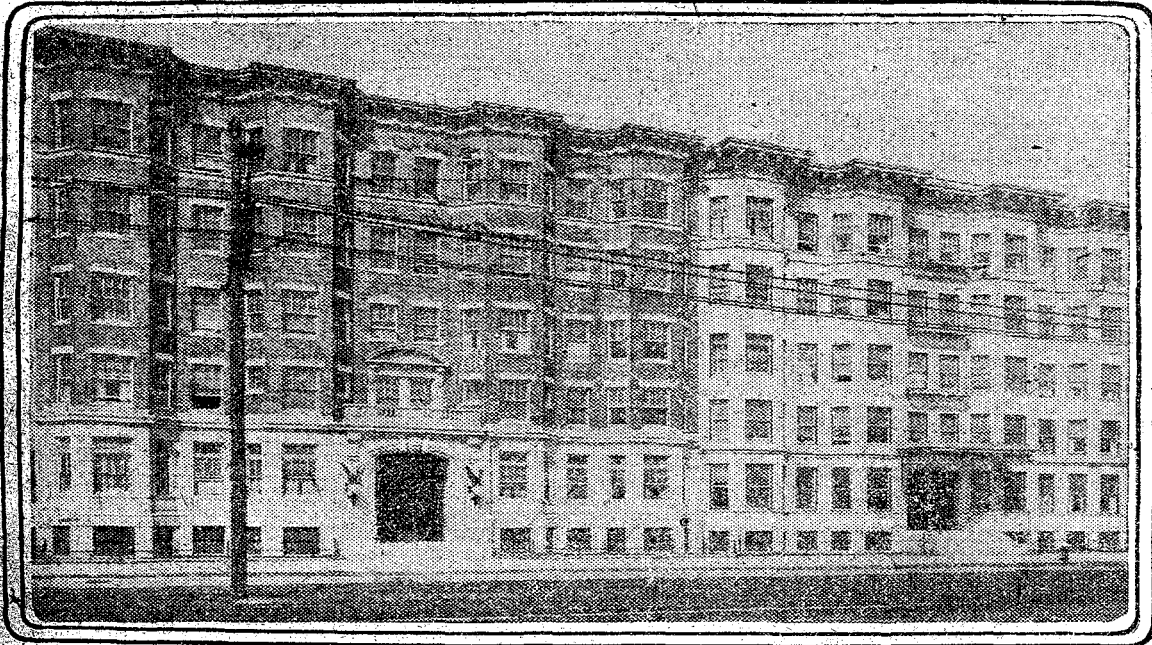
Attractive House Being Built for F. J. Taylor Near Commonwealth Av.



CEMENT HOUSE BEING ERECTED BY MR F. J. TAYLOR.

Boston Sunday Herald, Mar. 17, 1912

BACK BAY APARTMENTS



Property at 319 and 327 Huntington Avenue, Purchased Yesterday by Aroline C Gove, Through the Offices of Roy C. Wells and Frederick O. Woodruff.

DINERS CHEER COL SWEETSER

Banquet of Chamber of Commerce.

Lawrence Officials Praised for Keeping Peace.

Ex-Speaker Cole Attacks Leader Haywood.

About 350 members of the Boston Chamber of Commerce participated in a dinner at Hotel Somerset last evening given by the Chamber Assembly. The topic assigned for discussion was "Immigration."

Many of the speeches were devoted to praising the city authorities, especially the police at Lawrence, and the Militia, for the way they have preserved law and order during the strike. The strike was discussed by half a dozen speakers, and the hero of the evening was Col E Leroy Sweetser, commanding the Militia at Lawrence ever since the strike began. When introduced everybody rose and gave him three rousing cheers. Col Sweetser, in his address, declared that things are not as black in Lawrence as described in the newspapers.

"Great Undigested Lump."

The two principal speakers were Marcus M. Marks, member of the Roosevelt Committee on Industrial Peace, and Hon. John N. Cole, ex-Speaker of the House, who spoke warmly in behalf of the mill owners. William M. Wood, president of the American Woolen Company, was present though not conspicuous.

D. Chauncy Brewer, president of the North American Civic League for Immigrants, presided and made a plea for an extension of the kind of work his organization is doing, namely, meeting immigrants on the docks of the various ocean ports, protecting them from sharpers and doing what can be done to give them a knowledge of American institutions and ideals, and to disperse them throughout the Nation, instead of encouraging them to congregate in large cities.

Mr. Bernard J. Rothwell, ex-president of the Chamber of Commerce, made a plea that his fellow-members take an active interest in furthering the same class of work by contributing to its support.

Mr. Brewer, in starting the speaking, said that 30 percent of the population of the coast towns and cities in the North Atlantic States are Finn, Polish or Italian peasants, or their children. More than one-half the men of voting age, he said, in the same section of the country were born abroad. "Where you find a great economic disturbance," he said, "you find a great undigested lump in the community."

Must Not Go to Red Socialism.

Owing to difference in language there is no adequate means of communication, he said, between that class of population and the local officials. In the next generation, he claimed, upward of 40,000,000 of that sort of immigrants are coming here, and are going to settle in the East. It is up to men like those he was talking to, he said, to see that they do not fall into the hands of leaders that will lead them into the ranks of red socialism or anarchism.

Mr. Marks, the next speaker, said he would have in every mill a "suggestion box" where the help could deposit written complaints or suggestions, to be considered seriously by a board of up of employers, foremen and workers, and to be answered.

SANDWICHES AND



THREE SMALL STRIKE "VICTI

OFFER WAGE RAISE TO END STRIKE

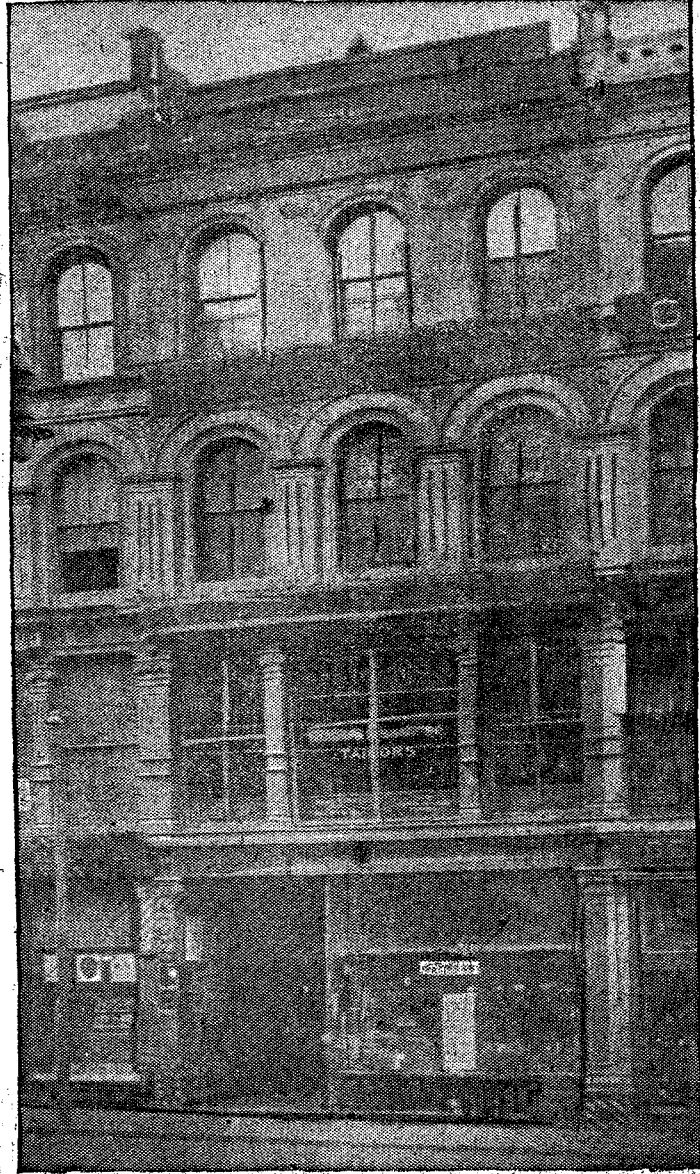
Continued From the First Page.

This sale is of considerable importance as the property sold is directly opposite Bromfield st and has the added advantage of a wide passageway in the rear through to Hawley st. While the price paid is not stated at this time, it was for a sum considerably in excess of the total taxed value of \$28,000. It has been known for some time that this property was under agreement for sale, but nothing definite could be gleaned until now. Late the Messrs. Wyznanski have in the past several parcels in the North End, but this latest transaction is considered one of the most important that they have been identified with in several years. The estate sold consists of a large two-story brick and stone structure occupying 2700 square feet of land. The land is valued by the assessors at \$28,000. In the purchase of this parcel the Messrs. Wyznanski have obtained one of the finest investment properties in the section, it being their intention to make extensive improvements to the same. In the sale of this property the brokers were Edward C. Hills, 28 State st., Joseph B. Dillworth, Devonshire Building, and Joseph B. Dillworth, Devonshire Building, acted for the purchasers.

WASHINGTON ST PROPERTY SOLD.

**Max E. and Charles E. Wyzanski, Trustees,
Purchase Big Parcel Opposite Bromfield St.**

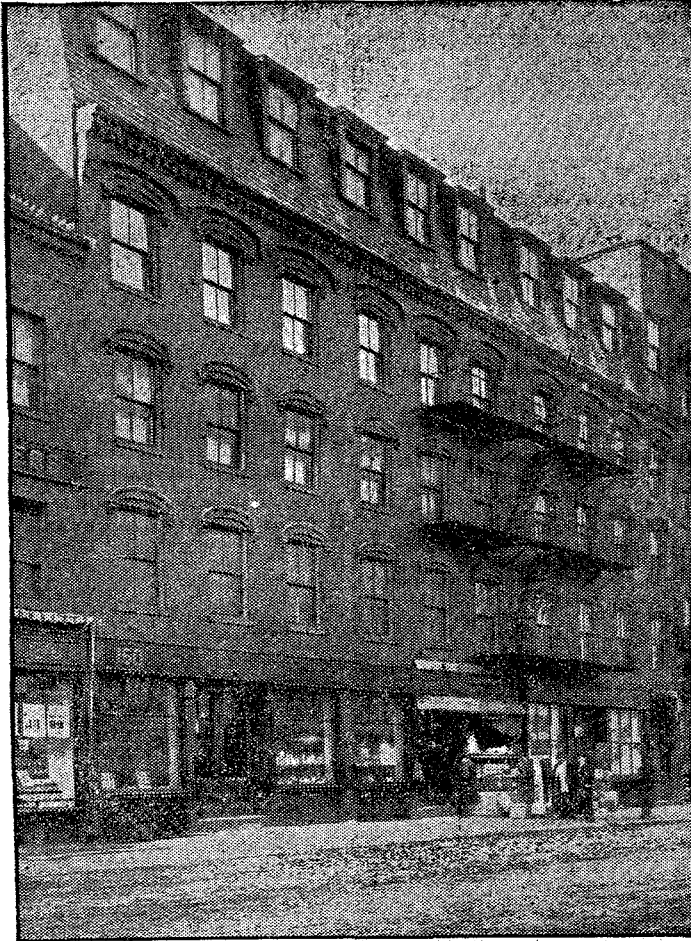
*Bobie Hale
March 1- 1914.*



PROPERTY 364-368 WASHINGTON ST. SOLD TO MAX E. AND CHAS. E. WYZANSKI, TRUSTEES.

BIG BLACKSTONE-ST SALE

Wyzanski Trustees Buy 150-158 ---
Boylston-St Corner Sold.



VALUABLE PARCEL 150 TO 158 BLACKSTONE ST, PURCHASED BY
M. E. AND C. E. WYZANSKI TRUSTEES.

One of the most important transactions involving property in the North End that has been closed in a long time, is that involving the parcel, 150 to 158 Blackstone st, situated between Hanover st and Haymarket sq. The purchasers are M. E. and C. E. Wyzanski, trustees under the will of Henry Wyzanski.

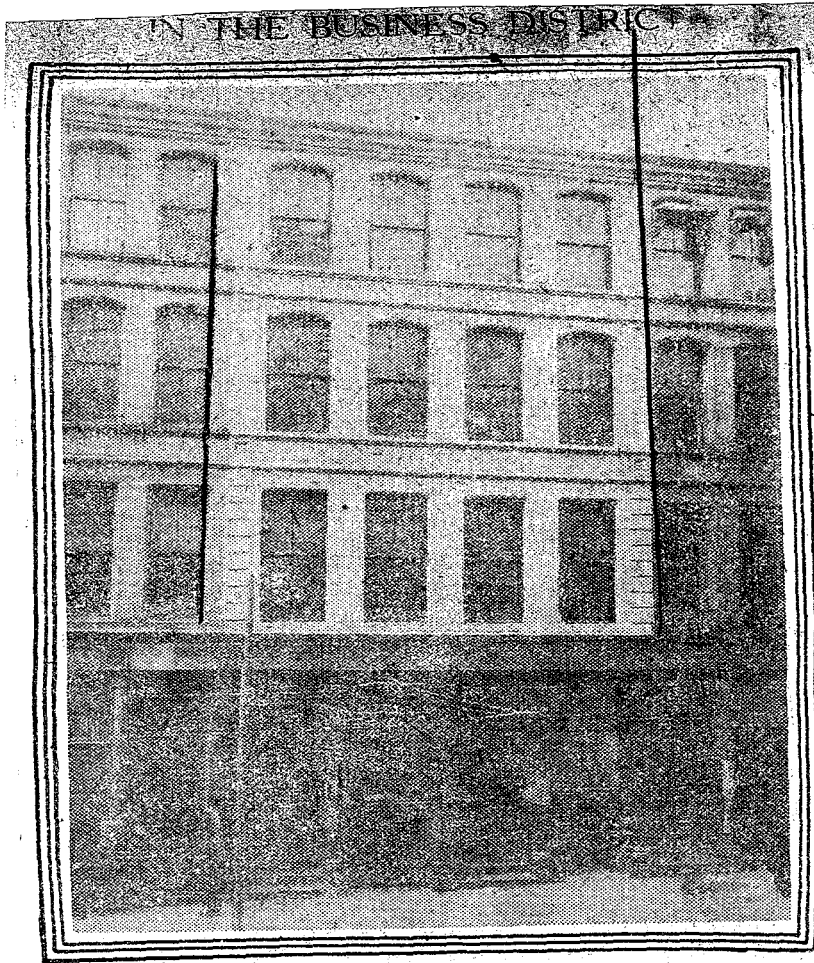
The sale of this property is of considerable significance from the fact that it is the first time that it has been sold since 1827. The title at this time comes from Howard K. Brown et al, trustees under the will of James Cheever. Previous to its purchase by Mr Cheever, it was owned and occupied by people who formed the Boston tea party, this site being occupied by a building wherein many meetings were held, which had considerable to do with the formation of that party.

While the property is only assessed for \$50,800, it has a much higher value, the Messrs Wyzanski paying a price way in excess of this figure. It is one of the very few estates that has a large frontage, and with such a depth that makes it a valuable property. The frontage on Blackstone st, is 71 feet.

The property comprises a large five-story brick building, with stores on the lower floor, the upper stories being used for various kinds of business. There is 2240 square feet of land, rated at \$40,400.

The final papers in the above transaction have been placed to record at the Suffolk Registry of Deeds, the broker being Edward H. Wiggin, 60 State st. During the past few weeks, Messrs Wyzanski have been identified with the purchase of many valuable properties in the market district, the business district and the Back Bay section. They have secured other parcels within the city and will take title to in a short time.

*Boston Evening Globe.
March 4 - 1912.*



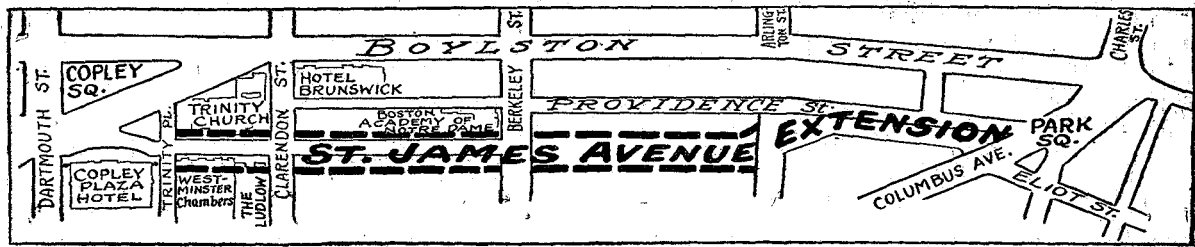
Mercantile Property at 19 to 23 South Street, Under Agreement of Sale to J. Murray Howe, Through the Office of T. Dennis Boardman, Reginald and R. DeB. Boardman.

Cr.
Bobo Sunday
Ronald.
Mar. 17-1912.

Bobo Daily Globe - Mar. 27-1912.

PUTS ST JAMES AV PROJECT AT \$100,000.

Mayor Explains Offsets That He Says Will Reduce Damages for Widening Street Near Park Sq.



PROPOSED IMPROVEMENT IN BACK BAY.

Mayor Fitzgerald sent copies of a letter to the Chamber of Commerce, the Massachusetts Real Estate Exchange and the Real Estate and Auction Board yesterday explaining the plan announced at the meeting of the City Council Monday for the extension and widening of St James av from Copley sq to Park sq. The Mayor said it is one of the most important improvements which could be made in the city. He signified his willingness to present it in the form of a bill to the Legislature.

This extension project, closely following the passage of the Arlington-st extension order, is figured on a net cost of only \$100,000 under the Excess Condemnation act, which allows the taking of more land than is actually

required for the purpose. The widening of the street is another link in the improvements suggested more than a year ago for the development of the Park-sq lands, owned by the New Haven Railroad. The gross cost, including damages, is estimated at \$1,250,000.

It is intended to widen St James av to 66 feet from Trinity pl to Berkeley st, and to 96 feet from Berkeley st to Arlington st extended, merging at that point with Providence st. The Mayor believes, the offer of land and the waiving of certain land damages by the railroad company is extremely liberal.

When offering resolutions in favor of a bill to be presented to the Legislature, authorizing the city to make the widening and extension, Councilor Smith said at a meeting of the City Council Monday night that there is every assurance that the bill would be admitted by the Committee on Rules

The resolutions were indefinitely postponed mainly because the Council refused to approve that which is simply potential. Councilor Smith received the resolutions from Ex-Alderman Francis R. Bangs of the Chamber of Commerce.

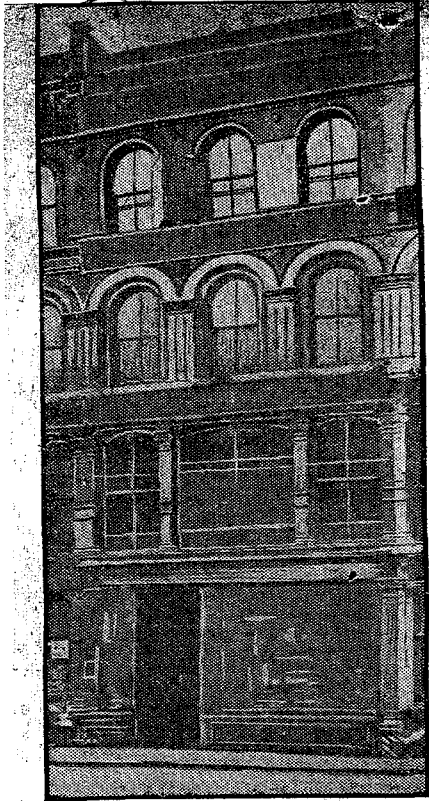
The Mayor's letter of approval contains a table of initial cost to the city which includes these items: Damages to 25 estates in St James av, assessed at \$35,000; \$550,000; damages to Hotel Ludlow, \$100,000; damages to Westminister Chambers, \$300,000; taking of land belonging to railroad, \$250,000; construction, \$50,000, making a total of \$1,250,000.

In a table of offsets there are these items: Damages to Westminister Chambers assumed by railroad, \$300,000; damages to rear parcels assumed by railroad, \$250,000; selling value of parcels taken in St James av, (about) 40,000; savings from \$12.50 per foot, \$500,000; betterment assessments, \$300,000 which leaves a net cost of \$100,000 to the city.

Mar 29, 1912

Cash.

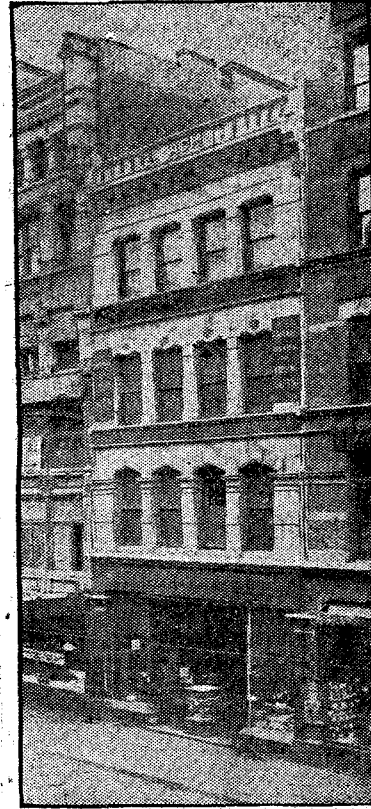
Boston Globe Mar. 29-1912.



364-366 WASHINGTON STREET
Sold by Wyzanski Trust to Harvard
College, Jonathan W. Dunlop and
Stephen W. Sleeper, brokers

An important transaction has just been closed in the downtown retail district, in the signing of agreement papers by Max E. and Charles E. Wyzanski trustees, for the sale of the investment parcel numbered 364 and 366 Washington street, to the president and fellows of Harvard College. By acquiring this estate, in conjunction with their present holdings, the purchasers will have an advantageous position in any combination for future development, such as recently took place in the construction of the new Milene building. This property is located near the corner of Franklin street, and is directly opposite Bromfield street, also has an exit in the rear by means of a wide passageway to Hawley street.

The estate consists of a large five-story stone and brick structure, occupying 2760 square feet of land with a total assessment of \$283,000, of which \$248,400 is on the land. In this transaction the Messrs. Wyzanski were represented by John W. Dunlop, and Harvard College by Stephen W. Sleeper.



LAWRENCE ESTATE BUILDING,
43 and 45 Summer St, Sold to I. A. and
A. C. Ratscheky.

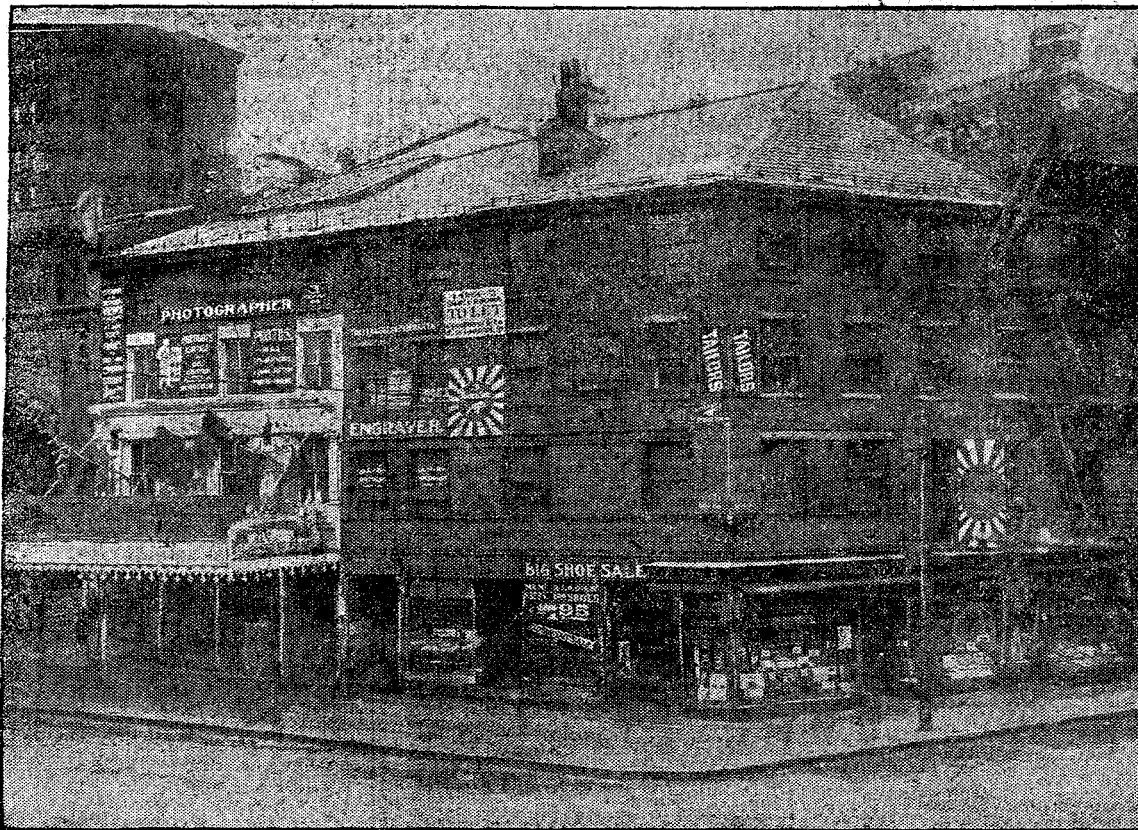
SALE ON SUMMER ST.

Another important transaction in the heart of the retail section has just been effected in the placing of final papers to record whereby I. A. and A. C. Ratscheky purchase from John Lawrence, Francis Peabody Jr and Reginald Foster, trustees of the Abbott Lawrence estate, the valuable parcel 43 to 45 Summer st. The property adjoins the premises numbered 47 and 49 Summer st, also owned by the Ratschekys, which was recently improved, and being under a long lease. In the purchase of the Lawrence property, it now gives the Messrs Ratscheky a valuable property having a large frontage on Summer st and but two doors from C. F. Hovey & Co. The parcel consists of a large four-story brick building, occupying 2250 square feet of land. This is rated at \$164,300. The assessors value the property at \$180,000. The purchase price, it is said, figured almost double this figure. It is considered one of the finest purchases of any business property in this section that has been placed on the market in several years. The brokers in the transaction were C. W. Whittier & Bro, Shawmut Bank Building.

Many real estate deals in business property have been reported lately, few of which have been under agreement for some time, while others are new and spring up from unexpected localities, showing the activity of investors who are studying conditions, then pinning their faith to their good judgment by taking title to a parcel or several parcels for further improvement. The market district, the North and South station districts, especially, the city proper and the leather district are undergoing many changes of ownership, and in some cases property is being remodeled beyond recognition by the old inhabitants. Surely Boston is making history right now, and the real estate business is a most important factor in civic betterment.

SALES INVOLVING MILLIONS.

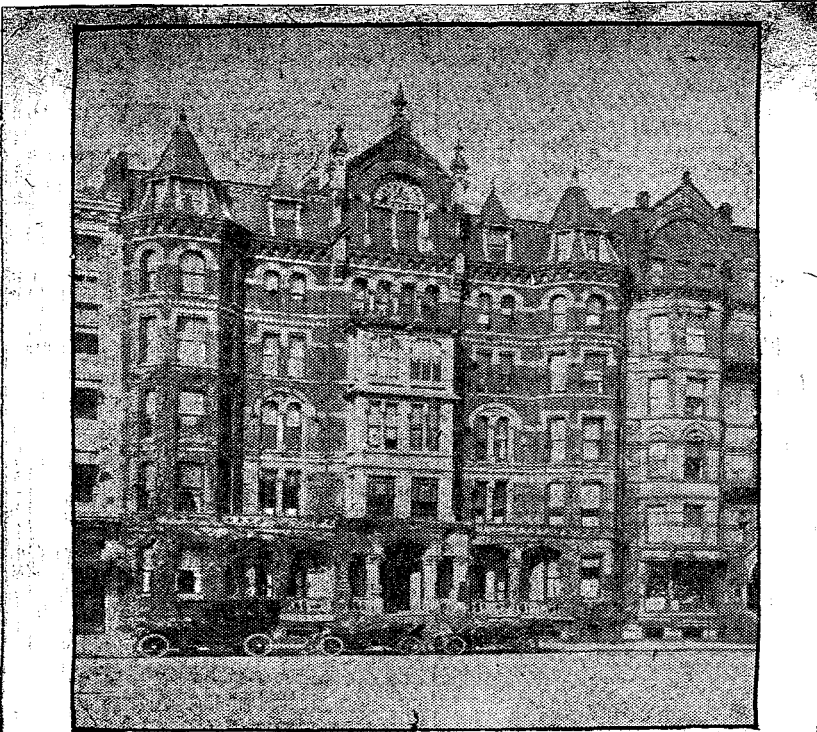
Marked Activity in Real Estate Transactions in Retail District and Back Bay.



PROPERTY CORNER TREMONT ROW AND HOWARD ST, SOLD TO EDWARD C. BRADLEE FOR INVESTMENT.

Now comes the sale of another valuable property, which will mean the expenditure of over \$1,000,000 in improvements. The property comprises the valuable corner, 1 to 4 Tremont row, corner of Howard st, the grantors being C. E. Cotting and Philip Dexter, trustees and the purchaser Edward C. Bradlee, who buys for investment. The transaction was negotiated through the office of Burroughs & DeBloise, and while the consideration named is not stated, the asking price has been \$1,000,000.

Included in the conveyance to Mr Bradlee is a 4½-story building occupying 13,108 square feet of land. The total assessment is \$680,000, of which \$675,100 is the assessors' value of the land. At the expiration of the present leases, the new owner will erect thereon an eight-story stone mercantile building for which leases have been negotiated for the first three floors.



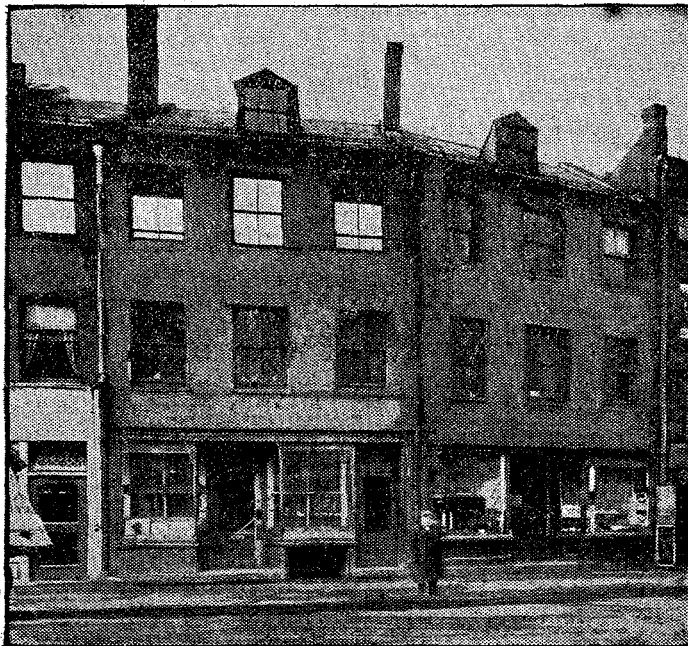
*Boston Globe.
Mar. 29. 1912.*

HOTEL CLUNY, COPLEY SQ, PURCHASED BY J. SUMNER DRAPER AND MARK TEMPLE DOWLING.

Boston Globe - Apr. 18-1912.

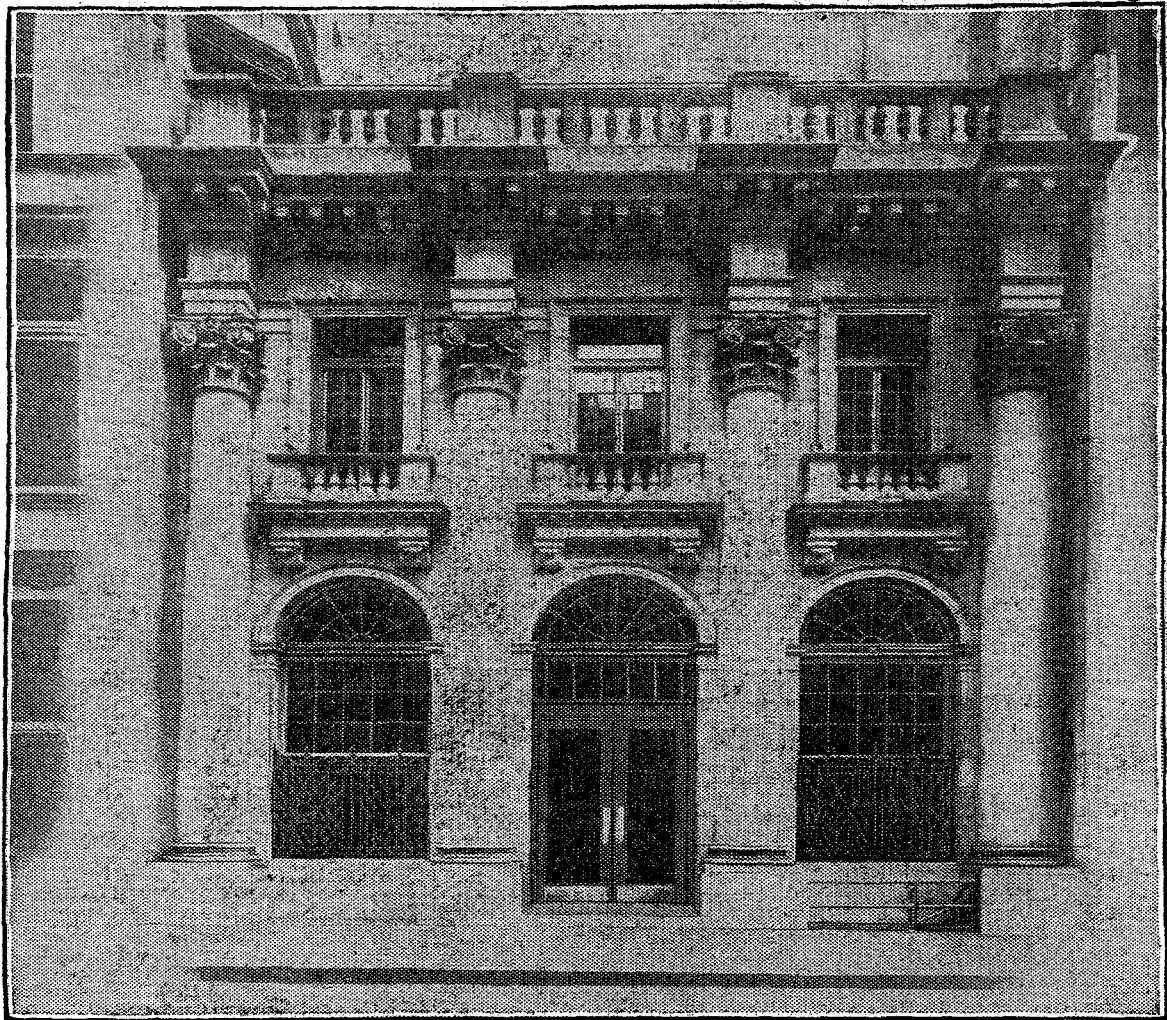
DOCK-SQ PROPERTY SOLD.

Susan Sherry Purchases Buildings
7 and 9---Other Transactions.



PROPERTY 7 AND 9 DOCK SQ, PURCHASED BY SUSAN SHERRY.

Cosmopolitan Trust Company Opens It's Doors to Private View of Friends and Prospective Clients.



FRONT OF COSMOPOLITAN TRUST COMPANY'S BUILDING ON DEVONSHIRE STREET.

Business Operations to Begin Tomorrow in New Bank on Devonshire Street.

LATEST TYPE OF EQUIPMENT

The Cosmopolitan Trust Company opened its doors at 76 Devonshire street yesterday for private inspection and hundreds of friends of the officials and prospective customers visited the institution, which occupies an entire build-

ing. Desks and tables in the main banking apartment were decorated with flowers. The main banking floor is lofty and a mezzanine floor runs around it, equipped with adding machines, book-keeping desks, typewriters, etc. A telautograph system is installed on the first and second floors. Large directors' and president's rooms take considerable of the upper floor space. A room is also provided for customers desiring an interpreter. The basement is devoted to the savings department. The massive vaults are also in the basement, surrounded by a network of electric protection. The doors are equipped with time locks in

triplicate and a service grill of great strength. The official opening of the Cosmopolitan Trust Company will take place tomorrow morning. The officers of the bank are: President, Silas Pierce; vice-president, Max Mitchell; treasurer, Arthur L. Potter; secretary, Horace E. Hildreth; directors, Cav. Uff, Rocco Brindise, Philip Cabot, William J. Daly, Lee M. Friedman, M. H. Gulesian, Aaron Haliparn, Horace E. Hildreth, Patrick E. Magrane, Max Mitchell, Francis P. O'Connor, Patrick F. O'Keefe, G. I. Peavy, Silas Pierce, Earnest E. Smith, J. Everett Stone, Charles Well, Farry C. Wiggin, Simon Vorenberg.

Bobri Herald April 2-1912.

Plan Great National Highway From Boston to San Francisco

FACTS ABOUT THE PROPOSED NATIONAL HIGHWAY

It will start from Boston, with its terminus in San Francisco.

It will be 2800 miles long.

It will pass through Massachusetts, New York, Pennsylvania, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, Utah, Nevada and California.

It will require the outlay of millions, proportioned among the States through which it will be constructed.

Sponsors of the road hope it will be completed in 1915, in time for the exposition at San Francisco.

Governor Foss heartily indorses the project.

The Rotary Club of Boston is behind the movement.

Its advocates are sanguine of the plan being indorsed by the different States.

The great highway of America, a thoroughfare 40 feet wide, stretching 2800 miles across the continent from Boston to San Francisco, dreamed and talked about ever since the wide expanse west of the Rockies became an integral part of the United States, will be a reality within three years if the plans of the Boston Rotary Club are carried out.

For the local organization, a member of the National Association of Rotary Clubs of America, has started an agitation for a transcontinental roadway that has been indorsed enthusiastically despite the fact that but tentative plans have so far been formulated.

It is planned to make the enterprise a co-operative affair, each State through which the highway will pass completing its share of the work, so that the different sections, when linked together, will form one perfect stretch, surpassing even the historic Applan Way that Appian Claudius started in 312 B. C.

"The great highway from Boston to San Francisco is bound to come," said Major P. F. O'Keefe, chairman of the special committee of the Boston Rotary Club that has the plan in charge.

Start from Hub

It should, for many reasons, start from Boston. Boston's roadways, and, in fact, those of the entire State, stand unrivalled. There is, at the present time, a first class road from Boston almost to the New York State line.

It is our belief that with co-operation, there would not be much trouble in making this national highway a reality. If the other States, through which the road will pass, join in the movement as heartily as Massachusetts will, there is no question in the minds of many experts that the thoroughfare will in a few years be completed.

From Boston to San Francisco, over the route planned, it is about 2800 miles. But this does not mean that there will be that number of miles of road to be constructed. Each of the different States has hundreds of first class roadways, but to connect these up and make the stretch a continuous one is the present proposition to be considered.

Of course, the States themselves will determine just what the route will be. I would suggest, however, that it be about as follows:

From Boston, across Massachusetts, New York, Pennsylvania, Ohio, Indiana, Illinois, Missouri, Kansas, Colorado, Utah, Nevada, and through California to San Francisco.

"A considerable portion of this route already is in first-class condition. Hence the proposition, while a big one, has not the gigantic proportions it appears to have at first glance.

"It will require an outlay of many millions of dollars, but when proportioned off into the different States the individual burden will not be too heavy for any one State to carry.

Appeal to Motorists

"Motorists will be keenly interested in the proposed highway. Incidentally, the plan undoubtedly will receive approbation from the people of the far West, and especially those in California, for it will be a big boom for the coming exposition. With the road completed in 1915, thousands of autoists from this section of the country will think nothing of going to the fair in their machines just so long as they know there will be a first-class road the entire distance of 2800 miles."

Representative Prouty of Iowa, who is a strong advocate of good roads, is seeking to have Congress appropriate \$80,000,000 for the betterment of the highways. He would apportion this sum in various amounts during the next five years, co-operating with the States in road construction and maintenance. According to Representative Prouty, the federal expenditure on each road constructed will be limited to one-half the total cost.

Members of the Rotary Club, however, are not banking heavily on federal aid in the construction of a national highway. It is understood that President Taft is opposed to the federal government's paying out money for the construction and maintenance of roads. Hence it is believed the road will be constructed by the co-operation of the different States through which it is to be built.

"This movement will get its greatest headway," continued Major O'Keefe, "through proper agitation. Once the different States see what a valuable asset it will be, they will not hesitate to aid in the work. Therefore I do not believe it will be over difficult to carry out the project.

"We have not reached the point where we can tell what the cost of the plan will be. But it will not be heavy on any one individual State, for there are sections of the road already completed. Forge the few remaining links, and the entire affair will be completed.

Credit to Bay State

"Massachusetts will have the credit of being the State to start this great undertaking, and to Boston will fall the honor of being the city from which the road will start."

Mr. O'Keefe, who is chairman of the civic committee of the Boston Rotary Club, having the project in hand, has these assistants: F. S. Locke, W. E. Wilcutt, S. C. Doana, E. C. Donnelly, J. W. Newton, A. W. Ford, Lewis J. Bird, E. M. Manahan and L. D. Mullen. They will join with Mr. O'Keefe in agitating the proposition and engaging the attention of the different States in the proposition.

There is no more enthusiastic advocate of a national highway from Boston to San Francisco than Governor Foss. The civic committee of the Rotary Club has been assured by him that they will have his undivided support in carrying out their plan for the national highway.

"It is only a question of time," said Governor Foss, "when this question of a national highway will be taken up all over the country, especially in those sections through which it will pass.

"I was told by the 1915 committee of the exposition that they believed if such a road was properly agitated it would be completed from one end to the other in time for the exposition in San Francisco.

"This committee wanted the

national government were to pay one-half the expense and the rest of the burden be shared proportionately by the different States.

"I am heartily in favor of the movement and believe that it will have great headway."

While the plans are as yet wholly tentative, the main idea of the proposed road is that it be suitable for travel by autoists. It is hoped by the promoters that it can be constructed with a minimum width of 40 feet. It is recognized that there will be places, where, owing to certain conditions, this width will be much less. But such places, it is hoped, will be few and far between.

"Such a road as is planned," said Major O'Keefe, "would depend materially on the form of construction for its cost. It must be remembered that the kind of road which could be constructed most economically and kept in first class condition afterwards would not be the same in all States. It would vary according to the location and the material available.

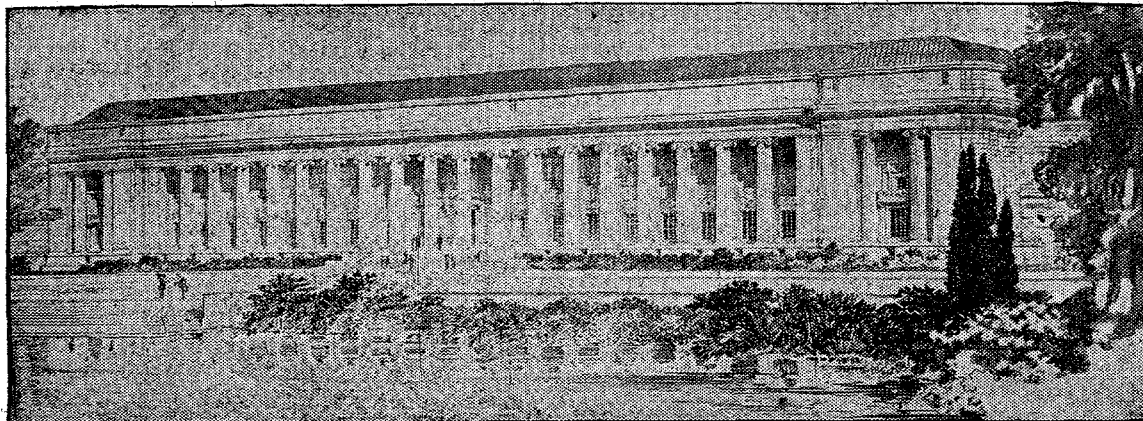
"In some States a first class highway could be built at a small cost owing to the supplies of gravel being near at hand. In other places, the cost would be greater because the supplies would have to come from a considerable distance. But that is a matter for future consideration."

The entire membership of the Boston Rotary Club is enthusiastic over the national highway proposition, and gives the civic committee its undivided support. Hence, as many prominent men of Boston are included in the membership, it is expected that great impetus will be given the movement.

The National Association of Rotary Clubs has a club in nearly every large city of the country. The first object of the club is business exchange. The club has weekly luncheons, where the members meet each other and become better acquainted. Each person associated with the club is a proprietor, partner or corporate officer of some legitimate business or professional pursuit. Each member, according to officials of the club, is a "booster."

FINEST PICTURE GALLERY IN WORLD.

Work Begun on Proposed \$600,000 Addition to the Museum of Fine Arts,
To Be Known as the Robert Dawson Evans Memorial.



PROPOSED ADDITION TO BOSTON MUSEUM OF FINE ARTS.

Ground has been broken and work begun on what will be the finest picture gallery in the world, in the Fenway, to cost about \$600,000.

Although the building is to be monumental in size in itself, yet it is to be only a wing of the Museum of Fine Arts and an essential part of the general plan and design of that great building. In time this wing will undoubtedly be regarded by the public as the front of the museum because of its dignified facade, picturesque surroundings and approaches and its setting near the water.

The great picture gallery is to be known as the Robert Dawson Evans Memorial, in honor of Mr. Evans, who was for a number of years a trustee and benefactor of the Museum of Fine Arts, and also because it is the gift to the museum of Mrs. Robert Dawson Evans in memory of her husband, and to perpetuate the interest he took in the institution. Mrs. Evans gave the necessary funds for the construction of this picture gallery to the trustees of the museum early in the year, and since that time the architect of the museum, Mr. Grey Lowell, has been busy preparing the designs and plans.

Since the existing sections of the museum were completed and occupied three years ago the need for an independent wing or building for the department of paintings has been more and more apparent. The pictures were temporarily installed in space that in the ultimate development of the whole building was not intended for picture galleries and in which the ideal conditions as determined by former experiment and by study, could not be carried out. It was seen that further improvements could be made by building galleries so designed as to actually embody all the features that years of investigation and of experimenting had suggested.

To Be Finest in the World.

It is this that Mrs. Evans' gift has made possible, and the architect, Mr. Guy Lowell, has developed in the new wing a series of galleries that will prove undoubtedly superior to any picture galleries so far built, either broad or in this country, for nowhere is the housing of a great art collection been so carefully, so fully, or so systematically studied as here in Bos-

ton, prior to and during the construction of the existing sections of the Museum. So true is this that in the few years since the present building on Huntington av was opened it has proved a model in many ways which has been followed in other recently-designed art museums.

The new picture building is to be, like the other wings of the Museum, a unit in itself, and although forming a harmonious architectural part of the entire group, will be complete in itself. The picture galleries are to have their own entrance from the Fenway side and their own monumental staircase and terrace.

The exterior of the building, with its special facade toward the Fenway, consists, as the illustration shows, of a fine Greek-Ionic colonnade, 50 feet high, composed of 22 fluted granite columns, the whole surrounded by a parapet, where will be carved the name of the building and an inscription. This granite colonnade and parapet serves as a screen wall to the lofty, top-lighted galleries behind it.

The architecture is classic and quietly dignified in feeling and in mass, to correspond with the parklike character of its surroundings, and expresses outwardly the long series of galleries inside. The recessed entrance behind the center of the colonnade is reached by a broad flight of steps leading from the driveway and directly opposite what the Park Department proposes to make the widest part of the Fenway basin.

The building is to be 300 feet long and 90 feet deep. In the interior plans the same general principle adopted in the other sections has been carried out, of placing the important exhibition galleries on the main floor and of reserving the ground floor for the study series, the secondary collections and administration purposes. Visitors entering from the Fenway, after passing through the outer vestibule, will find themselves at the foot of the monumental staircase which leads to the galleries above. This staircase will form the most interesting and decorative architectural feature of the interior. The staircase leads to a broad landing. At this point it divides into flights on either side that curve back in a semi-circle and lead to a hall or distributing lobby in the very center of the building.

Hall for Collection of Tapestries.

The semicircular staircase cage is flanked by a row of columns. This will

be connected with the existing building by means of a gallery, which in the completed scheme provides a large hall for the collection of tapestries.

From the distributing hall, to which all visitors to the picture galleries will come, whether they have entered at the Huntington-av side and come across the connecting passage, or have entered at the Fenway entrance and come up the stairs, the circuit is complete and chronologically continuous through a series of rooms where the works of the different schools of painting are grouped together.

These rooms will have their walls hung with draperies that will give the proper tone to the background, or will be paneled with wood to make the galleries more like the rooms in which the pictures were originally hung generations ago. For the same reason the ceilings have been more richly treated, and marble and stone generously used in the decoration of the galleries and halls will make possible a handsome and harmonious setting for the pictures.

On the exhibition floor there are a number of small rooms, some side-lighted, some top-lighted, in which will be hung the works of the early masters in painting. Then will come a series of large top-lit galleries reaching nearly the length of the Fenway side and arranged so as to give variety in shape, in volume and in elaboration of architectural treatment.

Department of Prints.

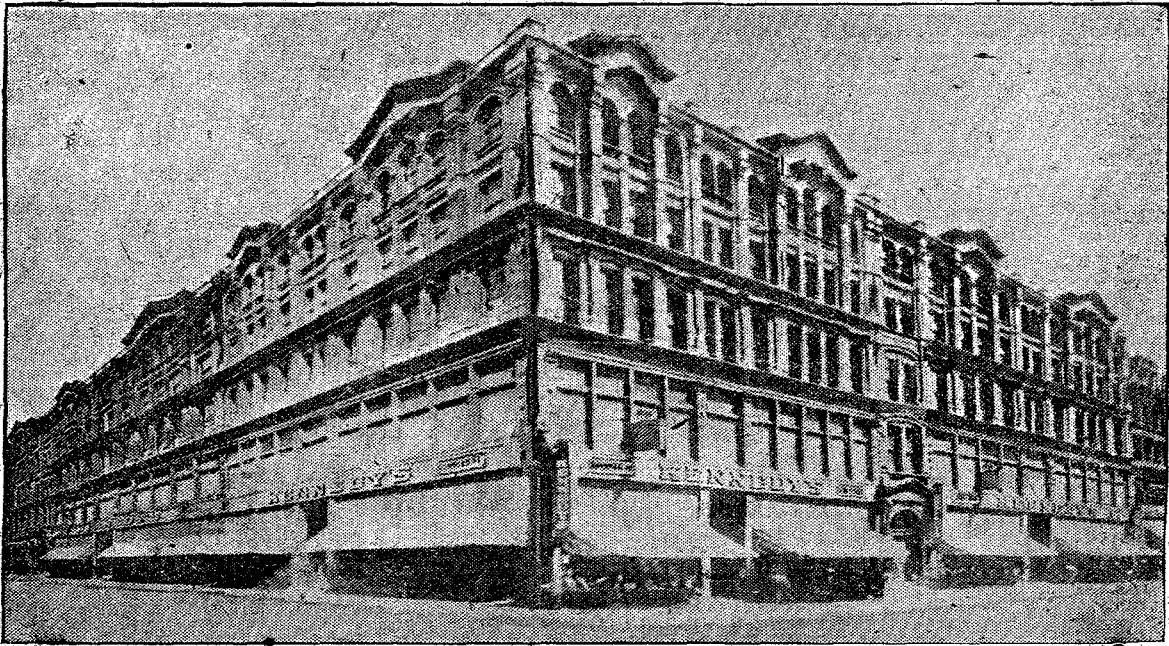
On the ground floor at one end is to be the large and rapidly growing Department of Prints, and here also are to be rooms for study, for administration, for storage, and for repairs. At the opposite end are to be installed a series of rooms with special decorative interiors like the present Bremgarten and Lawrence rooms, and below are still more storage rooms and a resting room for women.

In this building a special ventilating system will not only insure a full supply of fresh air at all times, but the air will be properly humidified to avoid danger to the pictures of that too great dryness of the air often present in artificially heated halls.

When this building is completed, Boston, owing to the generosity of Mrs. Evans, will have the most magnificent picture galleries in the world.

Robert Lowell - May 4, 1912.

Kennedy Co. Leases Big Store at Summer and Hawley Streets



The "Greater Kennedy's" as it will appear after alterations are made.

That the recent mercantile awakening of Summer st. is not yet at an end is made plain through the announcement that The Kennedy Co. ("Kennedy's") men's clothing store, now occupying the two stores numbered 30 to 38 Summer st., have leased, through the office of Bradley & Tyson, the adjoining store numbered 26 and 28 Summer st. and extending 135 feet along Hawley st.

Extensive alterations will be begun as soon as the present tenants vacate, specifications calling for a thorough remodeling and modernizing of the whole structure to make it in keeping with the present Kennedy store. This means late summer before The Kennedy Co. will be able to occupy its enlarged quarters.

It is stated on good authority that this store will then be the largest of its kind in New England, ranking among the leading three or four men's stores in the country in size, and second to none in its mod-

ern equipment. There will be approximately 25,000 square feet of floor space and 280 running feet of show windows. Contracts are now being placed for the most modern fixtures obtainable.

The dust-proof, crystal glass case idea, now used by this store on its clothing floor, will be extended to include every department, so that not a single box nor open shelf of any kind will be found throughout the entire store, everything, from collar buttons to overcoats, having its own specially designed plate glass compartments. While this system for the display and sale of goods has been used to some extent by a few of the newer stores in the Central States, no store, so far as can be learned, has ever carried it to the extreme which The Kennedy Co. expects to. They plan to make their enlarged quarters the very best and last word in modern facilities and attractiveness.

The events leading up to this company's present undertaking read almost like a

tale from the "Arabian Nights." The first Kennedy store was opened a little over 18 years ago in half a store on a side street in Hyde Park, now Ward 26 of Boston. The monthly rental was \$8, the first day's sales \$1.29, and the first Saturday's sales \$633.

From this humble beginning sprang the six Kennedy stores of today, located in Boston, Brockton, Beverly, Hyde Park, Lynn and Worcester, where, unusually effective advertising has made the Kennedy catch phrase, "A Little Out of the Way—But It Pays to Walk," familiar to every man, woman and child.

The Boston store is the latest in the Kennedy chain and is the fruition of a long standing ambition to have the largest and finest clothing store and do the biggest clothing business in New England.

That The Kennedy Co. finds it necessary to nearly double the size of its store so soon after its advent in Boston speaks well for the favor it has found with the public.

Boston Record. May 6-1912.

Largest Cigar Factory in the World Is Being Erected by Waitt & Bond

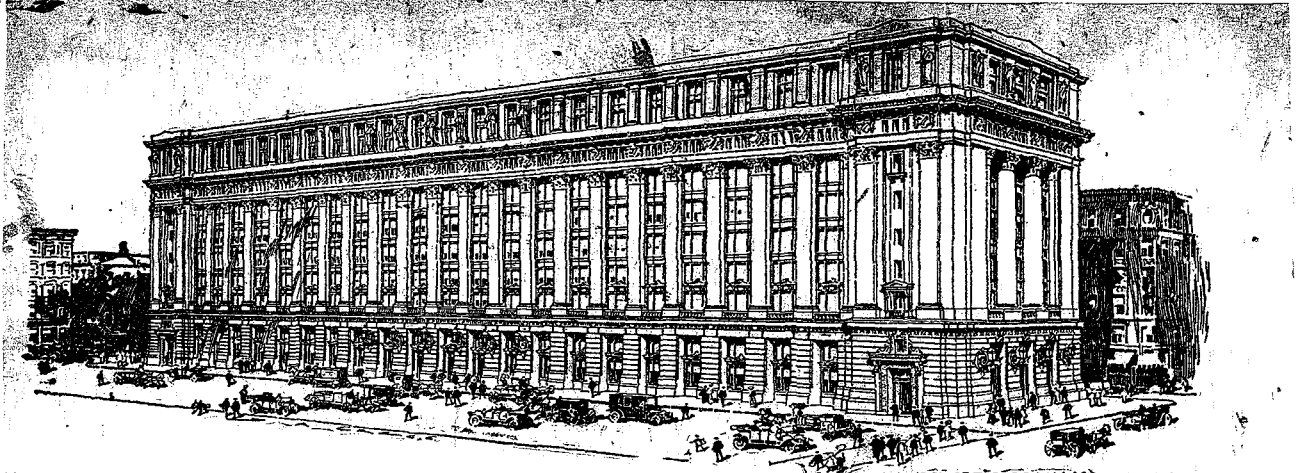


From Herald - May 8-1912

Wash.

D. I.

May 15-1912. Record.



City Hall Annex, Which Will Now Be Built to the Height Desired by Mayor Fitzgerald.

FIGHT INCREASE IN FERRY TOLLS

East Boston Autoists Protest
Against Rourke's New
Schedule.

Autoists who patronize the East Boston ferries are up in arms over Commissioner Rourke's new plans increasing the ferry tolls from the present rates of 6 cents for each car to 15 cents for those 11 feet in length and under, and 18 cents for those over that length, in addition to 1 cent for each occupant other than the chauffeur.

Under the old rate, a car and its occupants are transported for 6 cents, and the autoists contend that that amount is sufficient. They say they are being imposed upon by Commissioner Rourke, who is anxious to make the ferry division self supporting.

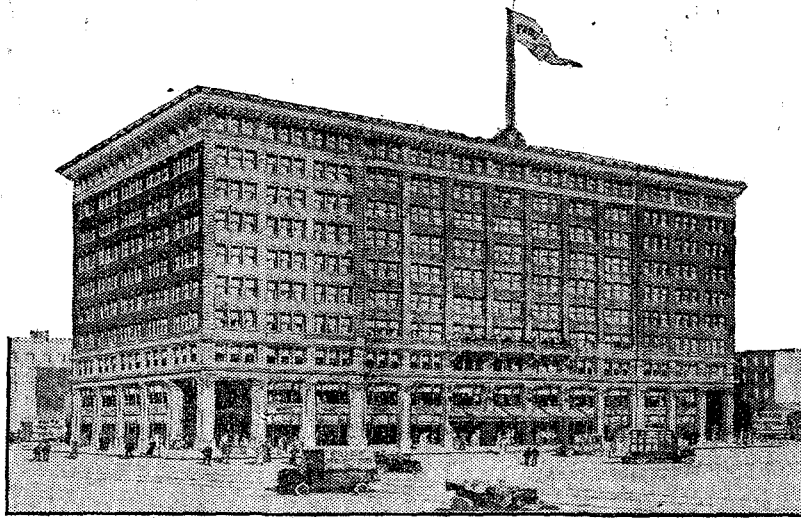
The revised schedule provides increases of from 2 to 5 cents for teams.

Representative Benjamin Sullivan of East Boston appeared at the mayor's office yesterday with a petition signed by many of the business men of his district urging the mayor to make a uniform rate of 1 cent for every team. The mayor took the new schedule and the protests under consideration.

June 24/12

Co.

PAINE FURNITURE CO. WILL REMOVE TO ARLINGTON ST. EXTENSION LOCATION



PROPOSED NEW BUILDING OF THE PAINE FURNITURE CO. ON ARLINGTON ST. EXTENSION.

One of the most momentous changes amongst the landmarks of commercial Boston is heralded by the announcement that the Paine Furniture Co., the largest furniture manufacturing company in the world, has plans well under way for removing their great establishment from its present Canal st location, where it has been established for more than three-quarters of a century, to a splendid situation on the new Arlington st extension, in the very heart of Boston's fast coming business centre.

The Paine company has been loth to make such a change, fearing that the securing of any sufficient area of land would not only involve a location inconvenient to many of its local customers, but necessitate an investment that would make it more difficult to preserve the low range of prices for their high quality goods upon which characteristic the firm has built up its great business.

But the agitation of the extension of Arlington st through from Boylston to Columbus ave gave an inspiration, and being convinced that that section is destined to become the great retail centre of Greater Boston, favorable options were secured upon a splendid tract of the newly opened land the moment that the extension was ratified.

They were able to obtain sufficient area with necessary light and air to accommodate the manufacturing plant upon the same premises, thus continuing the feature of giving their customers opportunity to inspect the stock in every stage of manufacture.

The new building is to be erected at the corner of Arlington st extension and St. James ave, which later is to be improved to be a splendid boulevard, 80 feet in width at this point. The building will be 10 stories in height, of modern steel fireproof construction, light brick exterior and limestone trimmings.

Its frontage upon Arlington st extension will be 271 feet with a depth of 100 feet, and will contain 286,000 square feet of floor space, or approximately seven acres.

There will be three large entrances on Arlington st, which will be accessible and convenient to the natural arteries of travel which converge at this point, and the en-

trance of the new Brookline subway will be less than one minute distant.

The four top floors, an area of 100,000 feet, will be given over to manufacturing and warehousing, while the six lower floors and basement, 175,000 feet, will be devoted exclusively to the display of the firm's widely famous and wonderfully extensive stock of furniture, draperies, rugs and every description of interior decorations.

The building will have an immense power plant of its own, including one of the most improved vacuum equipments, and every floor and department will be conveniently served by eight commodious elevators of the most approved type.

This new home for the largest furniture establishment in the world is to cost \$1,100,000, will be one of the finest business structures in the country, the largest ever erected for the sole occupancy of one furniture firm, and not only an added value but an ornament to the city. It will dominate the new retail district which is developing in this section and its character, together with that of the concern which it will shelter, will insure the future character of its environs.

The plans for this great furniture emporium are being rapidly developed in the hands of Densmore & LeClear, architects and engineers, and construction will be started in the early fall with the idea of having it ready for occupancy by January, 1914.

The Paine Furniture Co. was established 77 years ago, occupying two floors in a building on Market st, near the present Canal st location. It rapidly expanded to require that entire building, and after 35 years outgrew it altogether, and the present six-story building was erected.

But the growth of the business, founded upon the principles of high quality and honest values, has never halted until the 175,000 square feet of floor space contained in the building which was put up to take care of its demands for many years to come, has become entirely inadequate, and has forced the Paine Furniture Co. to take its industry and its traditions into the new retail centre of the city, and to raise up for its home this colossus of a furniture establishment.

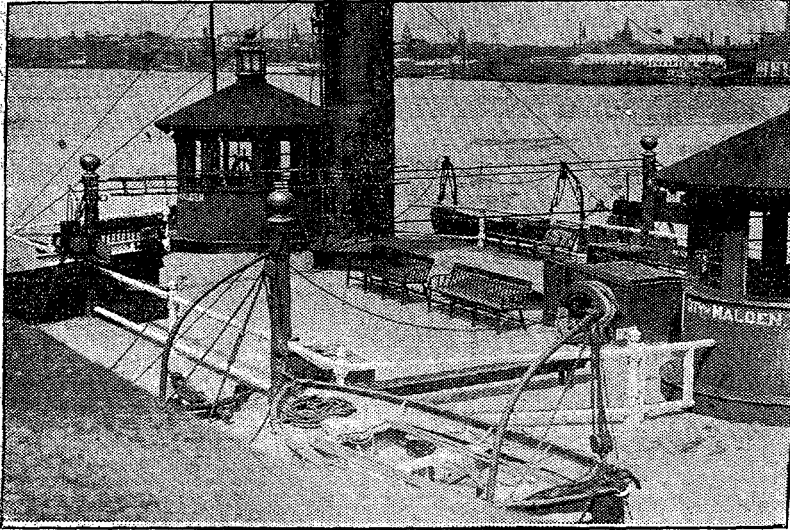
Boston Record July 19, 1912.

Double Deck Ferryboat.

Chelsea, July 19. - Boston is soon to have its first double deck ferryboat. The City of Malden of the Winnisimmet Ferry Co., which plies between Chelsea and the city, is at present undergoing alterations so that passengers can be accommodated on the upper decks as they are on many New York ferryboats.

Beginning Monday the City of Malden will resume her service, and Bostonians and Chelseans will then have an opportunity to ride upon her upper deck.

Many Enjoy Trips on New Double-Deck Ferry Boat



DOUBLE-DECK CHELSEA FERRY BOAT PUT IN OPERATION YESTERDAY FOR FIRST TIME

Boston had its first double-deck ferry boat in operation yesterday between here and Chelsea. The new boat is named City of Malden, and, as was expected, it proved popular, many passengers taking advantage of the upper decks where the air was cool and the scene good.

William E. McClintock, the general manager of the Winnisimmet Ferry Company, decided to make the boats running between Boston and Chelsea as attractive as possible that visitors might

take advantage of the fine views in this vicinity, taking in the Navy Yard and warships, as well as the United States Naval and Marine Hospital.

Many years ago a steam ferry boat was run by the Winnisimmet Company whose entire floor space was devoted to passengers, and no teams were carried, two other boats doing that work. For years the passenger boat was a popular thing and was the mecca of people on hot days, who rode back and forth enjoying the cool sea breeze.

CHELSEA FERRYBOAT HAS AN UPPER DECK

Renovated Craft Will Resume Her Route Today.

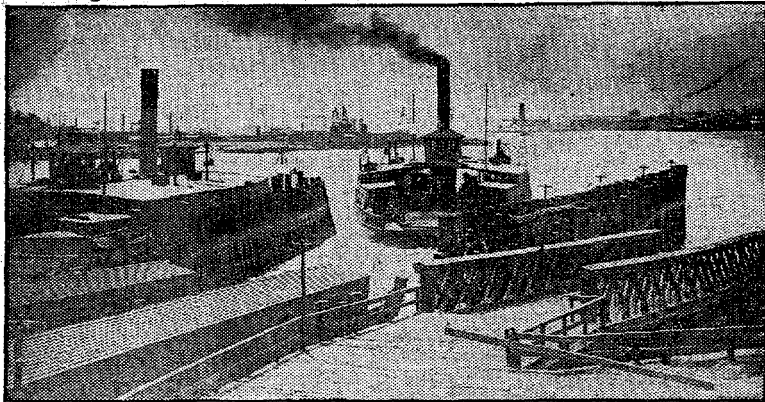
The ferryboat City of Malden of the Chelsea ferry has been fitted with an upper deck for the accommodation of passengers, and today will make her first public trip since her renovation. This is the first double deck ferryboat to ply in Boston harbor. Several improvements have been made by the new company during the past few months, and General Manager William E. McClintock says that there will be other changes made for the convenience of the patrons in the near future.

It is expected that the north draw of the Chelsea bridge will be closed to travel some time this week, and the temporary bridge that has been constructed will be opened. The new bridge is semi-circular and extends about 150 feet to the east of the present bridge. There will be no inconvenience to the public as double tracks have been laid for the street cars.

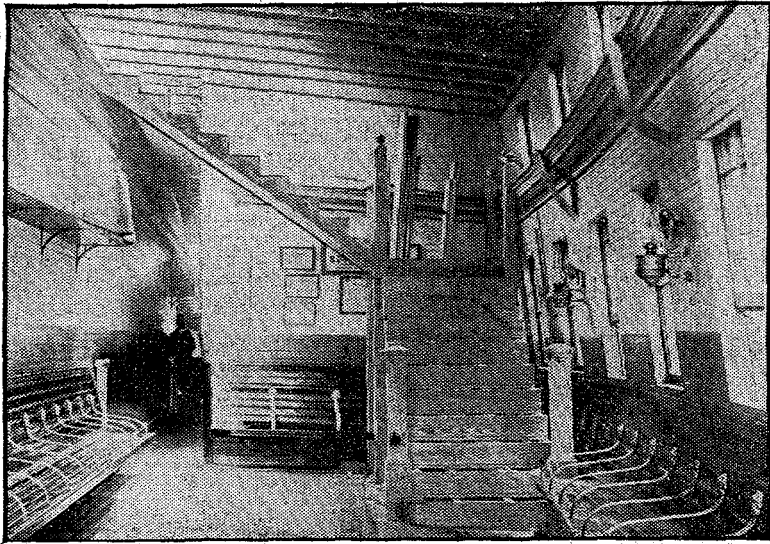
Boston Post.

There is to be a decided change in the appearance of Howard street within the next few months. Already work has begun on the tearing down of the building at the corner of Howard and Court streets, to make room for a large modern building. The building at the corner of Somerset street, too, has been vacated to be thoroughly rebuilt, while the two big blocks back of it on Somerset street have been razed to make way for a large addition to the corner block. The whole will make such a change for the south side of Howard street, removing old landmarks, that it will be hardly recognizable to the occasional visitor.

TRANSPORTATION COMPANY IS
IN SOCIAL SERVICE ENTERPRISE



Newly arranged and equipped double-ender Malden now furnishes upper-deck accommodations



Morning and evening excursionists on Winnisimmet line climb stairway for view of docks and navy yard

Christian Science Monitor
July 22, 1912.

HARBOR EXCURSIONS PROVIDED AT PRICE OF CHELSEA FERRY TRIP

From Deck of Steamer City of Malden Passenger Today Sees Shipping Panorama Better Than Before

BOAT SOCIAL CENTER

Manager Hopes That Neighborhood Groups Will Utilize New Outing Method Daily When Rush Is Over

Little harbor excursions at three cents each became available today when the remodeled steamer City of Malden, with its new upper deck, resumed service on the Boston-Chelsea ferry.

During the past few weeks a flight of stairs has been installed in the cabin and the arrangements and fittings of the upper deck have been altered to seat 100 passengers.

Warm evenings the company plans to permit deserving persons, especially women with children, to remain on the new passenger deck of the City of Malden as long as they wish, allowing them to make a marine outing of an hour or two for the charge of a single fare.

This announcement of the company has met with wide approval, both in Chelsea and Boston, for the offer is open to people on both ends of the line and will undoubtedly prove popular with residents of the North End. The 12-minute voyage across the upper harbor is highly refreshing, even if taken only once.

Many business men living within walking distance of the Chelsea end and doing business in the down town section continue to use the ferry as they have for years past.

It is a fact that the fastest transportation from point to point in Boston and Chelsea is provided by the oldest service in the city. The ferry has been in operation since 1631, and a regular daily schedule of several trips was established in 1823.

In 1836 the Winnisimmet Ferry Company purchased the rights and has operated ever since. For years the profits have been small, and recently the company was reorganized. The renovation of the City of Malden is the first of a series of improvements and developments that the company has authorized, and which are now being actively pushed by William E. McClintock, treasurer and general manager.

"The change was made in order to make the ferry more useful and comfortable to its patrons, and also to do a little good on the side to those who cannot afford to make a 50 or a 75-cent ocean trip," said Mr. McClintock. "I have hopes that the innovation will result in forming little morning and evening clubs informally among those making regular trips. This will bring people together socially. Why not? We need to get back the feeling of a more genial age and take time before and after the day's business rush to be sociable."

A number of business men today made the ferry trip to Chelsea to attend the meeting of the Board of the City of Malden Ferry Company.

Dr.

Cash.

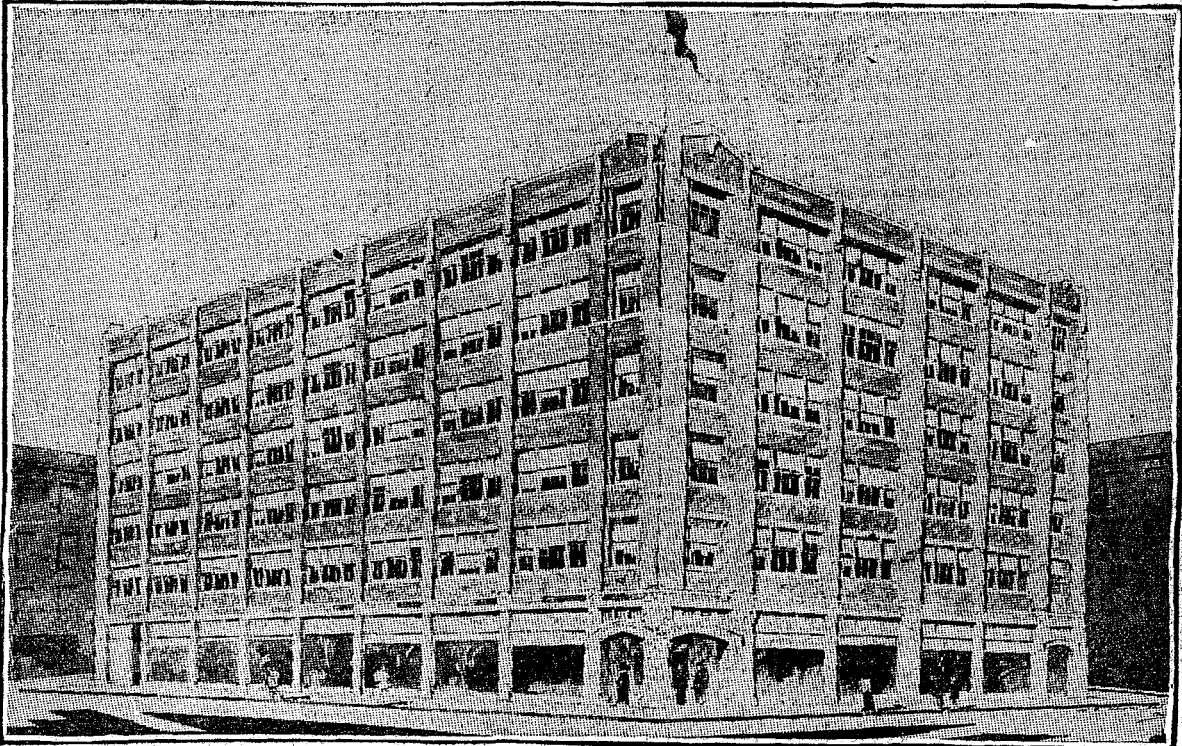
*Boston Traveler & Evening Herald
August 3, 1912.*

**Firemen Fighting Stubborn Blaze on
India Street That Menaced Waterfront**



Inset—Alice McGillicuddy, One of Household Forced to Flee from Apartment.

INCREASING BUSINESS FORCES SAMUEL WARD CO., TO BUILD



NEW FACTORY FOR SAMUEL WARD COMPANY, MANUFACTURING STATIONERS,
57-63 Franklin St., Boston. To Be Erected on Atlantic Ave., Storer St., India St., and India Sq.

Factory Will Be Erected on Atlantic Avenue by Sta- tionery Concern.

In 1868 in the basement of 74 State street, Boston, Mr. Samuel Ward, now the dean of the stationery trade in New England, and one of the most prominent members of the National Association of Stationers and Manufacturers, started in the stationery business in a very modest way. In a few months he had an opportunity to buy out an old established stationery firm at 8 State street, in a few years adding another store at 58 Washington street, giving two entrances on two streets to a very busy store. The next step in 1875 was a union under the name of Ward & Gay of the two stationery firms of Samuel Ward and Richard I. Gay. Shortly after Ward & Gay removed to 180 Devonshire street. In 1886 the firm dissolved and the present corporation of the Samuel Ward Company formed. In 1887 removal was made to 49-51 Franklin street, the entire building of five stories and basement being occupied. The demand for Ward's goods was steadily increasing to such proportions that it was utterly impossible to manufacture in sufficient quantities to meet the calls from all parts of the country, and in 1903 a radical step was taken, for the company moved to its present quarters, 57-63 Franklin street, a building of five stories and basement, just twice the size of the old one. This relieved the congested departments and gave ample room for the time being. In the latter part of 1903 the top floor of the adjoining building, Nos. 53-55 Franklin street, was added for the engraving department. The popularity of Ward's leather

goods next called for additional space, and in 1909 another floor at 53 and 55 Franklin street was added to the now good-sized factory. In 1910, 18 new stockholders were taken into the concern, all employes, many of them having been connected with the company since boyhood. This action of the company cemented the relations between employes and employes, and relieved the officers of the company of much detail, giving opportunity for a division of responsibilities. The officers of the company have practically remained the same since its incorporation with the exception of some changes caused by death, from its membership. The present officers are Samuel Ward, president and treasurer; J. G. Elz, vice-president; J. D. Lamond, general manager; A. C. Whittemore, assistant treasurer, the above with John T. Bailey and C. A. Collins constituting the board of directors.

The engraving department occupying the top floor at 53 and 55 Franklin street, being called upon to make increased quantities of box tops and holiday goods for the Christmas trade, asked for more space and in 1912 the third floor of the same building was added to the factory.

Ward's stationery now seems to be in greater demand than ever. The business has grown to such proportions that the apparently commodious quarters in the two buildings 53-63 Franklin street have proven inadequate for both store and factory together, and having absorbed all the available vacant space in the immediate vicinity, the company is now compelled to look for new quarters for the manufacturing end of its business. For months the company has persistently searched for a suitable building in a desirable locality for this purpose, but without avail.

Being unable to locate a building adapted to its use, the company decided to erect a modern factory with all the latest appliances and methods

for the manufacture and systematic distribution of Ward's goods and specialties. It was desirable to locate this factory in the city proper in close proximity to the business centre and railroad stations. There being no vacant land, the company had to look for buildings that could be torn down to give place to a new structure, and secured the three buildings bounded by the four streets, Atlantic avenue, India square, India street and Storer street, very centrally located, about seven minutes from the South station and five minutes from their store, which will remain at its present location at 57-63 Franklin street.

The preliminary work of making surveys, borings, drawings, etc. is now well under way, and in a very short time the razing of the old buildings will commence. The illustration shows the new building in its completed condition, according to the drawings of the architects, Kendall, Taylor & Co., there being practically a complete elimination of spaces between windows, which with wide streets on all sides will insure the best of light. The latest machinery, appliances and labor saving devices are to be installed and a systematic arrangement of departments will reduce the cost of handling goods to a minimum, and the highest efficiency of the employes will be maintained.

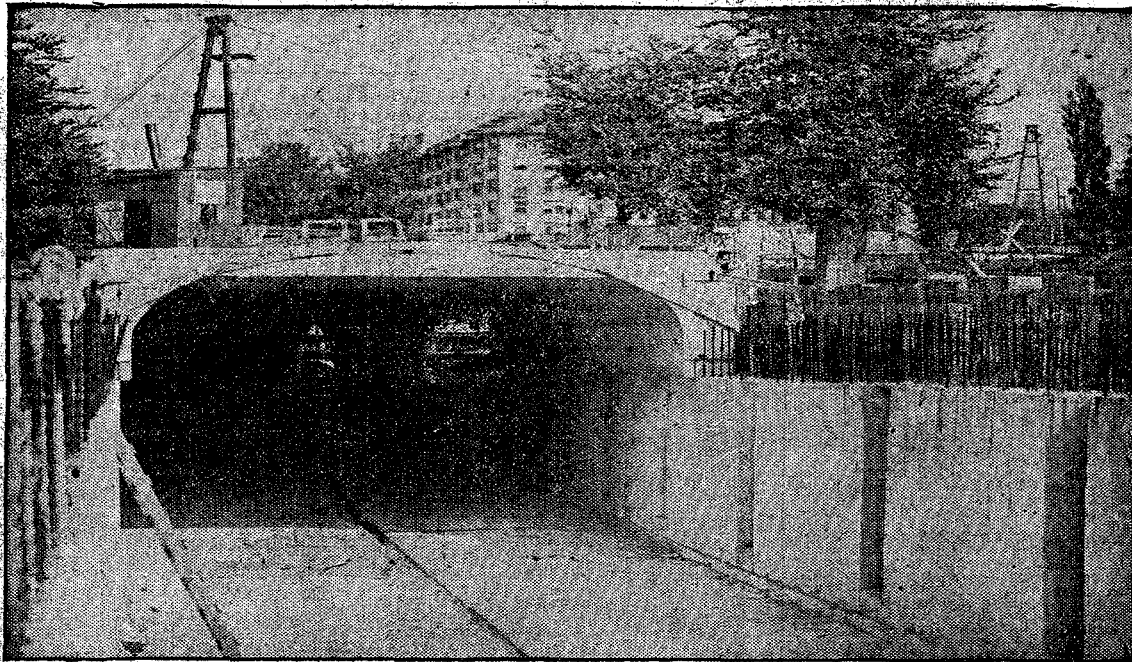
The Samuel Ward Company has salesrooms in New York, Chicago and San Francisco, and its travelling men cover the United States from the Atlantic to the Pacific.

The present store at 57-63 Franklin street is to be somewhat remodelled, and it is confidently expected that with the increased facilities for turning out goods afforded by the new factory it will be possible to give still better service to customers at the old location identified with the business for the last 25 years.

Boston Herald. Sept. 17-1912.

FENWAY ENTRANCE TO THE SUBWAY.

Now Practically Completed and Will Soon Be Opened to the Public—
Commission Plans to Make It Attractive as Possible.



ENTRANCE TO NEW SUBWAY ON COMMONWEALTH AV, NEAR INTERSECTION OF BEACON ST.

The long and much-talked-about Fenway entrance-exit to the new Boylston-st Subway, which is located at the junction of Commonwealth av and Beacon st, as originally intended, in spite of the vigorous contest waged about a year ago, is now practically completed.

The big opening in the thoroughfare begins where Kenmore st crosses Commonwealth av at Beacon st, with a slight decline which gradually becomes steeper until the great tube, wide enough for two tracks, tunnels into the bowels of the earth, beneath the beautiful park reservation which is in the center of Commonwealth av. Surface cars entering the new Subway will be visible while they make the descent of fully 200 feet into the

ground. This decline makes Kenmore st at that point a sort of a grade crossing which might prove a menace to the public unless the street is closed, as it is expected it will be, when the new Subway is opened to the public.

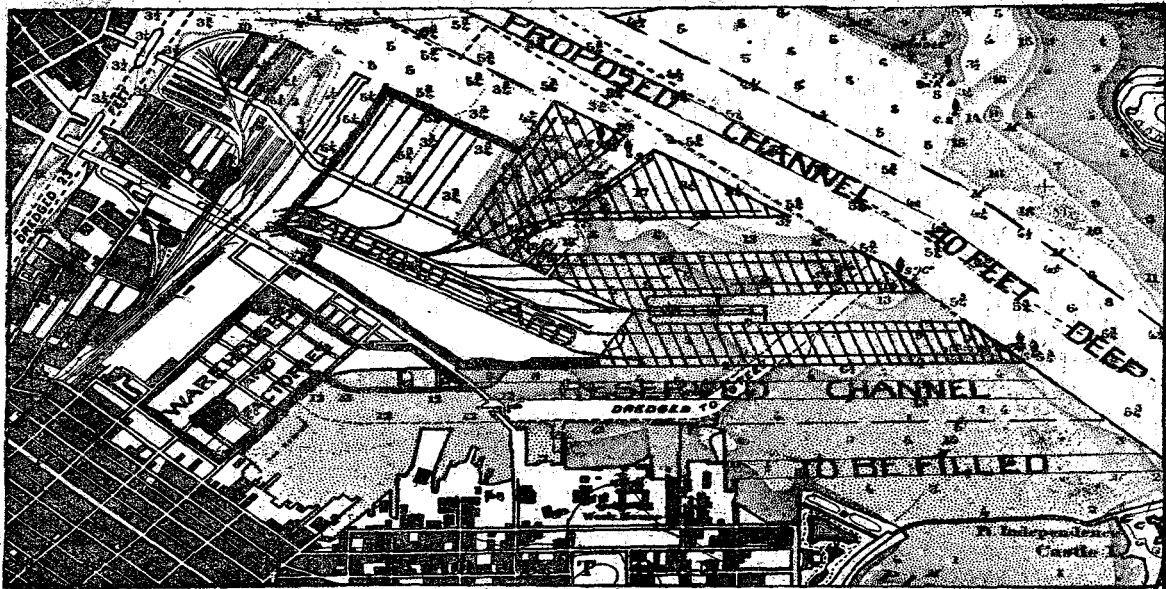
Property owners and others protested to the Boston Transit Commissioners against the closing of Kenmore st, and an attempt was made to have the cut which would mark the beginning of the Subway made a short distance north of where it is now, so that a grade could be adopted that would allow Kenmore st to be arched over and still be kept open to the public. There was also talk about moving the mouth of the Subway about 100 feet west of its present location. The opening, however, is where the Transit Commission decided

to have it, and many who protested, say that it doesn't look as bad as they believed it would.

At the end of a 200-foot open space grade looms up the arch of reinforced concrete, cement and artificial stone which crowns the tube. If the stone is not pleasant to the eye of residents in the houses looking out upon it, it is said that the reservation can be raised a little at that end of Commonwealth av and then sods can be placed which will restore the park to its natural beauty. Save for the 200 feet that must be left open, the park reservation will not be disfigured.

The Transit Commission has engaged an architect to make the entrance to the new Subway as attractive as possible.

PORT DIRECTORS PLAN TO SPEND \$2,500,000 IN SOUTH BOSTON



Map of Commonwealth Property in South Boston Which Will Be Developed by Port Directors.

Board to Begin at Once the Development of Commonwealth Property.

The board of port directors plan the immediate expenditure of \$2,500,000 for the development of the Commonwealth property in South Boston, the money to be used for the erection of a great freight and passenger terminal. This plan is announced in the first public report of the board since its creation more than a year ago, and comes as a result of the contract between the board and the New Haven system, by which the control of the Commonwealth pier property reverts to the state.

The contract between the board, the Old Colony, New Haven and Boston & Maine railroads is now before the governor and council for approval, and in anticipation of the favorable action of the executive department of the state the directors have set aside \$2,500,000 of the \$9,000,000 at their disposal for the immediate improvement of this terminal to a standard equal to that of any port in the world.

Accessible to Grand Trunk.

The Grand Trunk railroad seeks a terminal at this port, and negotiations looking toward procuring the Hamburg-American line service for Boston have been under way for more than a year, making the development of this property particularly necessary, in order that the port directors may have some definite

offer to make to this transportation business.

Plans and specifications for the purpose of inviting tenders for the work of development are now in the process of preparation by Chief Engineer Hodgdon of the board. The plans include pier work, monster two-story freight and passenger sheds, a high-level approach to the second story of the sheds from Summer street for passenger traffic, a grain elevator and necessary street and rail connections.

This terminal will be accessible to the Grand Trunk railroad when it enters Boston, and under the agreement whereby the New Haven and Boston & Maine surrendered the lease of the property, those roads have agreed to apply the same rate to this terminal as to others in the city, free of switching charges.

In the report submitting the plan of development of the South Boston terminal the board also indicates the general scheme of broad development which will maintain in the future growth of the port.

The plan includes the development of the Jeffries Point and Bird and Apple Island flats district; deepening the present main ship channel from Broad sound to the upper harbor from 35 to 40 feet at mean low water and deepening the Broad sound channel to 45 feet.

Also, in the extension of the wharf property on the north side of the harbor, a new 40 foot channel is planned in back of Governor's Island, from Bird Island flats to President Roads and quarantine basin, connecting there with the Broad Sound channel to sea.

During the time that they have been in office the port directors, according to their report, have been instrumental in obtaining passage of the rivers and

harbors bill by the last Congress containing clauses authorizing the deepening of the channel as stated.

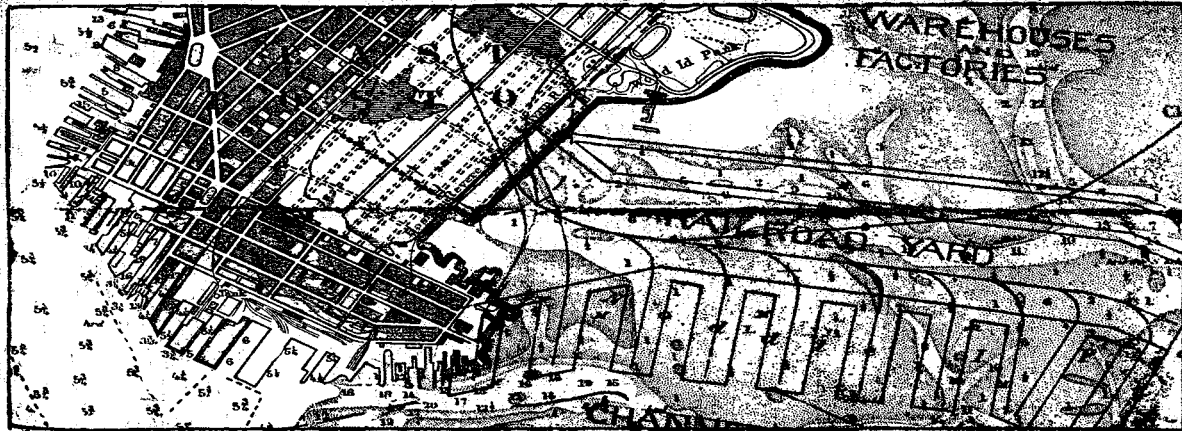
At the request of Col. Abbot, United States engineer officer in charge at Boston, the port directors have submitted to him a plan, indicating the outlines of terminal development which seem to the directors desirable if proper approaches can be secured.

If it is found upon the survey desirable to modify the approaches indicated, the plan is readily capable of modification, and on both sides of the harbor the actual construction would proceed in units as the demands of commerce required.

One very important result of the complete survey and borings of the entire property of the state on the South Boston side made this summer by the port directors has been the disclosure that the state possesses an admirable site for the construction of the largest dry dock to the east of the Commonwealth Pier in the flats immediately adjoining the filled land belonging to the state. On this site there is an opportunity for two dry docks, one 1150 feet long and one 800 feet.

One of the difficult and expensive features of the construction of a dry dock is the securing of a proper foundation for it. The borings at South Boston have disclosed the presence of ledges which seriously interfere with the arrangement of piers that have been hitherto supposed to be possible on that water front, but one of these very ledges furnishes an admirable dry dock site and should materially reduce the cost of construction of a large dry dock. The engineering department is now at work on the preparation of plans and estimates for a dry dock on this site.

PORT BOARD SETS ASIDE \$3,000,000 FOR GREAT DOCKS IN EAST BOSTON



EAST BOSTON FLATS AND PROPOSED DEVELOPMENT FOR WHICH INITIAL APPROPRIATION IS MADE
The First Step in Utilizing Commonwealth's Property Is to Secure Land Affording Railway Connection With Water.

Work to Begin at Once on Part of Boston's Big Port System.

Work on the development of the great dock system to be erected on East Boston flats off Jeffries Point will be started at once, \$3,000,000 for this purpose having been appropriated by the board of port directors from their \$9,000,000 fund at a session of the board yesterday.

The money is to be spent for the purpose of securing railroad and highway connections to the state flats property on which it is planned to build the huge terminals, which in connection with the proposed development of Commonwealth flats, South Boston, as announced by the directors last week, for which \$2,500,000 was set aside, will make Boston one of the foremost ports of the world.

The order passed by the board at yesterday's meeting setting aside the \$3,000,000 to start the East Boston development is as follows:

"For the purpose of constructing a first-class modern water and railroad terminal at East Boston, it is hereby ordered that the sum of \$3,000,000 be appropriated by the directors of the port of Boston to secure access to the property of the commonwealth off Jeffries Point, East Boston, and for such additional

property or any rights therein as may be necessary for railroad tracks, connections, switching yards or freight yards or rights of way extending from the commonwealth's property to the location of the Boston & Maine railroad in East Boston, and for the purpose of laying out, constructing and suitably grading such highways, bridges, railroads or other structures as may be necessary to establish railroad connections between any existing railroad and the property of the commonwealth off Jeffries Point or which may be hereafter secured adjacent thereto, and to build piers and wharves thereon and to do such dredging as may be necessary."

The property of the commonwealth on East Boston and Bird Island flats, on which the terminal system is to be erected, is separated from existing railroads and other arteries of traffic by extensive tracts of privately-owned land, across which it will be necessary to buy rights of way and approaches.

While no definite plans have been determined upon by the board and its engineers, a tentative plan has been drawn up giving railway connections with the Grand Junction tracks by a spur line crossing the flats owned by the East Boston Land Company between the First Section of East Boston and Wood Island Park. This land is at present undeveloped and crossed only by the tracks of the Narrow Gauge railroad and a little used foot bridge at Cottage street.

This line will loop into the Grand Junction yards around Jeffries point and extend in spurs along the dock system which is to be built, and will eventually reach as far as the Court Park section of Winthrop, running from there through the Belle Isle Inlet dis-

trict to the tracks of the Boston & Maine at Revere.

With the Grand Trunk railroad seeking a terminal in Boston and the efforts being made to bring the Hamburg-American line to this port, the immediate development of this section of the waterfront gives the port directors a new argument to present to these companies in urging their acceptance of the board's offers.

EXPECT GERMANS HERE

Directors of Hamburg-American Line Are in New York.

It is expected that within a few days Albert Ballin, director-general of the Hamburg American Steamship Company, accompanied by three of the company's directors, will come to Boston to confer with the directors of the Port of Boston and Gov. Foss.

Urgent invitation to the German steamship officials, who arrived in New York from Germany yesterday aboard the Kaiserin Auguste Victoria, to come to Boston has been sent them by Hugh Bancroft, chairman of the port directors, and by Gov. Foss.

"Learning that those steamship men were on their way to this country, I sent them a wireless inviting them to come to Boston," said Mr. Bancroft last night. "I received an answer saying they would let me know whether they could upon their arrival in New York. As yet, though, I have not heard from them. Gov. Foss has written them a further invitation.

"The stories which are current about their coming here to consider the purchase of docks or the lease of the Commonwealth piers are absolutely without foundation."

NEW BUILDING ON HISTORIC SPOT.

Wyzanski Block at Corner of Green and Chardon Sts to Be Entirely Remodeled by New Owners.



NEW WYZANSKI BUILDING, CORNER GREEN AND CHARDON STS.

The old Beaudry property, situated on the corner of Green and Chardon sts. Bowdoin sq. which Mr. W. C. E. Wyzanski purchased a few weeks ago, is to be entirely remodeled, it being the intention of the new owners to make an entirely new building.

The total lot area is about 7000 square feet and is valued by the assessors at \$100,000. There is a large frontage on both streets and the property is one of the most desirable in that section of the city.

The first and second

and stories will be removed and replaced by a front of iron and plate glass with mahogany sash. The two upper stories will be refinished outside with pressed brick and red freestone trimmings, while the main cornice will be of copper with heavy copper balustrade. Over the entrance to the first story will be a canopy of copper and glass.

The first, second and third stories are to be fitted for bowling and billiards, being finished throughout in hard wood with front stairs of marble, iron inclosed in fireproof partitions with wide rear stairs also inclosed in fireproof

partitions, making it one of the safest buildings in the city. The fourth story will be fitted for an armory or hall.

The basement will be excavated to 10 feet deep and will contain beside the boiler room a rathskeller finished in the old Dutch style, with high wainscoting, beamed ceiling and open fireplace. This room will be heated and ventilated in the most improved manner. The rathskeller will have an entrance from Chardon st with a flight of broad marble steps with brass railing.

The plans have been made by John A. Hasty, architect, and the work will be carried out under his personal supervision.



PROPERTY PURCHASED BY M. E. & C. E. WYZANSKI.
24 to 40 Beach Street.

The real estate transactions of yesterday in comparison with that of the day before showed a marked increase, not so much in quantity as in quality, although the number was enough to make more than an average day. The principal transaction was the recording of final papers in a Beach street sale, in which a mercantile property valued at \$200,000 was involved. Then, too, on Lagrange street, another sale was reported, that of a business property carrying a valuation of \$31,000. In the South end, however, was where the number was made apparent 12 properties, which were bought about a month ago, having been resold. They are located on Harrison avenue, Maple place and Oak street, and have a taxable valuation of \$73,300. A West end property conveyed was that of a portion bought recently from J. C. which the buildings had been removed and on which an apartment house is to be built. In the districts the most valuable property sold was a \$125,000 Brighton property, while Roxbury had four transfers, and East Boston one. In Brookline an exchange of properties took place, effecting a \$31,700 parcel on Harvard avenue, and a \$6400 one on Osborne road, while a large tract of land on Corey Hill was sold.

1905																													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

STATEMENT JULY 1st, 1904.

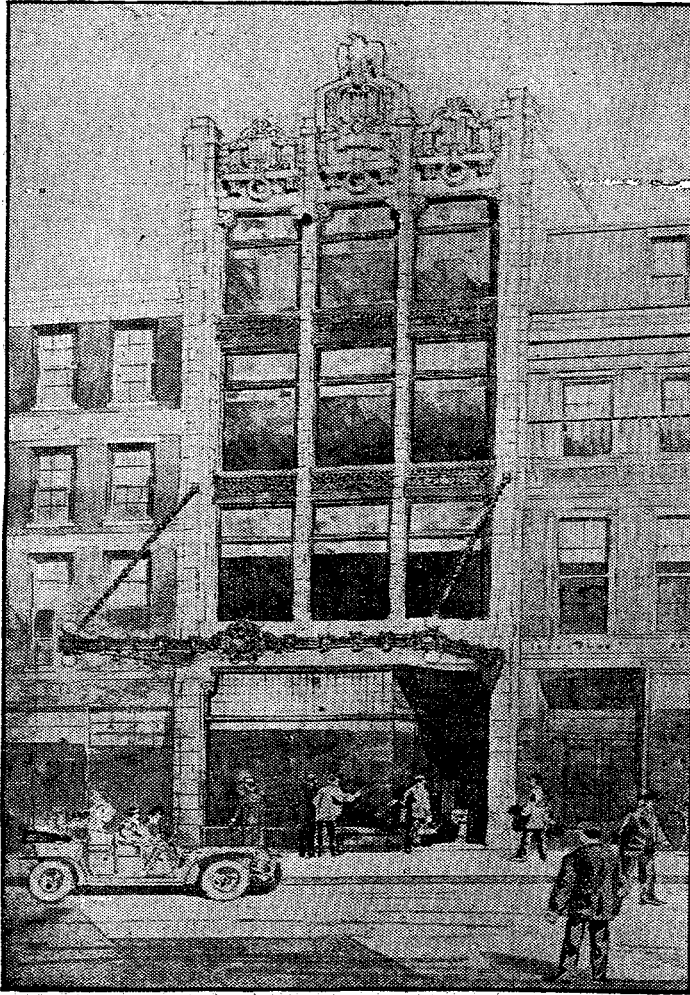
FEBRUARY M T W T F S . . 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29		APRIL S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30		TOTAL ASSETS, - - - - - \$13,883,793. RESERVE, FOR INSURANCE IN FORCE AND ALL OTHER LIABILITIES, <u>6,693,393.</u> NET SURPLUS, HELD FOR THE PROTECTION OF POLICY-HOLDERS, \$7,190,400. CASH CAPITAL, - - - - - \$1,000,000.		OCTOBER S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31		DECEMBER S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	
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EDWARD LANNING, } VICE-PRESIDENTS.
 GEORGE E. KLINE, }
 HENRY EVANS, PRESIDENT.
 J. E. LOPEZ, } SECRETARIES.
 E. L. BALLARD, }
 C. R. TUTTLE, } ASS'T SECRETARIES.
 J. A. SWINNERTON, }

Compliments of MAX E. & CHAS. E. WYZANSKI,
63 Court Street, Boston, Mass.

FOR OFFICES AND STORES

Five-Story Wyzanski Building in Process of Construction at 170 and 172 Washington St.



THE WYZANSKI BUILDING,
In Process of Construction at 170-172 Washington St.

Another addition to Boston's mercantile buildings is in process of construction at 170 and 172 Washington st. between State and Adams sq. that will make a convenient location for merchants and business men seeking downtown offices. Max E. and Charles E. Wyzanski, trustees of the Wyzanski trust, are erecting the structure, the plans being by G. Henri Desmond. It will be known as the Wyzanski building.

The lot upon which the building is going up runs through from Washington to Devonshire sts. with an equal frontage on both streets. The old building has long been well tenanted, but with the increased activity in that section of the city it was imperative that a larger and more modern structure should be built upon the land. Because of its location it will be possible to arrange for fronting on

five stories and a basement, and the work has been under way some time, so that it will be finished in the near future.

The entire Washington-st front is of a new, elaborate, handsome design, constructed of mat glazed white terracotta, with highly ornamental cornice, new large plate glass windows giving an abundance of light to the offices, a large elaborate marquise, extending the width of the building. This marquise is constructed of highly ornamented iron and wire glass with large electric lights.

The entrances to the offices and the store is to have a marble dado with marble stairs. The store front is to be of mahogany with large plate glass windows. This store is on first floor, running the entire length through to Devonshire st. with a spacious basement or storage. It is wired for electricity.

The offices are divided conveniently for tenants, all having lavatories with

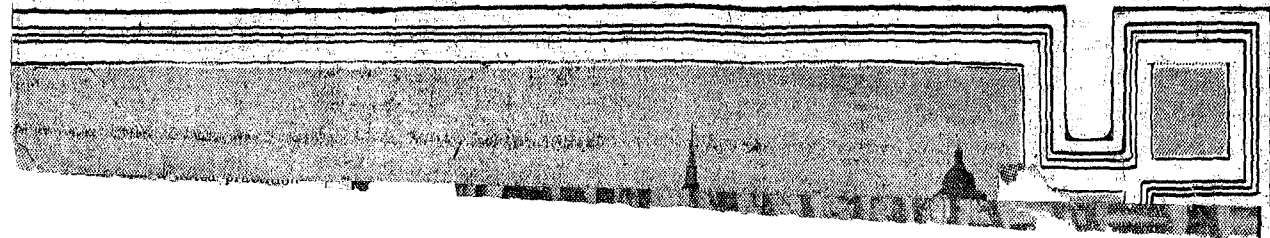
SIXTY-FIVE ACRES BURNED OVER 40 YEARS AGO CAUSING A LOSS ON BUILDINGS OF \$

Strange Disease Known as the "Epizootic" and Insufficient Supply of Water
Corner of Summer and Kingston Sts, the Fire Raged For More Than
Franklin St---Fear of Thieves and Prov

TURDAY, NOVEMBER 9, 1912.

**IN BOSTON'S WORST CONFLAGRATION,
12,745,000 AND ON MERCHANDISE OF \$38,434,000**

Water Handicapped the Fire Fighters---Starting in a Six-Story Building,
More Than 30 Hours---Premonitions of Danger in the Vicinity of
Division of Emergency Civil War Guard.





PANORAMIC VIEW FROM

Forty years ago tonight, Boston had its worst conflagration. For more than 24 hours it was beyond control. The burned territory embraced an area of 100 acres in the heart of the business district and 709 brick and stone and 67 wooden buildings were destroyed. The loss on buildings was \$12,745,000 and on merchandise \$38,434,000. With the exception of Chicago, in October, 1871, no other city in the United States up to that time had been visited by such a serious calamity. Since then San Francisco has suffered a greater loss and Baltimore is a good second to Boston. The fire originated in a six-story granite building on the corner of Summer and Kingston sts., and the alarm was given at 7:34 p. m., although 15 minutes before that time the flames were quenched by two police officers on Prisoner's Bridge in Charlestown. Before 8 o'clock a general alarm had been sounded and assistance had been asked from every city and town within 50 miles of Boston. The Fire Department was seriously handicapped at the outset by a delay in getting apparatus to the point of danger. For almost a week before the fire a strange disease known as "epizootic" had prevailed in Boston, and hard-ly a horse escaped its attack. The

street railway service and teaming was almost entirely suspended and scarcely a vehicle was seen upon the streets unless drawn by oxen. The Fire Department had received orders not to use horses in responding to alarms and it was not an uncommon sight to see an engine or ladder truck being hauled through the streets by 100 or 150 men and boys who cheerfully hauled the ropes that had been provided for the emergency. Another reason why the fire got beyond control of the department was because of the insufficient supply of water. In Summer, Franklin and adjacent streets there were only six-inch water pipes. These had been ample when these sections were devoted to private residences, but were inadequate for the changed conditions after the streets were given up to business. The danger had been pointed out by Joseph Bird when he was chief of the department, and his successor, John S. Damrell, who was in charge Nov. 9, 1872, in communications to the City Council, had repeatedly urged the necessity for larger mains, and after the great fire of Chicago had predicted that Boston's danger spot was in the vicinity of Franklin st. Only one engine could connect with a hydrant in 1872, and after the apparatus arrived in response to Box 52 on the night of Nov. 9, 1872, it became necessary to station the engines a considerable distance apart so that the wa-

ter flowing through the main should not be exhausted. Today 48-inch mains supply the entire business district of Boston, and if another fire should break out at the same place as in 1872 30 engines could be massed around the building and each have plenty of water. **Foreseen by Insurance Expert.** It was a coincidence that only a few hours before the breaking out of the fire, Julius D. Clark, Insurance Commissioner of Massachusetts, was completing in Liverpool his official examination of the financial status of the English insurance companies doing business in this Commonwealth. In an interview with Henry Thompson, resident secretary of the Liverpool, London and Globe Insurance Company, that gentleman with singular prophetic foresight reminded Mr. Clark that the next great fire of the century might be looked for in the vicinity of Franklin st. in the city of Boston. Pressed for an explanation of his reasons, Mr. Thompson produced perfect plans of conditions that existed in Boston and announced that it was the intention of the English companies to withdraw all risks in Boston unless further protection was afforded. The total losses sustained by the English companies was \$4,394,463 and as that amount was soon paid it was of great help to merchants. At points between Summer and Milk

sts, except on Washington st, there was no opportunity to do effective work, as the conflagration had assumed such terrible proportions that all the buildings on Devonshire, Federal, Congress, Pearl, Oliver, Battery-march and High sts were swept out of existence and any attempt to resist the march of the fire through those streets would have meant loss of apparatus and the death of men. A tremendous fight was made to prevent the fire from crossing Washington st. at a point opposite Bromfield st. and also to save the Old South Meeting House, both of which efforts were successful. The Boston department had the assistance from other cities and towns of 45 engines of all kinds, 52 horse-carriages, three ladder trucks, 1689 men and 41,000 feet of hose. The fire did not die out as many supposed from want of material to burn, but it was conquered by the heroic efforts of indomitable firemen while there yet remained large and densely packed areas of combustible buildings and more combustible merchandise of immense values within the very grasp of the destroyer. The late Judge Thomas Russell, ex-chairman of a commission appointed to investigate the fire, said: "In the most important element of a fire department—in its men—Boston has the best material. Words fail to describe the courage and devotion of our firemen. No battlefield ever witnessed

WASHINGTON STREET

obler heroism than was witnessed on our streets. The story of the fire, as told simply and truthfully by the engineers, is a story of hardships endured and danger braved in obedience to duty.

The only men in active service today who took part in the 1872 fire are Capt. Samuel Abbott of the Protective Department, and Benjamin F. Underhill, secretary of the Fire Department. Capt. Abbott in 1872 was a member of Engine and Mr. Underhill was connected with Protective Company 1.

ire Chief Opposed Gunpowder.

The blowing-up of buildings by gunpowder to stop the flames was resorted against the judgment of Chief Engineer Damrell, and was carried on by a committee of citizens under the direction of Gen. Benham, a regular Army officer. A few months later the committee appeared as defendants in a suit against them in the United States court.

The site now occupied by the Exchange Building on State st was, during the fire, the quarters of the old postoffice. The sub-treasury was in a rear part of the building near Lincoln st, now Exchange pl. The fire worked into the building and so endangered the treasury branch that it was decided on Sunday morning, Nov. 10, to move the money to the Customhouse. A large dory was procured and on it was loaded about \$2,000,000 in

gold. This precious freight was protected by marines from the Navy Yard, platoons marching in front and rear of the truck with flankers on either side.

Boston was not under martial law, but during the fire and for more than a week afterward, the Militia, under command of Gen. Isaac S. Burrill, had charge of the burned section. Regular soldiers from the forts in the harbor and marines from the Navy Yard were also assigned for duty with the Massachusetts Militia. No person was allowed to enter the lines without a pass from Gen. Burrill.

Gas Supply Shut Off.

In the fall of buildings, some of the gas mains were broken and the gas found its way into the sewers. A terrific explosion occurred at the corner of Washington and Summer sts at about midnight of Sunday, Nov. 10, and fire followed, which did more than \$1,000,000 damage. As there were no section shut-offs in those days, the gas company deemed it prudent not to turn on the gas on Monday night and consequently the city was in darkness.

There were wild rumors of a gang of thieves on their way from New York and extra precautions were taken to guard against such an emergency.

A fact not generally known is that about 100 men, who had served in the Civil War, volunteered to patrol Beacon

st and the Back Bay. They were sworn in as special police officers by Mayor Gaston, and there was an understanding among them that if any man was caught in the act of setting fire to a building or committing burglary he should be shot on the spot and nothing said of it. Fortunately no trouble occurred and at no time was there disorder.

The fire alarm system, which depended entirely on overhead wires, was out of service for several days, and there were fears that fires might break out and gain headway before being discovered. To guard against this contingency lookouts were established at various points with instruction to notify the nearest engine house if fire were discovered. This temporary arrangement worked well, and no fire of magnitude occurred until after the fire alarm branch was again in working order.

Grit and Energy Shown.

New England grit and energy was never better illustrated than by the merchants of Boston after the fire. Although many of them were practically ruined they took immediate steps to restore lost fortunes. Before the ashes had cooled plans for rebuilding were being made and the newspapers had pages of advertisements announcing temporary locations.

The Governor called a special session of the Legislature, and to relieve merchants an act was passed authorizing the city of Boston to borrow \$20,000 and loan it to merchants. The Supreme Judicial Court declared this act to be unconstitutional and held that money could not be raised by taxation to be expended for private uses.

About the same time Congress voted to refund several millions of dollars paid as duties on goods destroyed but members from Western States prevented the passage of a bill.

The sudden withdrawal of hundreds of millions of dollars as a result of Chicago and Boston fires it was feared would cause a panic, and Gen. Grant then President of the United States was prepared to ask Congress, if necessary, to relieve the stringency. Matters, however, adjusted themselves in a natural way without apparently very great hardship.

During the progress of the fire, a feeding of nearly 2000 men, comprising the fighting force engaged in subduing the flames, was a serious problem. The duty was intrusted to Hiram A. Wright, then a member of the Common Council from Roxbury and now the head of the Boston Customhouse. In the Civil War Mr. Wright had been commissary sergeant of Hooker's old brigade, and his army experience enabled him to successfully surmount all obstacles in carrying out the work he had undertaken. It was a difficult job and was attended with almost as much danger as if the men had been on a field of battle.

s the arrested broker had no bonds. At present, he was removed to the folk County Jail. Dist Atty Peelle has fixed the bail at \$2000 in the case of Jacobs.

When Richard C. Jacobs was arrested had considerable difficulty in obtaining bail. He was arrested first on a charge of larceny, and later the Grand Jury indicted him on a charge of maintaining a bucket shop. His bail was fixed at \$5000.

RUBBER WORKS CLOSE

Rumor That Labor Agitation Causes Food Plant's Shutdown in Watertown Denied by Official.

WATER TOWN, Nov 9.—The Hood Rubber Works at East Watertown were shut down for an indefinite period last night, and today 2000 employes found themselves without work.

There was rumor among the men that the cause of the shutdown was due to the activity of agents of the I. W. W. Supt Glidden denied this and said that the closing of the works was necessary because of repairs and the desire of the management to combine main departments to facilitate the work better.

Mr Glidden was unable to say how long it would take to make the repairs and changes.

DEMANDS REORGANIZATION.

Speaker Cole Says Republican State Committee Is "Subservient to Powers That Be" and "Incompetent."

Ex-Speaker John N. Cole discusses the result of Tuesday's election in his paper, the Andover Townsman, this

morning. He said the Republican State Committee is "subservient to the powers that be" and "incompetent." He said that the committee is "a mere puppet of the party machine" and that it has "allowed itself to be dominated by the interests of a few men." He said that the committee is "a disgrace to the party" and that it has "allowed itself to be dominated by the interests of a few men." He said that the committee is "a disgrace to the party" and that it has "allowed itself to be dominated by the interests of a few men."

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"Outcome of 34 Years' Prayer."

"We are witnessing more or less of a religious war, although I do not like to refer to it as such. Many things might have happened to prevent it. Had the treaty of San Stefano been carried out it probably would have prevented this struggle. The war is the outcome of a 34 years' prayer on the part of the Bulgarians and Macedonians for justice."

"Was it strange that after 34 years of beseeching for the enforcement of the 23d article in the treaty of Berlin, they told the powers that it was too

RUMOR OF MASSACRE.

Kurd Soldiers Reported to Be Killing Christians in Constantinople—Some Buildings Set Afire.

PARIS, Nov 9.—Serious disorders are reported to have broken out in Constantinople where Kurd soldiers are said to be killing Christians in the Galata quarter, according to a special dispatch from Bucharest, Roumania, published by the Paris-Midi under reserve.

Some buildings of the Turkish capital are said to have been set on fire. The banks and foreign embassies are guarded by detachments of Turkish troops, who are still obedient to discipline.

FIVE BRITISH WARSHIPS

Start From Malta for Near East Within Two Hours of the Receipt of Sailing Orders.

MALTA, Nov 9.—The British battleships Hibernia, Britannia, Commonwealth and Dominion, as well as the British armored cruiser Black Prince, left here today for the near East.

They sailed within two hours of the receipt of orders from the British Admiralty.

ARE ATTACKING TCHATALIA.

Bulgarians Haven't Yet Taken Main Fort—End of the Turkish Resistance Appears in Sight.

VIENNA, Nov 9.—The Bulgarians are

safer to shore. The swiftness of the currents, however, destroyed the work of the Persian engineers in a manner that precluded renewal of the attempt. When apprised of the failure of his scheme, the monarch could not contain his fury. He bade his executioners go and deliver 1000 lashes to the waters that had defied his will.

A stand whereon the monarch could observe the work of his minions was hastily improvised, and the ludicrous performance witnessed by all his Army. Today, at the very spot where, according to historians, the execution took place, stand the buildings of a famous American college.

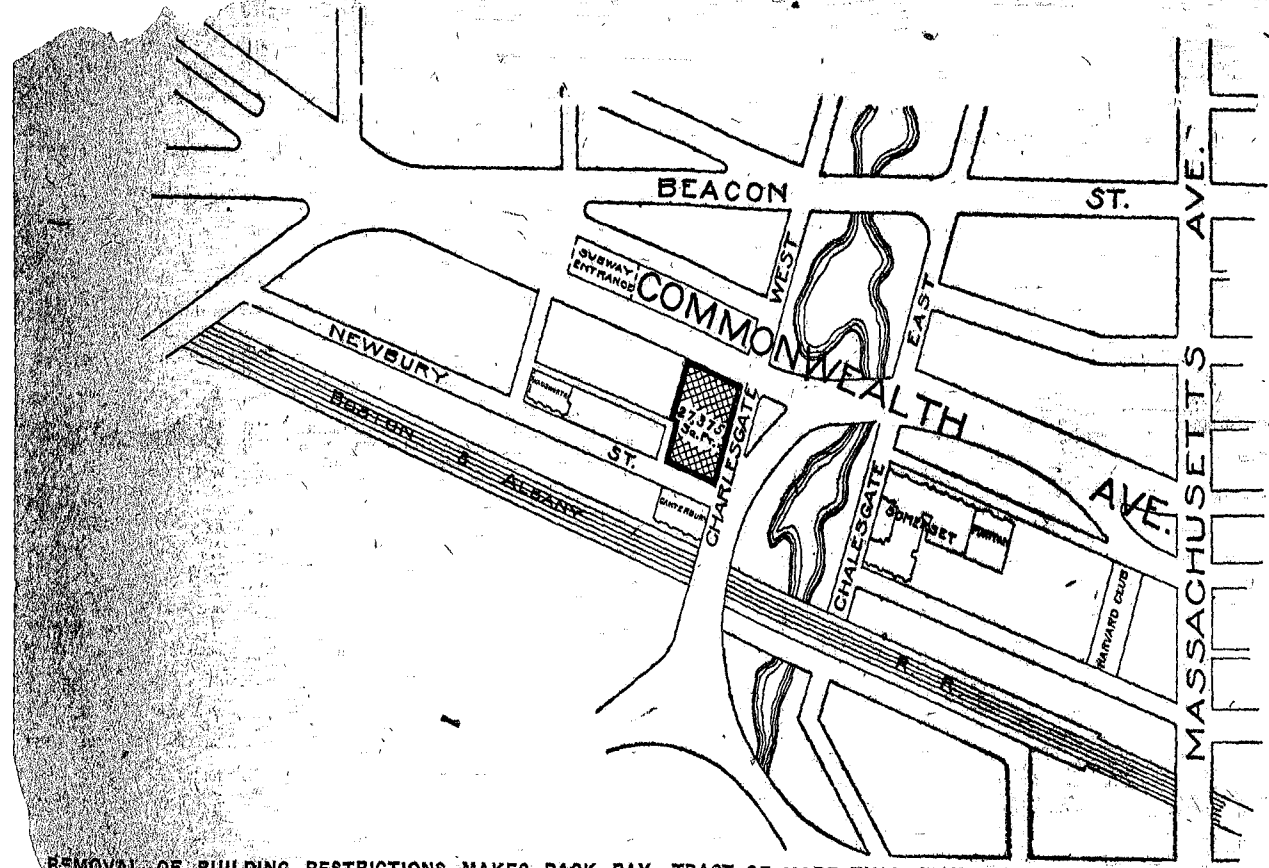
Later in the course of centuries, during the long fight between the Byzantines and the Turks, the shores of the Bosphorus became again the battlefield of contending armies. For two years before its fall Constantinople was practically in a state of constant siege. The heroism of its defenders was of no avail against the fury of fresh Asiatic levies that were steadily poured in to reinforce the Turkish Army, and the supreme assault insured the triumph of the Crescent for a while.

The effects of this great struggle are still apparent throughout the town. The casual stroller through its streets is confronted, at almost every step, with sights that link his memory with a host of historical associations. But, apart from these incursions into the past, there is much of interest in the everyday life observable in the streets.

No seaport in the whole world can compare with Constantinople in cosmopolitan character. One need only stand on the famous bridge of Galata and observe the motley assemblage of humanity that wends its way upon the footpaths at either side. This spacious structure connects with the Mohammedan quarter.

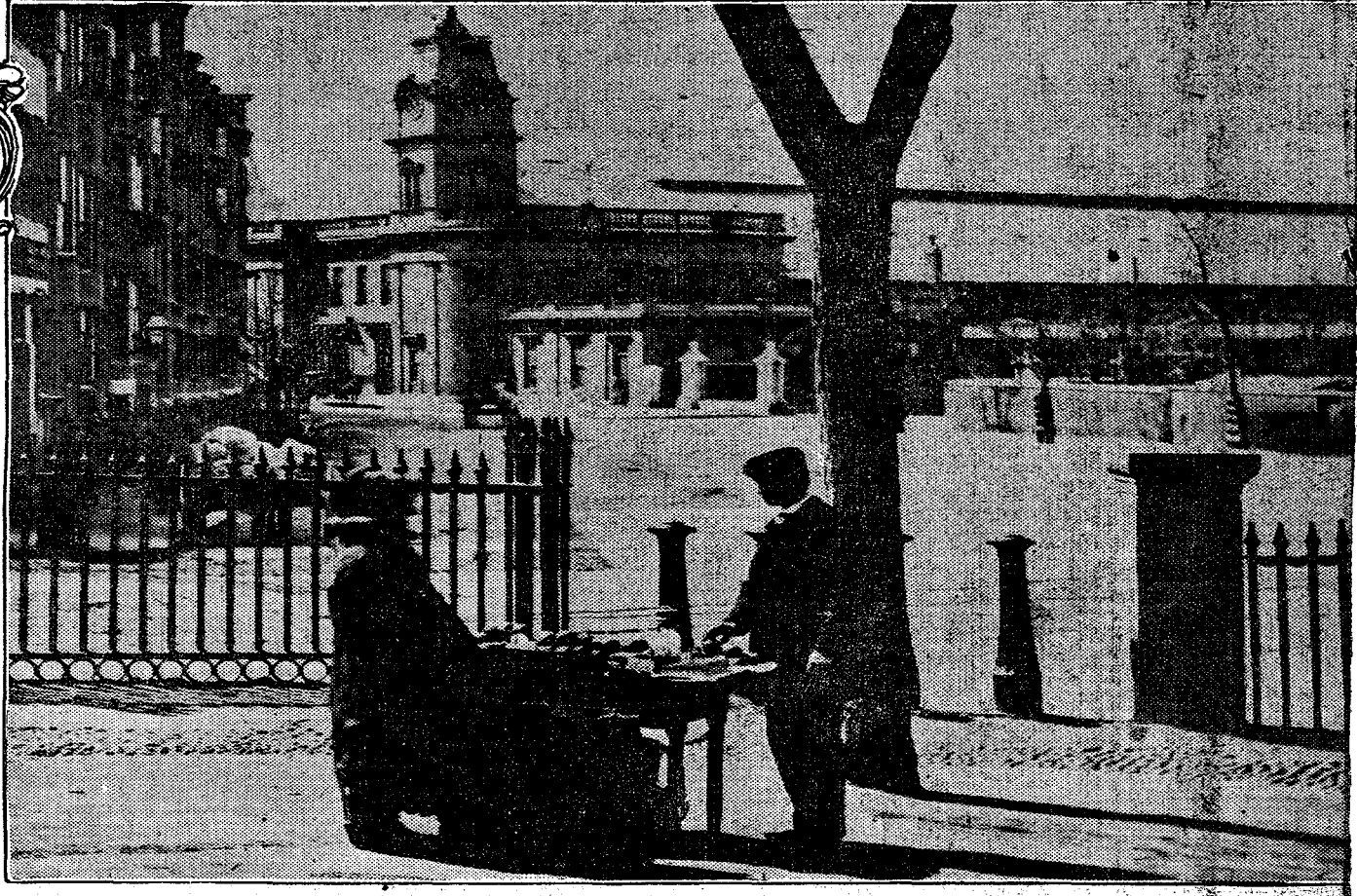
In no other spot on the surface of this earth are men of all races and of all creeds brought together in such bewildering promiscuity. It is hardly an exaggeration to say that practically every language spoken in the world may be heard within an hour's time.

CORNER LOT ON CHARLESGATE WEST TRANSFERRED.



REMOVAL OF BUILDING RESTRICTIONS MAKES BACK BAY TRACT OF MORE THAN 27,000 SQUARE FEET AVAILABLE FOR IMPROVEMENT NEAR NEW SUBWAY ENTRANCE.

The Beginnings of Boylston St. from an Old Photograph Taken from the Common at the Corner of Park Sq



Since the days of Eve, apple women have been popular, and among the most popular of modern apple women was the one who used to stand at the corner where Boylston street touches Charles and the Common.

She was no ordinary apple woman—though what person who had aesthetic feeling enough to elect apple selling could be ordinary? A fund of humor, a kindling wit, a sturdy self-respect were hers. Never a worm lurked in the juicy depths of the apples upon her

little corner cart. Never an over-ripe or an over-green sweetening or snow or Baldwin or astrakhan marred the perfection of her assembled wares. Round, smooth, shiny, her fruit was piled on the tray like a rosy sacrifice to the goddess of good digestion.

On frosty mornings she wore a woolen hood pulled down about her ears, and her goods peeped out from beneath a gunnysack, defying the chill. The apple woman's nose and cheeks were apple red on those nipping days. For spring and summer mornings she wore a broad-brimmed old straw hat, and her wrinkled cheeks were the uncertain pink

of appleblossoms. The apples gleamed full in the warm sun, and all the corner was fragrant with their aroma.

Those were simple years. There was no business competition except when mischievous hoodlums overturned the apple cart and saw the apple woman cackling with dismay. Simple times—those of the apple cart. And yet they were the foundation—the core, one might say—of the modern Boylston street with its wide-awake shops.

People go to Boylston street nowadays for an abundance and a resplendence of things that would have made the apple woman's blue eyes pop out of

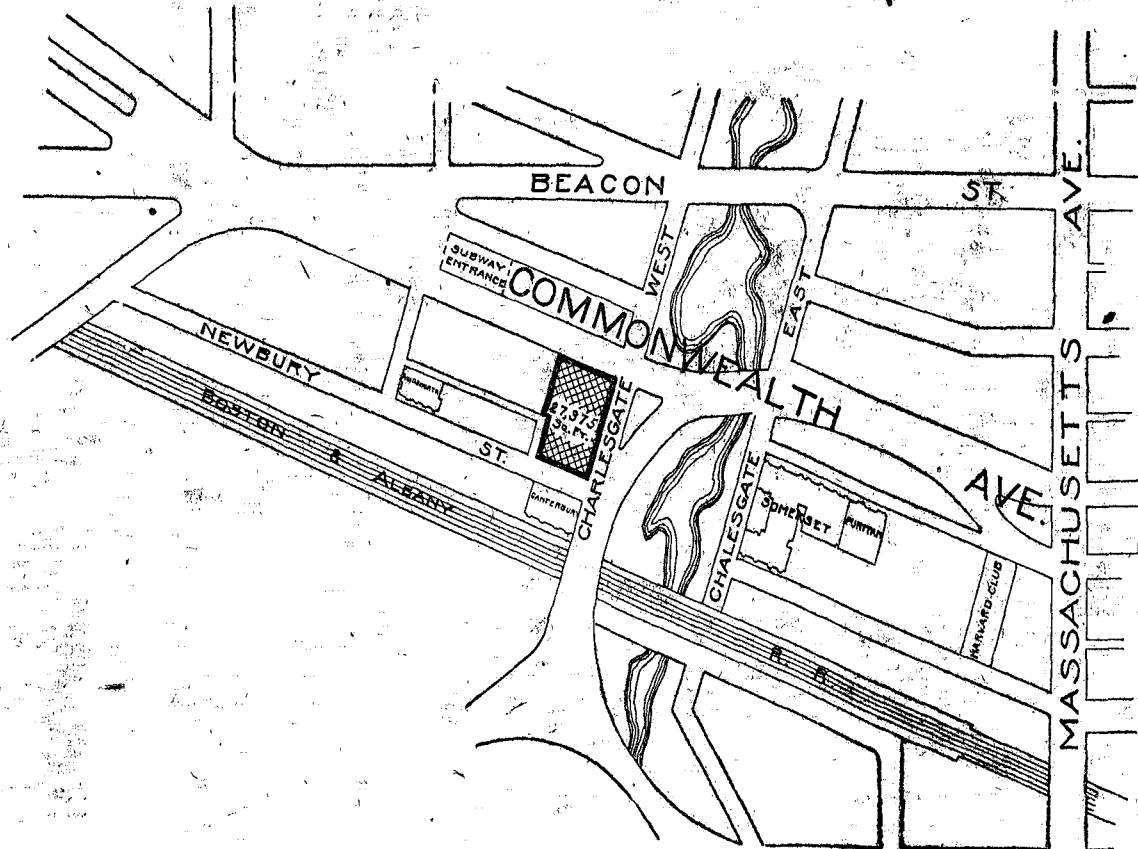
her head. The beauty wherein these things are smooth efficiency of the intricacies by which they are tured and sold, would have ingenious brain more than of the mischievous boys.

But some things she would not have seen. They would be the straightforward deadness to be of service, the wares upon which her own apple cart was firmly planted, same base upon which the shops of Boylston street have their own prosperity.

Boston Globe. Nov. 2. 1912.

Dr.

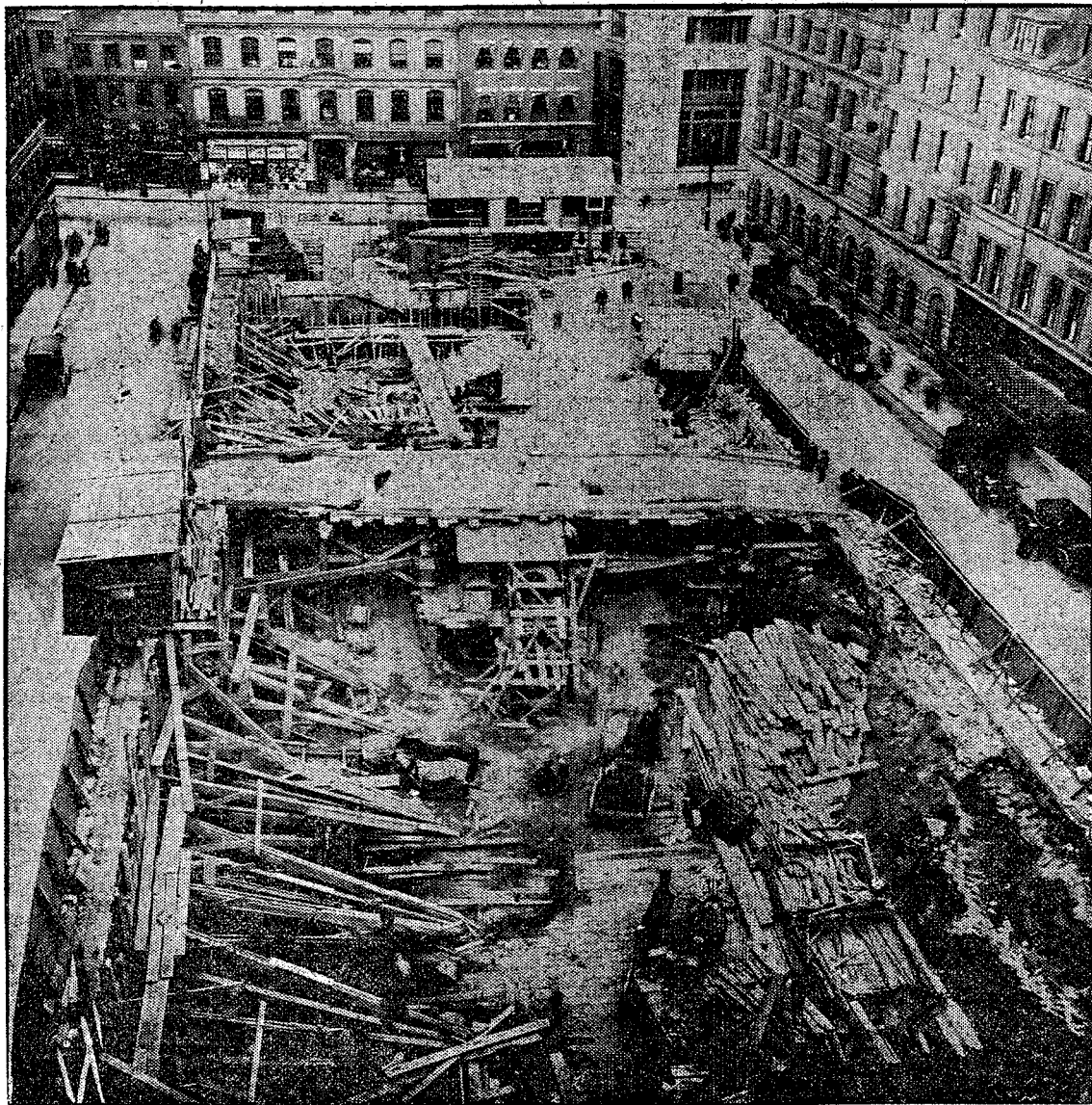
VALUABLE CORNER LOT ON CHARLESGATE WEST TRANSFERRED.



REMOVAL OF BUILDING RESTRICTIONS MAKES BACK BAY TRACT OF MORE THAN 27,000 SQUARE FEET AVAILABLE FOR IMPROVEMENT NEAR NEW SUBWAY ENTRANCE.

Cash.

Indecision on Material May Halt Work on City Hall Annex



STARTING WORK ON THE NEW CITY HALL ANNEX.

Unless the city government decides soon whether the new \$800,000 City Hall annex shall be built of limestone or granite, work upon that building is likely to be halted.

The excavation work on the "annex" has been completed and the foundation work is under way.

By the time the foundation work is completed the question of material must be settled or work upon the "annex" will stop.

Originally it was planned to construct the building of Indiana limestone. Then the question was raised as to the strength, durability and even the appearance of that material.

Edward T. P. Graham, the architect, and others strongly urged granite construction. Many opposed granite construction.

The Mayor sided with the architect and has asked the council to appropriate the necessary additional money for granite construction.

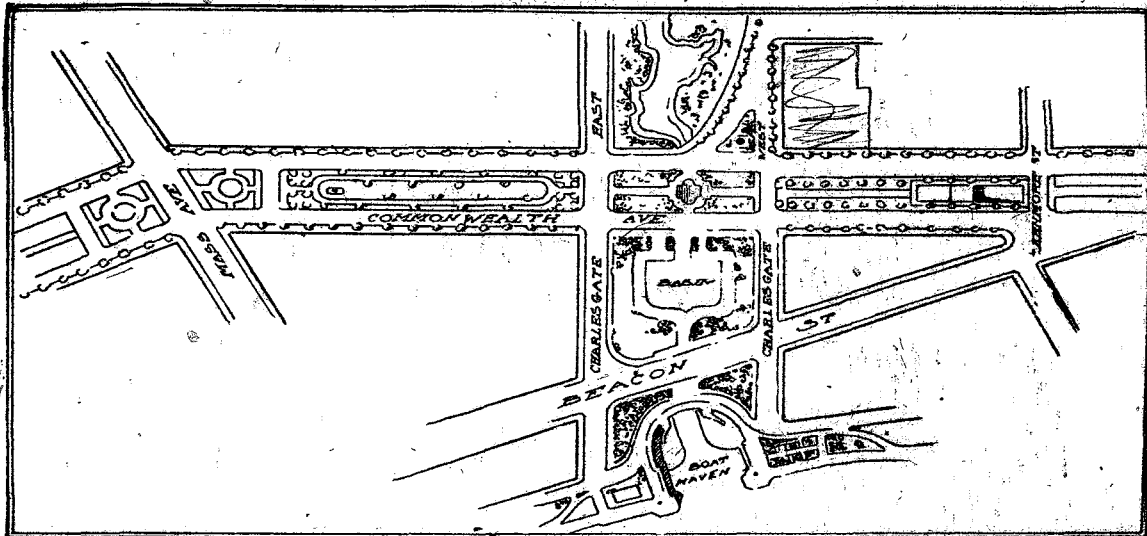
To date the council has held the matter up.

Boston Herald. Nov. 24-1912.
AT 48 TO 70 CANAL STREET



Mercantile Buildings at North End, Under Agreement of Sale to J. Sumner Draper and Mark Temple Downing, Through the Office of Meredith & Grew.

PLAN FOR IMPROVED CHARLESGATE GOES TO COUNCIL FOR FUNDS



SKETCH OF PLANS FOR IMPROVING THE CHARLESGATE SECTION.

The Plans Eliminate the Existing Curve in Commonwealth Avenue Between Charlesgate East and Charlesgate West and Provide for a New Boat Haven at the Mouth of the Muddy River.

Commonwealth Av. Curve Elimination and New Boat Haven Wanted.

Plans for widening Commonwealth avenue, between Charlesgate East and Charlesgate West, which would eliminate a dangerous curve west of the Hotel Somerset, and, for widening the

bridge over Muddy river, were forwarded to the city council yesterday by Mayor Fitzgerald, upon the recommendation of the park commissioners. Tentative plans were also shown for a new boat haven at the point where Muddy river empties into the Charles river. For the widening of the avenue, as well as for an extensive improvement, the plans contemplate an expenditure of \$85,000. For the proposed boat haven the park commissioners figure that \$80,000 additional would be required.

With the plans was a loan order for \$85,000 for the avenue improvements. The order was referred to the committee on finance for consideration at its next meeting.

The widening of the avenue has been advocated for years. The mayor says he believes that the improvement, which will include the filling in of a portion of Muddy river, can be made economically at the present time because the necessary filling may be procured without cost from the contractors building the Boylston street subway.

Land \$60 a Foot.

The most wasteful arrangement of all is the street floor. Upon this floor is located the boiler room, although there is an enormous underground space under the tower. On one side there are windows looking upon the street, are also rooms for the janitor, the carpenter, charwomen and storage for collectors.

The cost of the land which is being so utilized is about \$60 per square foot.

The most serious charge against the plans of Mr. Peabody is that the government is paying \$2,000,000 for only 20,000 feet of floor space.

The old Custom House had 22,000 feet of office space. The reconstructed building contains only 42,000 feet of office space.

A prominent architect has prepared a plan which provides for a tower just as tall as Peabody's but with 75,000 feet of floor space. This tower is not quite so ornamental as Mr. Peabody's but it is nearly 100 per cent. more useful from the standpoint of government business.

In the meantime the old part of the Custom House will continue to settle and crack, even when the tower is completed and occupied.

The tower will rest upon bedrock, but the old wings upon a table of granite which has been disturbed by the construction work and which has sagged and sunk.

The architects accused the contractors of being responsible for the settling of the foundation, but they demonstrated that about sixty stones had cracked before they touched the building.

During the three years that this building has been in a condition of wreckage the government has been obliged to pay nearly \$100,000 per year, and the prospects are that it will be two years more before the building is ready for occupancy. This means that at least \$500,000 will have been paid for rent by the government, of which

CUSTOM HOUSE EJECTED JUNE 30; NEW HOME WON'T BE READY

Boston American - Feb. 2 - 1913.

Differences of Architects and Builders Needlessly Cost Uncle Sam at Least \$250,000; Must Get New Local Quarters

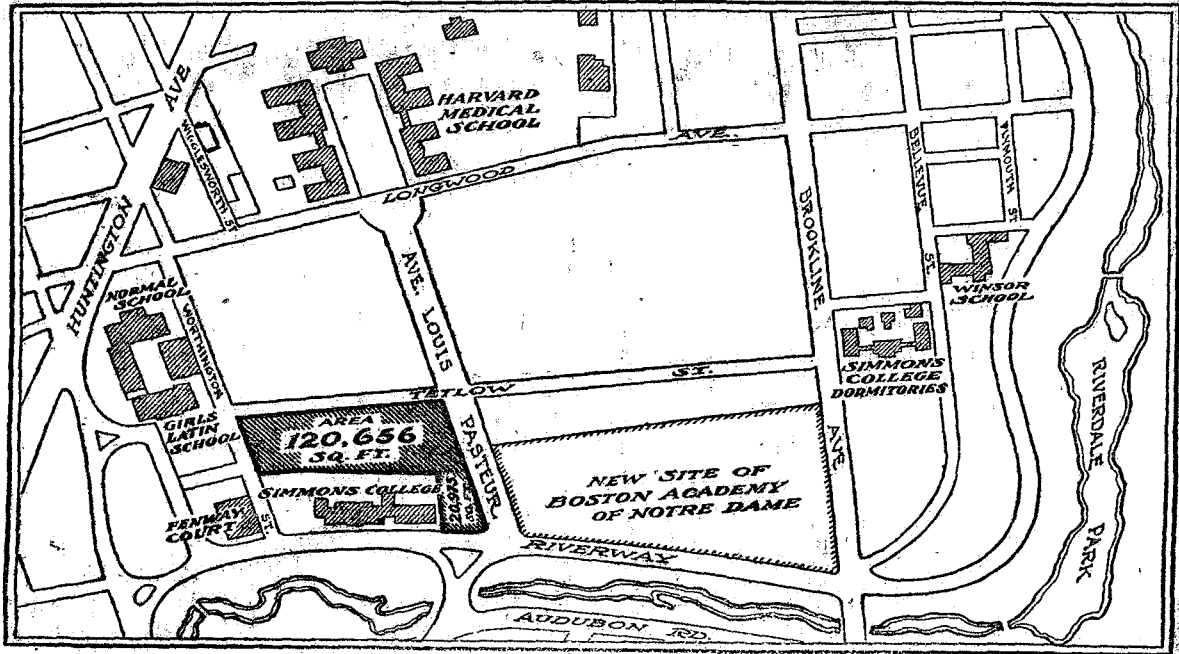
First Steel Beam Yet to Be Placed of New Tower Which, According to Agreement, Was to Be Finished Six Months Ago

Now Charged That Office Space Is Not Economically Planned; Many Shifts in Move for a Better Federal Building Here

By F. J. M'ISAAC.

THE United States Custom

SIMMONS COLLEGE BUYS LARGE TRACT OF LAND IN THE FENWAY



LAND ACQUIRED YESTERDAY BY SIMMONS COLLEGE.

Total of Over 140,000 Square Feet. Is Acquired.

Simmons College yesterday secured control of all the land in the Fenway bounded by Riverway, Worthington street, Tetlow street and Avenue Louis Pasteur. The purchase included two tracts with an aggregate area of 140,975 square feet, and doubles the former area of the college.

It is the purpose of the college authorities to hold the newly acquired land for future buildings in connection with the college. The larger of the tracts was purchased from the Boston Water Pow-

er Company, one of the oldest and largest land owning companies in the city. This piece contains 120,656 square feet and is assessed for \$159,700. It is situated directly back of the college and extends from Worthington street to Avenue Louis Pasteur and back to Tetlow street.

The other tract, containing 20,975 feet, was purchased from Francis W Sever, who held title for Henry L. Higginson and is assessed for \$28,200. It is located on Avenue Louis Pasteur and Riverway, at the right of the college and was part of the land acquired by Mr. Higginson for the purpose of giving Avenue Louis Pasteur to the city.

A short time ago more than 10 acres adjoining this land was acquired by the Boston Academy of Notre Dame, and the entire vicinity is rapidly developing into an important educational centre.

Simmons College, an institution for the higher education of women, was founded by John Simmons, a wealthy Boston merchant, who died in 1870. He

left a bequest of \$1,000,000 to be applied to the higher practical training of women.

Ten years ago the college began its work with 148 pupils in a few scattered classrooms. In 1904 its present home in the Fenway was first occupied. The student enrolment has grown to six times its initial strength, and the need for expansion has become urgent.

The Boston Water Power Company, which in conjunction with the Boston & Roxbury Mill Corporation and the state originally owned or controlled nearly all the lands in the Back Bay and lower Roxbury, was chartered in 1824. Practically all the titles of land on Huntington avenue and in the Copley square section can be traced through the one-time ownership of the company. It now holds more than 100,000 square feet of land, scattered in various spots, of its former large holdings.

Yesterday's sales were recorded through the offices of John C. Kiley of the Kimball building.

Mayor Orders New Ferry Toll System Into Effect

Changes Mind After Reading Disclosure That He Had Pigeonholed Since Last June Remedy for Present Evil and Graft.

Mayor Fitzgerald, immediately upon reading The Journal's exclusive story yesterday disclosing the fact that he had before him for several months the means of stopping the grafting of the tolls collected on the ferries, changed his mind about turning the matter over to the Finance Commission and gave orders to Commissioner Rourke to put in operation the new system of checks and tolls recommended by Rourke last June.

The Journal showed yesterday that the Public Works Department had investigated the matter of ferry tolls and formulated a plan to safeguard the receipts last spring; that the Finance Commission had approved, with minor changes, the whole scheme; that it had been turned over to the mayor for his approval and had remained in his office ever since without explanation. This disclosure caused the mayor to issue orders in quick time that the plan should go into effect as soon as possible.

Commissioner Rourke will therefore put it into effect three weeks from today after advertising the toll changes. This scheme that was rescued from the mystic borderland that lies between the mayor's office and the Finance Commission by The Journal will save and add to the city's revenues \$20,000.

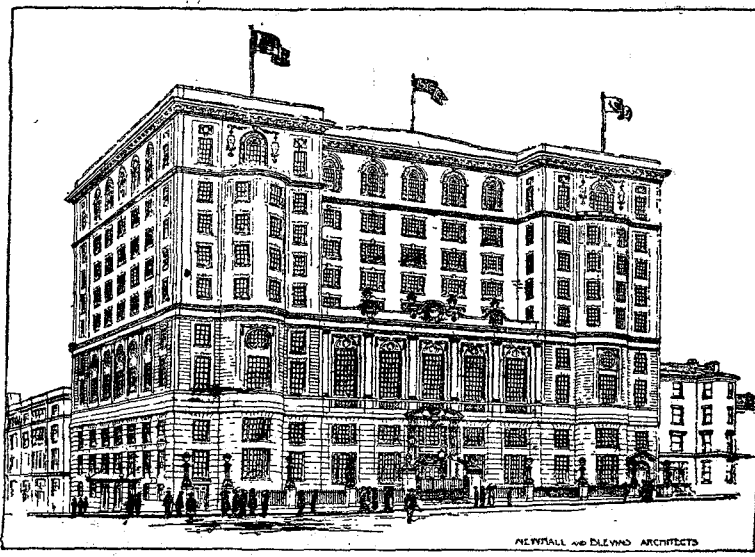
The new schedule of tolls compared with the present ones, which have been in force since 1887, is as follows:

	Cents
Foot passengers, each (cash or ticket).....	1 0
One-horse pleasure carriage.....	4 6 2

Boston Journal. Jan. 28, 1913.

Cr.

CITY CLUB TO RAISE \$200,000 FOR HOUSE



PROPOSED NEW HOME OF BOSTON CITY CLUB.
The Building Will Be Erected at Numbers 2 to 10 Ashburton Place.

*Boston Herald.
Jan. 17-1913.*

New Building to Be Erected on Ashburton Place.

Campaigning for funds to build the City Club's new home, which is to be located between numbers 2 and 10 Ashburton place, will begin Jan. 20 and will continue to Jan. 31. During this time \$200,000 at 5 per cent. interest will be raised among the members of the club. The subscriptions will range from \$50 to larger sums which are to be multiples of \$50, and will be collected by 10 teams working hard in good-natured rivalry.

The new clubhouse will have two or three entrances; one from Somerset street and the other on Ashburton place. The strangers' entrance will be entirely distinct from the others, giving access for the public to the auditorium, art gallery and private dining

room. The main lounge will take up nearly one entire floor, being so arranged as to have many nooks for quiet conversation. Nearby it is planned to have an ample library with cosy alcoves for reading, and an art gallery for special exhibitions.

The dining requirements of the members will be provided for; first, by a large grill room two stories high; second, by a main dining room on the top floor, occupying nearly the entire space; and, third, by 20 smaller dining rooms seating from 10 to 300 people.

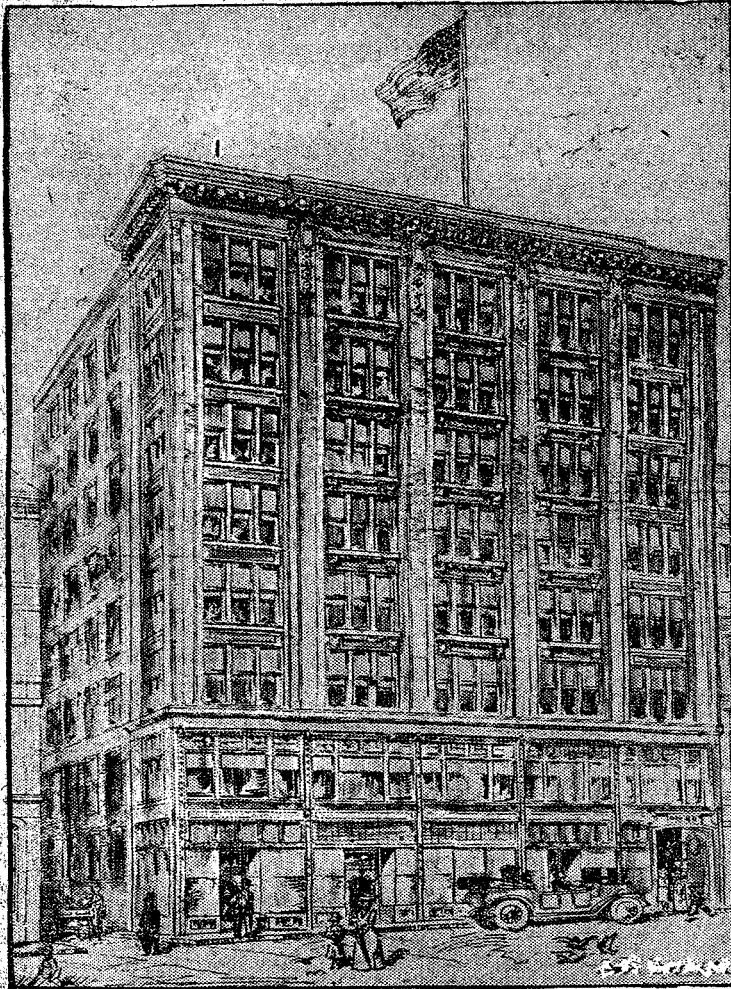
There will be a large auditorium planned to seat about 1000. About 60 chambers will be provided for the use of club members. Billiard and pool rooms will be in a retired part of the building, adjacent to the grill room. Bowling alleys are also provided, and it is planned to have a swimming pool, with showers, dressing rooms and other necessary adjuncts.

Elevator service will also be installed. It is expected that the building will be completed and ready for occupancy within a year.

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NEW PUBLICITY BUILDING

Bromfield-St Structure to Be Home
Of Pilgrim Publicity Association.



PUBLICITY BUILDING.

The march of progress has entered the church section of the business district and will be remembered by the readers of the Globe that the well-known Bromfield-st Church was reported sold to Loren D. Towle, the well-known real estate operator of the Easton Building, and that this report has proved a reality is shown in the placing to record today of the final papers in the transaction conveying this historic property from the trustees of the Bromfield-st M. E. Church to Mr. Towle.

It is unnecessary at this time to give any lengthy description of this valuable parcel, as at the time of the reported purchase this matter was gone over fully. Suffice it to say, however, that it will not be long before another magnificent office building will have supplanted one of Boston's famous churches.

Since the report was made public that Mr. Towle was the purchaser, many inquiries have been made as to what was intended to do with the property. Several prominent organizations consulted him regarding space in the proposed new building with the result that the Pilgrim Publicity Association, which is composed of all the advertising agents in this section, entered into negotiations with Mr. Towle for the leasing of sufficient space in the new building as to enable it to permit of the calling of the new structure, "Publicity Building." Negotiation of the lease was effected through the office of Com. C. T. Tabor and it is without saying that when the new structure is completed it will prove one of the most handsome and well-

ing finished in white marble from floor to ceiling.

The new structure will cover a land area of 5840 square feet and the property when ready for occupancy will involve an expenditure of over \$700,000. Its location being in the heart of the city gives considerable importance to this transaction and also to the fact that the present church edifice is to give way to a more modern structure, the demand being of such as to warrant the trustees in making this sale at the present time.

Architect Bowditch has laid particular stress on the arrangement of the upper part of the building, which will be served by two direct connected electric elevators running in a fireproof shaft, the sliding doors forming the entrance to this shaft being of metal and glazed with glass in place of the ordinary grilled doors and so constructed as to absolutely prevent the spreading of smoke in case of fire throughout the building.

All of the stairs will be of steel marble and concrete, and there will be a large fire escape in the rear of the building, over which the tenants may reach the ground in safety, being entirely independent of all other means of egress. All of the toilet rooms will have marble floors, marble corridors and the most modern sanitary plumbing fixtures, which are being especially designed for the "Publicity Building."

Every Modern Convenience.

All the upper floors are so arranged that the offices may be equipped as required by the tenants, having running water and every necessary improvement for a complete modern business building, the heating and light service being the very finest, with a complete cleaning shaft, which will clean up all floors and stairs in rooms.

Feb. 1 - 1913.

Boston Globe.

Boston Transcript
Feb. 14, 1913.

FIFTY MILLIONS FOR PORT

Director Conry Argues for Improvement

Would Have State Make a Large Appropriation

Take Atlantic Avenue Front for Passengers

Develop Freight Terminals on Large Scale Elsewhere

Joseph A. Conry, one of the members of the Directors of the Port of Boston, argued before the Committee on Metropolitan Affairs this morning for his bill asking fifty million dollars for the development of Boston harbor. Chairman Hugh Bancroft of the Commission was present and explained that there is no friction in the Board of Port Directors over this matter. He had advocated a larger expenditure last year and told the Legislature and members of Chambers of Commerce that the money appropriated was merely a beginning and that larger expenditures would be needed. The Directors had made no recommendation in their report, but Mr. Conry had made a minority report accompanied by a bill making a specific appropriation.

Mr. Conry, addressing the committee, spoke as follows:

"I believe that the Directors of the Port should have placed at their disposal some substantial amount, say from \$25,000,000 to \$35,000,000, which would enable them to work out a comprehensive plan for the development of the harbor and the perfection of our rail and water terminals.

"I believe it is necessary that the Legislature should take positive action this year to indicate the future policy of the State on this matter of harbor improvements including the question of rail and water terminals. Our nine millions of dollars appropriated by the Legislature of 1911 has been allotted for three specific objects and the most important subject of all—the terminals—has been left untouched. It should be approached immediately and definite action taken. For example, Mr. Hustis of the Boston & Albany Railroad, was before the directors the other day. He assured the directors that the Albany needed another pier at its East Boston terminal but was reluctant about spending \$750,000 in equipping this new pier because they don't know what the Port Directors are going to do.

"The Boston & Maine has a splendid terminal over there in East Boston which they leased to the Albany at a nominal rent, less than 2 per cent. The Maine won't spend any money on that pier and, of course, the Albany won't because neither party knows what the Port Directors are going to do.

"The National Dock people told me the other day that they would gladly take over this Boston & Maine pier at East Boston only they didn't know what the Port Directors were going to do, and, of course, gentlemen, we have to depend on the Legislature.

"This is a great subject requiring time for study and time for construction work after a plan has been laid out. The State has been studying this question with varying degrees of enthusiasm for eighteen years. In 1898, fifteen years ago, the State took certain lands by eminent domain over in East Boston and repeated commissions have approved this action, pointing out in carefully prepared plans how these flats could be developed. The Legislature of 1910, by chapter 647, appropriated three millions of dollars for a development in East Boston, then superceded that act of

1910 by the act of 1911 which appropriated nine millions of dollars for a general harbor development. If an energetic board had developed that taking of 1898 the State would have today land worth five times what it cost the State. Land can be reclaimed at a cost of 20 cents a foot and made worth at least \$150 a foot in East Boston.

"When a million people are assembled in a congested area certain great problems, such as transportation can be done better by the State than by private effort. One of the burdens under which Boston labors is that of trying to do a vast business in a congested space. Business Boston might well be compared to the neck of an hour glass, the thousands of people flocking into the city from the open country by way of the South Station and the North Station

under cramped conditions, the turning back every night to the worries of the morning in getting out of the city back into the suburbs.

"In a manner the same congestion with which you are all familiar so far as passenger transportation is concerned affects the handling of freight. The railroads no doubt are doing the best they can to solve this problem, but, gentlemen, the underlying distinction between the State handling this problem and a private corporation is this: that the State tries to accommodate the public, tries to promote the convenience and comfort of the public, the corporation on the other hand is engaged solely in the problem of earning a dividend for its stockholders. Nothing could better illustrate the attitude of the railroads than the address of Mr. Hustis delivered here a week or two ago on the matter of electrification of the railroads within the Metropolitan district.

"Every man here believes that the railroads should be electrified, but Mr. Hustis says with admirable logic from the standpoint of the Boston & Albany: 'I mustn't electrify my roads because if I do I cannot pay my stockholders that eight per cent which we guaranteed by the lease of the road to the New York Central.' Observe the point, gentlemen, not the question of the health or happiness or comfort or service of the patrons of the Boston & Albany Railroad or of the people living in the vicinity of the tracks of this railroad, not at all, simply and first the railroad must get from you, the people, must take out of your earnings the eight per cent to pay the stockholders of the Boston & Albany Railroad. Nothing could better illustrate the two theories of State control vs. private ownership—the State seeking to give the people maximum of service, the corporation seeking to take from the people maximum cost to pay big dividends.

"By chapter 468 of the Acts of 1900 the Boston & Albany Railroad was leased to the New York Central and one of the conditions under which the consent and authority of the Commonwealth was given for that lease was that the New York Central would build approaches to the property owned by the Commonwealth at East Boston. The New York Central has not spent a dollar toward building these approaches. This, gentlemen, is not a question of theory, not a question of opinion, not a question of law, it is simply a question of fact and can be determined by any jury which may be empanelled or by any committee which may seek to inform itself on the subject.

"One of the curious and pleasantly inconsistent facts in regard to the attitude of the Boston & Albany is that when this matter is suggested they say: 'We do not want to spend the public money, because there is no demand for this improvement.'

"But returning to the subject of congestion the whole Atlantic-avenue water-front should be taken by the Port Directors, and a large part of it, say from Northern-avenue bridge to State street, should be devoted entirely to a water passenger terminal, at which no freight would be handled at all.

"Mr. Austin, representing the Eastern Steamship Company, came before our Board and said that he would rather pay rent at Central Wharf on Atlantic avenue, amounting to about \$150,000 per annum, than to take a free berth at the Commonwealth property at South Boston, and his explanation to this was the convenience of his wharf for passenger traffic. The passenger traffic of the coastwise steamers is a very important business and constantly growing. I would set aside a large share of this Atlantic-avenue property and build a first-class passenger terminal, at which all coasting steamers would touch and discharge their passengers and then proceed to some other point in the harbor where they would discharge and take on their freight.

"Much of the property on Atlantic avenue is held by the dead hand. Owners won't improve it. We learned that trustees holding large parcels of valuable waterfront property on Atlantic avenue wouldn't spend a cent on it to improve it. They were perfectly willing and in fact anxious to have the Port Directors buy it, and the steamship company occupying the parcel which I have in mind agreed to take a long term lease if the Port Directors would buy the property and rebuild. I opposed that project and it fell through.

"Property on Atlantic avenue is assessed in the vicinity of Rows Wharf and the Narrow Gauge Station \$7 and \$8 a square foot. Going down the avenue where the freight is quite an important feature of the business it is about \$5 a foot and it runs along \$4 a square foot until we get down to Commercial street and I believe the large parcel owned by the New Haven road down by the Charles Street Bridge is assessed for \$3 a square foot.

"The land I had in mind which was offered to us by the trustees is assessed about \$3.50 a square foot. Across the harbor, over in East Boston on the edge of deep water land may be had for 50c, 75c and \$1.00 a foot and would on the east

Commonwealth already owns and additional land which has been suggested should be taken by the Commonwealth can be had at a nominal figure. With tunnel connection between this Commonwealth property at East Boston and the South Station the coasting steamers could proceed to this water terminal which I have suggested, discharge their passengers and then touch at the Commonwealth property at East Boston where a large freight terminal would take care of their freight thus relieving the congestion which is such an objectionable feature of doing business on Atlantic avenue.

"In conclusion: We ought to have an engineering staff five times, or at least four times as large as the present staff, consisting of a chief engineer with four division engineers, one of whom would look after the South Boston side of the city, including Fort Point Channel and the South Bay problem; another to look after the East Boston side of the city, including Chelsea Creek; another to look after the Atlantic-avenue waterfront, meaning the territory between the two great railroad terminals, and the other to look after the Mystic River.

"There is work enough in contemplation to require substantially all of the time of the Directors of the Port, who should devote at least one-half a day of every day of the week to the duties of the board, and who should be paid a compensation accordingly. But this is all predicated upon the assumption that the State is committed to a policy of extensive waterfront improvement. On the other hand, if it is decided that you do not desire to spend any money in addition to the nine millions of dollars which you have already appropriated, then the staff and the present organization of the Directors of the Port can without difficulty attend to this problem. But I believe that the growth of the business of the world is such as will make an investment of fifty millions of dollars seem a very appropriate action for Massachusetts; that the good which will come from this expenditure of money will be of inestimable value to the community in future years and will more than repay fourfold the original investment."

Woodward Hudson of the New York Central appeared in opposition to that part of the report which referred to the New York Central. He thought there was no direction in the act to spend money for approaches to the Commonwealth's land. It was required to spend \$2,500,000 for improvements specified. In 1897 a plan was filed, however, for an approach to the other side of the Boston & Albany docks, which would reach the proposed docks on the Commonwealth lands. From year to year acts presented to the Legislature for development of the Commonwealth lands failed of approval. In September, 1909, the title to the East Boston Company's land was settled, but the damages have not been settled yet. He contended that, owing to the multiplicity of schemes and plans offered, the road could not tell where the approach should be built.

Representative Bothfeld—Do I understand that you still consider yourself under an obligation to build approaches?

Mr. Hudson—No, sir; we do not admit any obligation, but we would do it in our own selfish interest. We would naturally wish to be connected with the Commonwealth docks.

Mr. Hudson then read Mr. Hustis's letter stating that while he believed the road had fulfilled its obligations under the act, it would like a connection with the Commonwealth docks, and is ready to build the connection as soon as there is any business ready for it.

William C. Brewer of the Chamber of Commerce maritime committee said that most of the minor measures before the committee should come before the Port Directors. The Chamber directors had passed a resolution to the effect that "minor improvements in the waters tributary to Boston harbor should be referred directly to the Directors of the Port for consideration and should not be made the subject of special legislation until they have been referred to that Board, and that if in the opinion of the Legislature the improvements enumerated, or any of them, should be made, the expense thereof should be provided for by giving the Directors of the Port an appropriation with which to make the improvements, in their discretion, in the smaller harbors within their jurisdiction."

Representative E. F. Sullivan spoke in favor of the development of Chelsea Creek for manufacturing purposes.

Chairman Bancroft of the Port Directors talked on the preliminary report of the Port Directors on the acquisition of water terminals. He said that it had not been practicable to set plans for this into shape, as the engineers are working day and night getting the terminal ready for the new Hamburg American line. He therefore asked for time in which to prepare

ready for this Legislature, he said it should take until the first of May at least. He could see no objection to letting the matter go over to next year. Senator Williams asked the purport of the taking of 5,000,000 feet of flats from the East Boston company had offered to the directors. "We have declined to purchase it," Chairman Bancroft said. "The State owns some 25,000,000 feet of flats which can be improved. It would be of value to have a small portion. A few hundred thousand feet of East Boston land would be sufficient to give access to the State's land."

"Was this the land appraised at six cents a foot by Mr. Kiley, the city's expert?" asked Mr. Williams.

"Yes; 2,500,000 feet were offered at thirty cents a foot and we declined it."

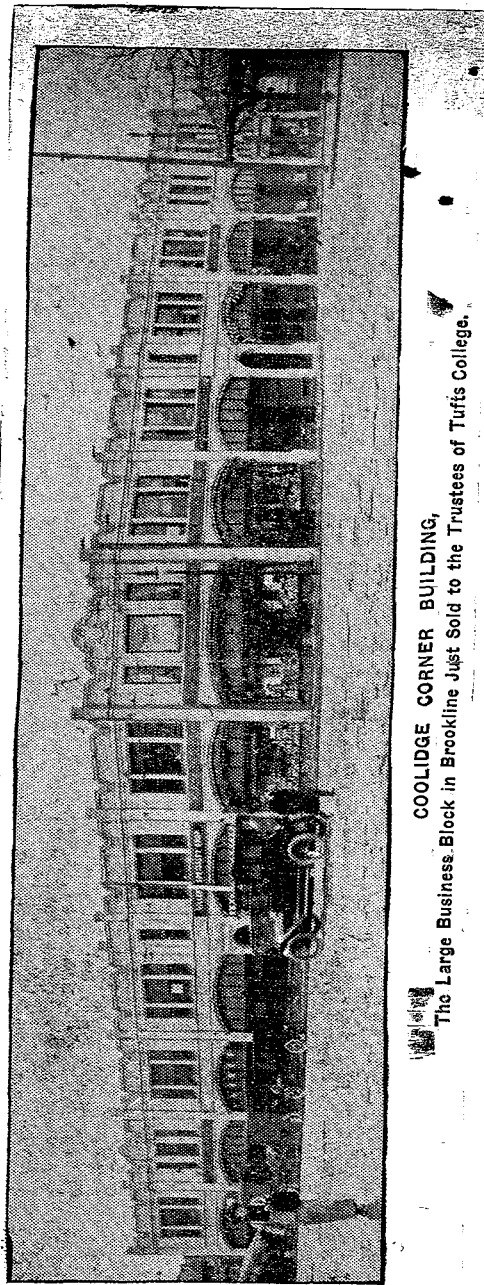
No one else was heard and the hearing was closed.

Representative Buckley spoke in favor of the bill calling upon the directors of the port of Boston to report upon the navigation of the Neponset River. General Bancroft said the directors are willing to make a report and will give any information in their power, but he believed the provision requiring a report "on the cost of further improving said river for the purpose of navigation" was rather indefinite. There was no opposition.

Representative Brophy, the petitioner, spoke for a bill for dredging Boston Harbor near Jeffries Point. Commodore Brooks of the Jeffries Point Yacht Club favored the improvement, as did Representative John J. Douglas of East Boston. Joseph A. Conry, one of the port directors, pointed out to the committee that the directors had asked an appropriation of \$25,000 to carry out similar projects and if this is granted there is little doubt that the directors would take care of this proposition with others of a like character, as there is need of more public landings.

Senator McDevitt spoke for a bill to improve Weymouth Fore and Town rivers, which he said was put in at the request of one of the port directors. There was no opposition.

Senator Bagley, Alexander Neal and Joseph Barry favored a bill for dredging a channel to Crystal Cove, Winthrop. There was no opposition.



COOLIDGE CORNER BUILDING,
The Large Business Block in Brookline Just Sold to the Trustees of Tufts College.

Boston Globe - Nov. 1-1913.

PHONE ROXBURY 791

GEORGE P. MacLELLAN,
288 Roxbury Street,

AUCTIONEER,
Roxbury, Mass.

TO SETTLE ESTATES

WILL BE SOLD AT
PUBLIC AUCTION
THURSDAY, FEBRUARY 27, 1913

First at 2 p. m. The eight-room frame house with modern improvements and about 4498 square feet of land located on and numbered

798 PARKER ST., ROXBURY, MASS.

In the Mission Church parish, almost opposite Hillside street, this property is well situated on the hill, with a good view of the surrounding country and a high, healthy location. A desirable home for a large family.

Second at 3 p. m. The five-room frame house and a large brick stable, together with about 3506 square feet of land, located on and numbered

80 CONANT STREET

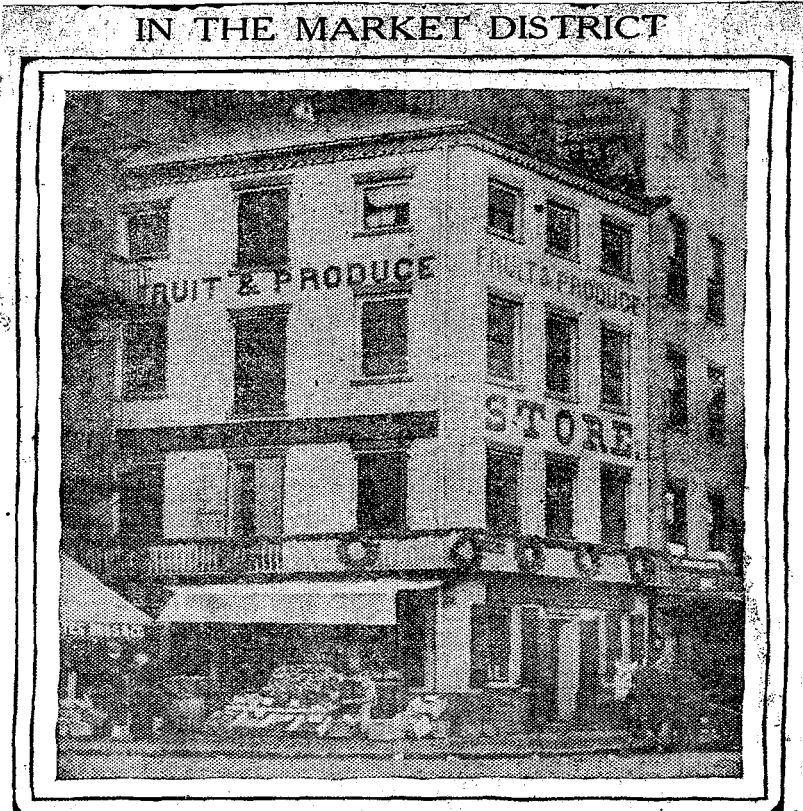
Roxbury, Mass., (Mission Church Parish).

This estate is especially suitable to a contractor, as the large, commodious stable has been erected recently and is in good condition; it could with very little expense be converted into a first-class garage.

\$300 deposit required at time and place of sale (your savings bankbook accepted as cash). For further particulars and to see the property, write, call or phone the auctioneer.

BE SURE TO ATTEND THESE SALES

Cr.



Boston Herald

Mar. 16. 1913

Mercantile Property at 1 Faneuil Hall Square, Sold Yesterday by M. E. & C. E. Wyzanski to the Massachusetts General Hospital, Through the Office of Frederick Viaux.

Boston Sunday Herald. Apr 28. 1913.

New England Railroads' Decline.

The week just ended has been a disastrous one for the old time New England railroad investments.

There are 11 railroads listed on the Boston Stock Exchange, whose fluctuations are recorded by the Commercial and Financial Chronicle. These are: Boston & Albany, Boston & Lowell, Boston & Maine, Boston & Providence, Connecticut River, Fitchburg, preferred, Maine Central, New Haven, Northern of New Hampshire, Old Colony and Vermont and Massachusetts.

Here is what has happened to these roads of late and particularly this last week:

Boston & Albany yesterday sold at 200, the lowest since the panic of 1897, and with the exception of that time, the lowest this century.

The last sale of Boston & Lowell was on April 12, when a quotation of 138 was made, the lowest in a generation.

Boston & Maine sold last Friday at 62½, the lowest for over 60 years.

The last sale of Boston & Providence was at 260, the lowest for many years.

Connecticut River sold last Tuesday at 230, the lowest in two decades at least.

On March 17 both Maine Central and Fitchburg preferred sold at 101, both low records, for a similar period.

New Haven never sold as low as it did last Wednesday, when sales were made at 109¾, since the company was formed, over 40 years ago.

A search of the records for a generation defies the discovery of any quotation for the Northern railroad of New Hampshire lower than 120, which was made April 13; for Old Colony lower than 163, made April 25, or for Vermont and Massachusetts, made April 21.

It is a great commentary on the New England railroad situation when there is not now a man of middle age or younger who, unless he happened to buy Boston & Albany in the panic of 1897, ever bought a share of any New England railroad whose investment does not show him a loss.

TRUSTEES DENY PERRY TO BUILD

Declare Lease on Old Filene Store Says Nothing About Erection of Eleven-Story Office Building

DEXTER TRUSTEES AND A. W. PERRY DISAGREE

"The Dexter building, which constituted nearly half of the store formerly occupied by the William Filene Sons Company, will be razed and a modern office building to cost \$400,000 will be erected on its site." Statement by Alonzo W. Perry, lessee of the property.

"The statement that an office building will replace the Dexter building is inaccurate, as the existing leases which terminate within a few years do not give any rights to turn the property into an office building." Statement of J. Murray Howe, confidential advisor of the trustees of the Dexter property.

A controversy in which several Boston millionaires are the principals has arisen over the assignment by the William Filene Sons Company to Alonzo W. Perry of its lease on the Dexter property, which constituted half of the Filenes' former store on Washington street.

Mr. Perry says: "I have the lease of the property and a new 11-story office building will be erected there."

DENY BUILDING PLAN

The trustees of the Dexter property, through J. Murray Howe, their confidential adviser, say that the new office building will not be erected if they can help it. They also state that Mr. Perry is undesirable to them as a lessee, and that under the terms of the lease they cannot be forced to erect an office building on the property, as the lease specifies a building "for the purpose of carrying on a wholesale and retail business in the dry goods trade or a department store or other business not more injurious to the premises."

This controversy does not affect that portion of the former Filene store

which has been acquired by George A. Carpenter, through the assignment of a lease held by the Filenes. This property includes the corner parcel of land with the building owned by the city of Boston and the one next to it, which is owned by the Filenes.

Carpenter May Build

Mr. Carpenter said yesterday: "The Post was premature in announcing that I was going to erect an 11-story building on this property. It is true that I hold both parcels under the seven years' lease which has been assigned to me by the Filenes. It is true that it is my ambition to erect such a modern building on a scale with the Blake building on Temple place, which I now own. I cannot make any official announcement as yet, because there are certain things that must be put through before I am absolutely certain."

"I want to state positively, however, that Mr. Perry and I have no relation to each other in a business or any other way. Whatever he may do and whatever I may do are absolutely distinct from one another."

The statement which appeared exclusively in yesterday morning's Post in which Mr. Perry was quoted as saying that the new office building was to be erected on the Dexter property under the terms of his lease brought to light the fact that he and the Dexter trustees have different opinions on this subject.

Trustees Make Statement

The trustees, on the strength of the Post's report, made this statement:

"A controversy has arisen over the lease of the Dexter building on Washington street, opposite the Jordan, Marsh Company's store. This property takes up about half of the area formerly occupied by the William Filene Sons' Company. As stated in some of the morning papers one Alonzo W. Perry has secured possession of this and an adjoining building. It has further been stated that this Dexter building will be immediately razed to make way for a modern 11-story building, which must be completed under an agreement between the Dexters and Mr. Perry by April, 1914."

"These statements are distinctly misleading. Mr. Perry has made an endeavor to obtain from the Filene Company a proper assignment of its lease of the property for an expiring term of seven years and some odd months. The legal possibilities of this assignment, however, are doubtful, the own-

ers objecting to a lease to be made and thus making about the controversy impossible."

Under an old clause in the lease, the tenant has certain rights to demand a new building, but work on such a building could not in any case be completed by as early a time as has lately been stated, to wit: next spring. Should such a building be built, it is quite unlikely that it would be completed before the end of next year and the tenants of such a building, whoever they may be, will have a lease with six years to run.

No Office Building Rights

"It has been stated that a new building on this site will contain offices above the first two or three floors. This statement is inaccurate, as the existing leases which, as before stated, terminate within a few years and which are the only ones that can be taken over from the Filene Company do not give any rights to turn the property into an office building."

"From an interview with G. A. Carpenter it is learned that the statement that he has any connection with a joint scheme of Perry and himself in relation to the property in this block is entirely untrue, either direct or indirect, of any sort whatever, and further that he has only taken over a lease of the smaller part of the block on the corner for an unexpired term of less than eight years."

The paragraphs in the original lease under which the property was turned over to the William Filene Sons Company and which will figure conspicuously in any litigation which may arise between the Dexter heirs and Perry, according to the trustees, are as follows:

Conditions of Lease

The property is to be used, "for the purpose of carrying on a wholesale and retail business in the drygoods trade or a department store or other business not more injurious to the premises. If the parties do not agree as to whether any business would be more injurious, the controversy shall be decided by the arbitrators." The arbitrators in this instance are Louis D. Brandeis and James A. Lowell.

Another paragraph reads: "The lessors agree that they will not refuse permission to the lessees to assign or sublet or to allow any other corporation or person to occupy the whole or parts of the premises, except for reasonably sufficient objections to such corporation or person. In the event of any disagreement as to whether any such party is reasonably objectionable, the controversy shall be decided by the arbitrators."


Mr. Perry, when asked relative to the matter said: "It makes no difference to me what Mr. Howe or the trustees or anyone else says about the matter. I said that the building is going to be erected and erected it shall be. They can't bluff me. I have as much money as they have and if it is a case of fight, let them get to it. I don't give a continental what they say or don't say."

"Was the statement quoted as having come from you in the morning Post correct?" Mr. Perry was asked.

"Yes, it was correct in every particular. The inference that Carpenter and I are working jointly was not correct, but I don't mind if he doesn't."

Boston Post, Apr. 20, 1913.

RETURN IN 5-DAYS TO



B.W. O'Neil & Co.
MANUFACTURERS OF
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73 TO 81 BLACKSTONE ST.
BOSTON.

Taft, in JOVIAL MOOD, SPEAKS AT BOSTON CITY CLUB'S BANQUET



City Club Banquet Guests. Left to Right at Head Table—Ex-Gov. Bates, Ex-Gov. Long, Edwin U. Curtis, Prof. Taft, Samuel J. Elder, Gov. Foss, George S. Smith, David F. Tilley, John C. Crosby, Edward A. Filene.

Cheered for References to Present Conditions in Politics.

William Howard Taft—big, smiling and bubbling over with mirth—was the guest of honor at the banquet of the Boston City Club last evening at the Hotel Somerset. The spread marked the close of the biggest day in the history of this Boston's biggest club, the day of the laying of the cornerstone of its new house. More than 1200 members and guests attended.

A mighty cheer rose when President Samuel J. Elder introduced Mr. Taft. The entire body rose and the cheers were loud and long. Then, after they had stopped they began again and continued for fully three minutes.

Mr. Taft was in his happiest vein. He good naturedly jabbed people right and left and at the same time paid some well-deserved compliments to the City Club and to its leading spirits. Referring to the present political situation, he said, after enumerating the various shades of political belief held by the members of the club:

"No one is so bound up in prejudice of party as not to wish heart and soul, in the success of the present administration of the government of the United States for the benefit of all of the people." And again there was a burst of hearty applause.

Mr. Taft said he spoke, perhaps, with more feeling than others who had lacked his personal experience when he said he thought it well that there is a party leader who is able to force Congress to do the bidding of the party as expressed at the last election. And he hoped that the people having so expressed themselves, and the principles for which they voted having been put into practice, there would be ample time given to have them tried and tested.

Easy to Find Remedy.

"I believe in leadership. I believe in party responsibility and that the party

in power should be held strictly accountable. And then, if the people do not approve, my experience has been that the remedy is easy."

Referring to the statement of President Elder in his opening address that this is a time for re-examination of things that were once thought to be fixed and settled policies, he said that he hoped when they got through examining the principles there would be enough principle left to get along on.

"I am of the opinion," he said, "that things will get a little worse before they get much better, but I have supreme confidence in the people, and that, after a full discussion, some few mistakes, yes, perhaps some serious mistakes, the American people will show no such pride of opinion but that they will be willing to retrace any steps they have taken which they have found not to be for the best, and will do it quickly."

Mr. Taft, in the opening portion of his address, paid graceful tributes to President Elder, to former Gov. John D. Long, to Gov. Foss, to former Gov. Bates, to Mr. Filene and others, mingling fun with seriousness in such a way that he kept the audience in laughter. Referring to Gov. Foss, he said:

"I thought I was going to have him for company in my little group of statesmen following the definition of Tom Reed, which was that a statesman is a politician who is dead." But I listened to Gov. Foss's speech this afternoon and detected such unmistakable signs of a bid for the independent vote that I guess I made a mistake."

Represents Best Citizenship.

President Elder rapped for order at 9:15, and the speaking began. Assistant Secretary of the Treasury, Charles Sumner Hamlin was introduced, and in a brief address emphasized the great power such a body as the City Club has and ought to have in a community, quoting from Socrates a definition of the rights and duties of men as to society. He said he felt that this description, although many centuries old, exactly fitted the present situation, and was full of sound common sense for the benefit of all who might wish to take it. The Boston City Club represents the

best of the citizenship of the city and of the commonwealth, and it has many, many years of usefulness before it.

George S. Smith, who was called upon as a representative of another organization which has done much for the city of Boston—the Chamber of Commerce—spoke of the early history of the City Club. He enunciated the principles upon which the club was founded and upon which it has worked.

President Elder then read telegrams of congratulation, including one from the St. Louis City Club, and introduced Mr. Filene, one of the club's founders. Mr. Filene spoke of the good work of the club founders, and urged them not to be too proud of their past and to forget that there is work yet to do. He said that the great mission of the club ought to be to foster the idea that men can be radicals or conservatives, and still each can and should respect and esteem the principles and opinions of the others.

He referred to the club now being formed by women as a woman's city club and urged that the members do all in their power to aid and assist the women.

List of Guests.

Those who sat at the guests' tables, of which there were three, one in each of the rooms were: Charles H. Strong, the Rev. Harry Levi, Judge William Bolster, Geoffrey B. Lehy, John L. Bates, John D. Long, Charles S. Hamlin, William Howard Taft, Samuel J. Elder, Gov. Foss, George S. Smith, David F. Tilley, the Rev. Dillon Bronson, Edward A. Filene, Edward M. Baker, the Rev. Edward A. Horton, the Rev. S. H. Roblin, Judge Marcus Morton, Judge John B. Ratigan, Judge John C. Crosby, Judge Jabez Fox, Judge Richard W. Irwin, Judge P. M. Keating, Edward Gilmore, William S. Greene, Judge Edward P. Pierce, John J. Rogers, Thomas C. Thacher, Judge William C. Wait, Judge William B. Stevens, Judge Lloyd E. White, Judge John C. Brown, Edward G. Graves, Edward C. Mansfield, Louis Baer, J. M. Martin, Horace G. Pender, R. L. O'Brien, Asa F. French, Carl Dreyfus, James W. Rollins, Guy Murchie, John E. Ainsley, Timothy E. McCarthy, George B. Babbit.

Taft Wields Trowel O'er City Club's Cornerstone



Mayor Fitzgerald Speaking During Ceremonies Attending Laying of City Club Cornerstone. On the Stand Are Seated Prof. Taft, Cardinal O'Connell, Gov. Foss and Samuel Elder.

Praises Spirit of Organization in Efforts to Unite All Elements for Boosting City—Governor, Mayor and Cardinal Participate in Ceremonies.

To the echos of cheers from a crowd that filled the streets and windows, clung to fire escapes, and stood silhouetted against the twilight on nearby roofs, William Howard Taft, former President of the United States, yesterday wielded the silver trowel and swung the hammer that placed in position the cornerstone of the new Boston City Club at Somerset street and Ashburton place.

The exercises dedicating the new building to civic use were opened by Cardinal O'Connell, who prayed that God should "strengthen this house by helping toward true fraternity."

Addresses were delivered by Gov. Foss, Mayor Fitzgerald, Geoffrey B. Lehy, first president of the club, the Rev. Dillon Bronson, the Rev. George A. Gordon and Rabbi Harry Levi. Samuel Elder, president of the club, was master of ceremonies.

When the concrete block, containing the customary coins, tablets and documents had been swung into place, Prof. Taft delivered the closing address of the day. He said in part:

"I am greatly honored and I feel especially glad, in view of recent experiences, to be called back to Boston.

Boston a Conspicuous City

in prosperity, in business energy, in architectural development, in beauty of

her surroundings, in educational system, in provision for the comfort and health of all her citizens. Boston is conspicuous among our cities. In her individuality, which has marked itself in her long and honorable history, and is maintained in her inspiring traditions, she is easily first. She has been called the Athens of America. I don't like such a comparison, for Boston has a character all her own that is not accurately or properly set forth by reference to other cities.

"We are here to celebrate the laying of the cornerstone of a building that is to be another evidence of Boston's practical, progressive public spirit. The Boston City Club, whose home it is to be, is a club of unique purpose, and has had great success in its pursuit.

"It aims to furnish an attractive meeting place to which representatives of all classes, on perfect equality and without regard to creed or political view—may come for association, conference, discussion and organization of various municipal and public activities to increase the benefits which the city may confer upon its residents and to enable its citizen body to lead in the great movements of the country.

"It is non-partisan as a club. As a club it makes itself responsible for no definite reforms, but it furnishes, by the association that it induces, and the rubbing together of the various elements in the body politic and social of the city, an opportunity for solidarity of movement among all classes toward better and higher things.

Wears off Prejudices.

"This club aims to fuse the hard and angular corners of crystallized class prejudice and partisan enmities by the glow and heat of an every-day companionship and common social comfort. Conceived in the foresight and public spirit of its half-dozen founders, the club has vindicated its reason for being by making evident the possibility of success in reaching its purpose.

"It has increased so rapidly in a few years of its existence that it has more than doubled its membership, nearly 450

of Boston's best representatives of every class of citizens, poor and wealthy, employe and employer, lawyer, doctor, teacher, pastor and business man, laborer and capitalist, clerk and superintendent, all attracted by the comfort of the club furnished at small cost to each member, and the opportunity to meet influential and leading men from every walk of life.

"It is a unique organization, and furnishes to Boston the same opportunity for its betterment and for course among its leaders of all shades of public opinion as did the Roman Forum, or the Greek Agora. It has been properly called a clearing house for the interchange of all ideas of municipal progress and of preservation of the public weal.

"The success of this club will lead to the organization of other clubs of a similar character in many cities. Already the public-spirited men of the rest of the country are closely watching its beneficent growth, with a view to following, as they have so often followed it before, the leadership of Boston."

Greetings by Gov. Foss.

Gov. Foss, the first speaker, said: "I am glad indeed to be here in my official capacity to extend the greetings of the commonwealth to the members of this club, and also to join with you in extending a hearty greeting to our distinguished guest, President Taft, who has dignified and honored this occasion.

"The City Club is more than an ordinary club. I like to think that it is an institution, an institution that is making for good citizenship. Its influence extends beyond the city, it extends through the state, it is felt throughout the country.

"Its membership is made up of all classes, all nationalities, all shades of political opinion, Republicans, Democrats and Progressives, and I hope some independents as well.

"I can only wish for this club as it enters its new home that extended influence to which it is justly entitled."

Mayor Fitzgerald said: "Boston is proud of its City Club, and when its splendid building is erected, will be still more proud of it as an institution which has many accomplishments to its credit in its short existence.

"I thank President Taft on behalf of the citizens of Boston for lending his presence to this occasion.

"In this day we are much inclined to think too much of rights and too little of duties and responsibilities. If there is anything more than another which has brought this message home to the million and a half of people in metropolitan Boston, it is this Boston City Club, and for that our thanks are due them."

Likens Club to Cornerstone.

Geoffrey B. Lehy gave a short history of the organization and development of the club. Referring to the cornerstone he said:

"There is no counterpart of it in this city or in this country for that matter. On the occasion of raising the first shovelful of earth President Elder placed the shovel into the soil and when he raised it it was filled with sand, clean, bright sand, as you would find any place along the seashore.

"The shovel was crowned and full, but when he cast it from him it disintegrated and fell into thousands of golden, glistening particles with no adhesion whatever. The thought came to me how representative is this of the many bright elements in this community, bright typical men that were not brought together, and if brought together would quickly scatter, and I requested the builders to take this sand, that is, the thousands and thousands of particles and cement them together into a solid mass and to mould this into the cornerstone of this club as it would be a constant and substantial reminder of what this club is, a solidification of the bright, clean members of this community into an organization substantial and beneficial, bound together even as the grains of sand are bound together making the cornerstone of your home, the cornerstone of the club."

Enclosed in the cornerstone were a copy of the club charter, list of members, newspapers of the day, coins of the day presented by Charles E. and Max E. Wyzanski, bulletins of the club, a bronze tablet presented by E. A. Filene, photographs of club executives, a list of all men who have served on the executive committee, pictures of the clubhouse site, and pictures of the excavation of the first shovelful of earth.

Prior to the exercises, Prof. Taft, was tendered a reception at the home of H. S. Potter, 82 Commonwealth avenue. There Prof. Taft received Gov. Foss and the members of the executive committee of the City Club.

The Governor was the first to arrive from the city. He was accompanied by the members of the executive committee of the City Club. The Governor was the first to arrive from the city. He was accompanied by the members of the executive committee of the City Club.

SUCCOR FOR THE WEST END

There is promise of a new order in the West End, in the West End of vanished aristocracy and depreciated values. Since first the construction of the East Boston tunnel began to be debated to the people of that quarter it seemed the logical course to connect it with the traffic across West Boston Bridge into Cambridge. That project was deferred. The removal of the elevated trains from the Tremont-street subway dealt the trade of Court street a blow from which it is just now recovering. And, at length, according to the authorization of the Legislature a year ago, it has been determined that the East Boston tunnel shall be extended through to Bowdoin square to emerge on Cambridge street a few blocks beyond. The welcome with which this project is viewed by the business men of the district may be guessed from the circumstance that at the recent hearing before the Transit Commission there was not a disgruntled voice. To be sure, the battles had been fought on the floors of the twain branches of the Legislature, but unanimity appears to be the result.

There is probably not the slightest question but that this extension of the transportation system will materially increase the business of the West End. Considered as a means of access from Cambridge its terminus opens that tempting area bounded on one side by Hanover street and including the whole market district. This serves not only that considerable army of people who are regularly employed in this zone, but the vastly larger army which comes in from the neighboring suburbs to the northwest, market basket on arm, to buy. The effect of this on Bowdoin square and its environs, and, more indirectly, on most of the West End, must be decidedly beneficial. The newest extension provides the last of three arterial and prompt means of transit into the heart of the city from the northwest suburbs; the other two beings the viaduct to North Station and the Cambridge subway.

This succor came to the West End none too soon. For two decades, and longer, that district had been in steady decline. From prosperous residential quarter to lodging-

houses from lodging-houses to small shops, from small shops to large business establishments, plate glass and ten stories—these are the steps in the usual progression of a town into a metropolis. In any part of that Boston which we might, like Londoners, term the old city, this has been successively the history, though from a complexity of causes the process has moved more quickly in some parts than in others. The West End, strategically though it lies, between one of the great terminal stations and the magnificent inland waterpark of the Charles River Basin, dividing it from the academic suburb, is half way between the lodging-house period and the small shops. For years it has been oddly pocketed in a manner for which, in part, the transportation systems were to blame. There were unexcelled conveniences for getting around, or past, or through the West End without stopping. Than getting into it there was only one journey more inconvenient—getting out of it. The new subway to Cambridge whisked past without a stop between Park street and the river. The new viaduct sends its cars thundering across West End roofs without a stop between North Station and the river. This extension of the East Boston tunnel promises, at length, to restore to its importance of three decades ago what was then the main thoroughfare into Boston from the northwest—Cambridge street.

It can be confidently predicted that this is a piece of wise public economy. Three years ago, when the project of terminating the Beacon Hill tunnel in a West End loop was among the possibilities, there were merchants who wagged heads and said: "The property owners in the neighborhood of Park street will learn that they are paying the taxes which the West End does not pay." Right or wrong, here is a large and valuable district which should logically be claimed by business, and though the certainty that it will be is no excuse for delaying to improve the housing conditions in the tenement districts of the quarter, the eviction of these tenement properties by business will be a blessing to everybody. The beginning of these better days is heralded by the extension of the East Boston tunnel.

Auctions: Real Estate

BRIGHTON LOTS AT AUCTION

ON EASY TERMS
50 BUILDING LOTS, averaging 4000 square feet each, will be sold at Public Auction, one at a time, beginning SATURDAY, Sept. 27, at 2 P. M. and continuing Sept. 28 and 30 at 2 P. M. The property is known as Union Park and is located on Union street, Colonial Rd and Commonwealth Ave. To get there take any "Oak Sq. Car" from Union Park and is located on Union street, Central Sq Cambridge; get off at Winship St and walk one block to Union St. Sale starts on Union street and proceeds through Colonial Rd to Commonwealth Ave. BONELLI-ADAMS CO, 60 State St.

Boston Herald

WILL ERECT NEW BUILDING

Whitten-Gilmore to Occupy New
Home When Completed—Lo-
cated on Commonwealth Av.

More evidence of the rapid growth of the Boston automobile trade is contained in the announcement that another large building is to be erected on Commonwealth avenue this summer. It will be located between the avenue and Cummington street, just beyond Blanchard street, and will be occupied principally by the Whitten Gilmore Company, agents for Chalmers cars, the Woods electric and the Federal and Standard trucks. The Whitten Gilmore Company for the past six years has had its salesroom at 907 Boylston street, with a large service department in Cambridge. Its business has outgrown these quarters and in the new building, which will be ready for occupancy late in the fall, it will have all departments under one roof and much better facilities both for sales and service.

The new building of re-enforced concrete with brick trimmings, will be three stories high, with basement, and will have a frontage of 130 feet on Commonwealth avenue and a depth of 90 feet. The Whitten Gilmore Company will occupy one-half the basement and of the first two floors and the entire third floor, which will give it near 30,000 square feet of floor space. The street floor will be occupied as a show and salesroom, with a 65-foot frontage and there will also be the general and warehouse offices in the rear, with entrance

from Cummington street, will be the garage for demonstrating cars, washstand, and charging station for electric. The second floor front will be given over to sales of second-hand cars, with a stock room in the rear. In the basement will be the truck department, with every facility for handling Federal and Standard trucks, including parts and repairs of all kinds.

On the third floor the Whitten Gilmore Company plans one of the most complete and modern service departments in the city. With a space of 11,700 square feet, lighted by large windows on all four sides and by five large skylights in the roof, the company will install a commodious machine shop, a forge room, washstand and all other facilities for repairing the makes of vehicles that it sells. All the floors and basement will be connected by stairs both front and rear and there will be two automobile elevators 22x18 feet, each of five tons capacity. The building will be lighted throughout by electricity and will have daylight on all sides, there being a space reserved between this and the next building to the west.

With this new building available the Whitten Gilmore Company will be in a position to display its cars to much better advantage than at present and to give owners of the vehicles that it represents the best of attention, both for minor adjustments and for overhauling and repairs. A large stock of parts will be carried, and the fact that the service department will be in the same building with the offices will prevent delays that are inevitable where these two departments are separated.

Boston Herald, June 8, 1912.

TAFT TO LAY STONE FOR CITY CLUB, OCT. 9



Corner Stone for City Club to Be Laid Oct. 9.
(Photograph by Chickering.)

Governor, Mayor and Cardinal Among the Prominent Guests.

*Boston Herald -
Oct. 8, 1913.*

Ex-President Taft will lay the cornerstone of the new home for the Boston City Club, Oct. 9, at 4 o'clock P. M. Gov. Foss, Mayor Fitzgerald, Cardinal O'Connell, Bishop John W. Hamilton, the Rev. George A. Gordon, the Rev. Harry Levi and Geoffrey B. Lehy, first president of the club, will participate in the ceremony.

The corner-stone is made of concrete, and the sand used in the making was taken from the site of the building. This stone was presented to the club by Mr. Lehy.

In the box to be placed in the stone will be put a copy of the charter of the club, list of members, new coins presented by Messrs. Max E. and Charles E. Wyzanski, Boston newspapers of the day, files of club bulletin, menus of the day, and portraits of Samuel J. Elder, Geoffrey B. Lehy, David F. Tilley, presidents of the club; James W. Rollins, vice-president and chairman of the building committee; Carl Dreyfus, vice-president, and James J. Storrow, one of the men who made it possible to finance the club at the beginning, with Edward A. Filene, who presents a bronze tablet, also to be placed in the stone, bearing these words:

BOSTON CITY CLUB, 1906-1913.

Its Purpose.
We hope to bring together in friendly association as many men as we can, of as many creeds as we can, and thus create new conditions of good fellowship and good citizenship for the service of the city, and also to destroy the class, religious and racial prejudices which exist when men do not know each other, and which are used by crafters and selfish men to further their schemes to the great harm of the city, the state and the nation.

The silver trowel to be used by Mr. Taft is engraved as follows:

"This trowel was used by Hon. William Howard Taft in laying the cornerstone of the Boston City Club, Oct. 9, 1913. Hon. Samuel J. Elder, president; James W. Rollins, chairman, of building committee."

The house, when completed early next summer will cost nearly \$900,000.

The club has a membership of 4500, with a waiting list of over 600. The club started in 1906 with a membership of 600. The new home is planned for 5000 members, and indications are that the club will enter its new home with a waiting list of over 1000.

In spite of the announcement three weeks ago that the entire capacity was taken, more than 2000 have applied for cards to the Hotel Somerset dinner. Eleven hundred and fifty members will be provided for. The program of the dinner is as follows: Speakers, President Samuel J. Elder, presiding; Charles S. Hamlin, Assistant Secretary of the Treasury; G. S. Smith, Executive Committee; William Howard Taft, ex-President of the United States; Room B, Vice-President James W. Rollins, chairman building committee, presiding; Room C, Vice-President Carl Dreyfus, presiding.

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Boston Herald - June 8, 1912

Nov 2 1913

LAND RESTRICTIONS IN BACK BAY STILL HOLD

No Commonwealth Av Change, Says Expert.

Part Never Owned by State Has Not Been Under Limitations.

Widespread and persistent rumors that restrictions on the land on Commonwealth av in the Back Bay had expired, and that any variety of building construction would now be possible along that thoroughfare, have in the last few days caused uneasiness among property owners and residents in that section of Boston.

That any restrictions have been lifted was denied last evening by one of the city's largest real estate conveyancers, a man who has given minute attention to examining titles to parcels fronting on that particular part of Commonwealth av.

He said: "The Commonwealth of Massachusetts owned at one time the land on both sides of Commonwealth av to a point not far from Hereford st, at one time known as Parker st. Whenever the State sold any of this land the restriction was made in the deed that the land could not be used for any mercantile purpose."

"The Boston Water Power Company owned the land on Commonwealth av from Massachusetts av to the intersection of Beacon st. On the south side of the avenue, between Hereford st and Massachusetts av, the land never belonged to either the State or the Boston Water Power Company. This strip of land was not subject to restrictions placed on that formerly owned by the State and the water power concern."

"Later a setback restriction was placed on the land on the south side of the avenue. Unless the Park Commissioners have taken action at some time—and I cannot find that they have—any kind of building may be erected on the south side of Commonwealth av, between Hereford st and Massachusetts av."

"On the north side the land is still subject to restrictions put upon it by the water power company. These are practically similar to the restrictions on the property on Newbury st owned by Gov Foss, where he built a large garage which became the subject of litigation."

"There seems to be a general impression that all the land fronting on Commonwealth av in that vicinity belonged to the State and is restricted. One reason why the question of restrictions on this thoroughfare has never come up until now is that most of the structures built there are expensive dwellings."

EXAMINE DEED BEFORE BUYING, DECLARES SWAIN

Purchaser of Property Should Scrutinize Title With Utmost Care.

WHAT YOU OUGHT TO KNOW

By WILLIAM N. SWAIN.

The rank and file of the great American public must, in order to reach the highest ideal of true citizenship, and be worthy of the right to live comfortably and happily in America, become home owners and not home renters.

What does a hundred rent receipts stand for? It stands for past shelter in property owned by your landlord, and covers a period of eight years and four months, and nothing more. During this same period of eight years and four months, if occupied by the owner with an equity, no matter how small, and a mortgage in a co-operative bank, on which the monthly payments had been kept up, it would represent almost two-thirds of the mortgage paid off.

Many of the borrowers in co-operative banks are without previous experience in the purchase and mortgaging of real estate. It is often the case that the borrower is obtaining his mortgage loan from the bank in connection with the purchase of a home, and the mortgage is a part consideration for the purchase price, and the borrower has never before bought real estate.

Scrutiny by Bank Attorney.

As he has to pay the bank's attorney for the examination of title in connection with the bank's mortgage and the drawing of the mortgage papers and cost of recording them and the cost of a report on taxes and municipal assessments against the property, he can very often save himself the extra expense of employing an attorney to act for him by arranging with the bank's attorney to pass on the title for him and thus save the expense of a double title examination, because the interests of the purchaser and the bank are identical, in that they are both interested in obtaining a good marketable title to the property. At the same time there are many questions arising in connection with ownership that are not so important to the mortgage bank as to the owner, such as restrictions and rights of way easements, sewer rights, etc.

There are many important points which should be given consideration before the preliminary agreement to purchase real estate is signed, and these are enumerated below.

Attorney Should Be Consulted.

You can make money with your money in a short time. More than ordinary rates of interest money is an active principle, and in accordance with the amount you put in how would you like to share profit? PLAN CAN accomplish the same 10 CENTS A DAY—paid monthly for the purpose of making money—did it ever occur to you that a number SAND DOLLAR CAN MAKE IT EARN FROM

IF ONE MA

\$

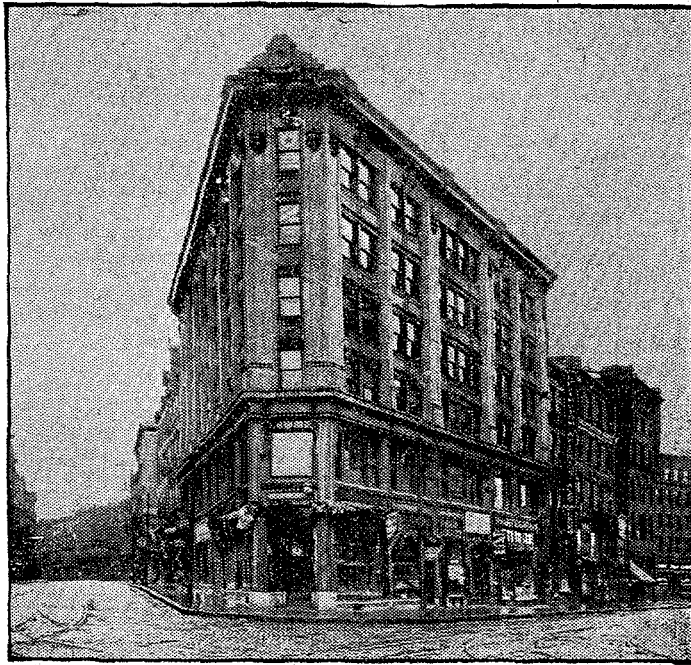
Real Estate Investments.

... ..

Boston Globe - Dec. 11-1913.

HAYNES BUILDING SOLD.

Valuable Property on Summer St,
Best of Its Kind in City.



HAYNES BUILDING, CORNER OF SUMMER AND HIGH STS.
Purchased by Fred Holdsworth and Robert D. Farrington.

One of the most important real estate transactions in the vicinity of the South Station has just been closed, in the placing to record at the Suffolk Registry of Deeds final papers whereby the well-known Haynes Building, 140 to 146 Summer st, corner of and 1 to 13 High st, passes to the ownership of Fred Holdsworth and Robert D. Farrington.

This property was owned by the John C. Haynes estate, of which Moses Williams, Hon John D. Long and Charles F. Smith are trustees. It is a large six-story stone and brick structure standing on 3521 square feet of land with a total rating of \$386,200. While the price paid is not stated, it was for a figure way in excess of this amount. The land has a taxed value of \$211,200.

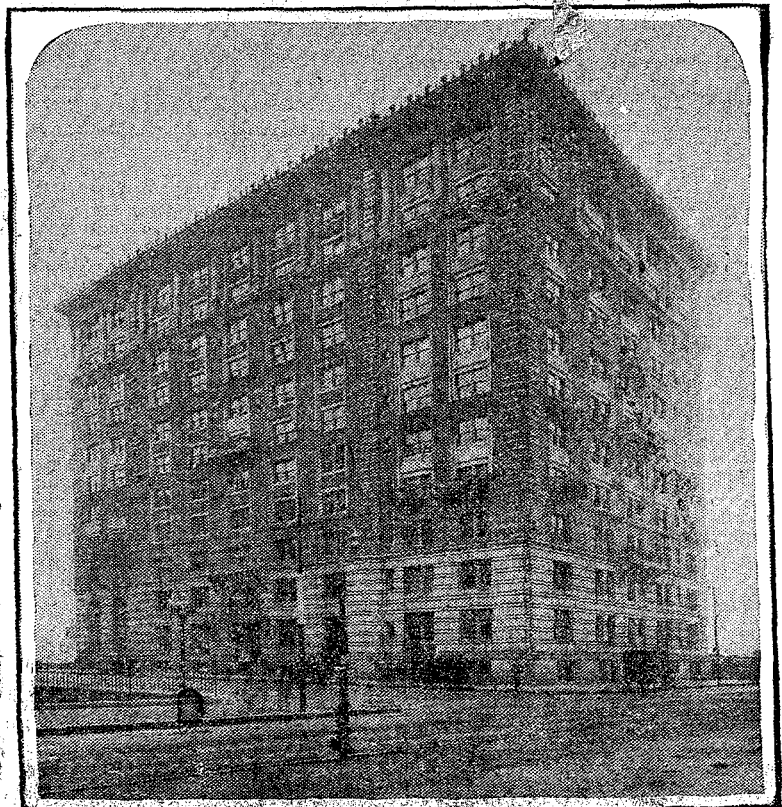
It is one of the best fireproof buildings of its kind in the city, containing every known improvements, the upper stories being used for offices, while the lower floor contains several stores. Its location being near the South Station, makes this sale a most noteworthy one, from the fact that the purchasers are considered among the leading real estate operators in the city, having recently bought a number of large parcels in the downtown section and also in the Back Bay.

Not only has the Haynes Building been sold for a good figure, but papers have also been signed wherein another large mercantile building will also change ownership between now and the first of the new year. This latter transaction is also on Summer st, and involves over \$500,000. The buyer of this latter parcel is a well-known operator, who will make extensive improvements for investment.

In the purchase of the Haynes Building, Messrs Holdsworth and Farrington have obtained one of the best investment properties in the city, the broker transacting the deal being William F. Baldwin of the Ames Building. The final papers in this sale have been placed to record at the Suffolk Registry of Deeds.

Boston Herald - Dec. 27-1913.

Back Bay Hotel in New Hands

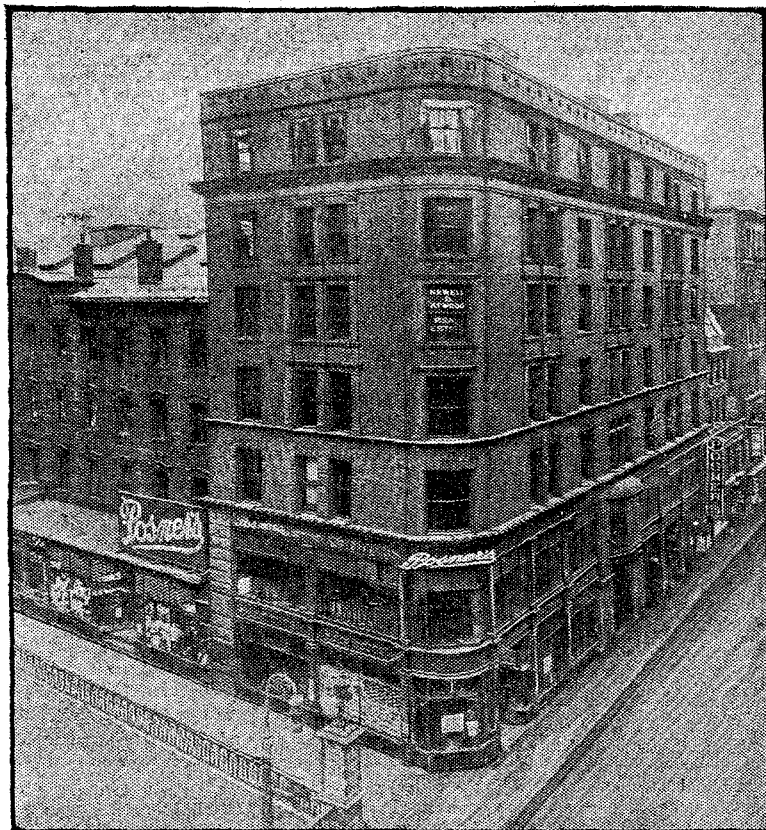


The Hotel Lenox, Title to Which Passes to The Associated Trust Which Already Controls Several Hotel Properties in the State.

Co.

MUTUAL LIFE STRUCTURE SOLD.

Niles Building, Facing on School St, Passes Into the Hands of J. Murray Howe.



NILES BUILDING, SOLD TO J. MURRAY HOWE.



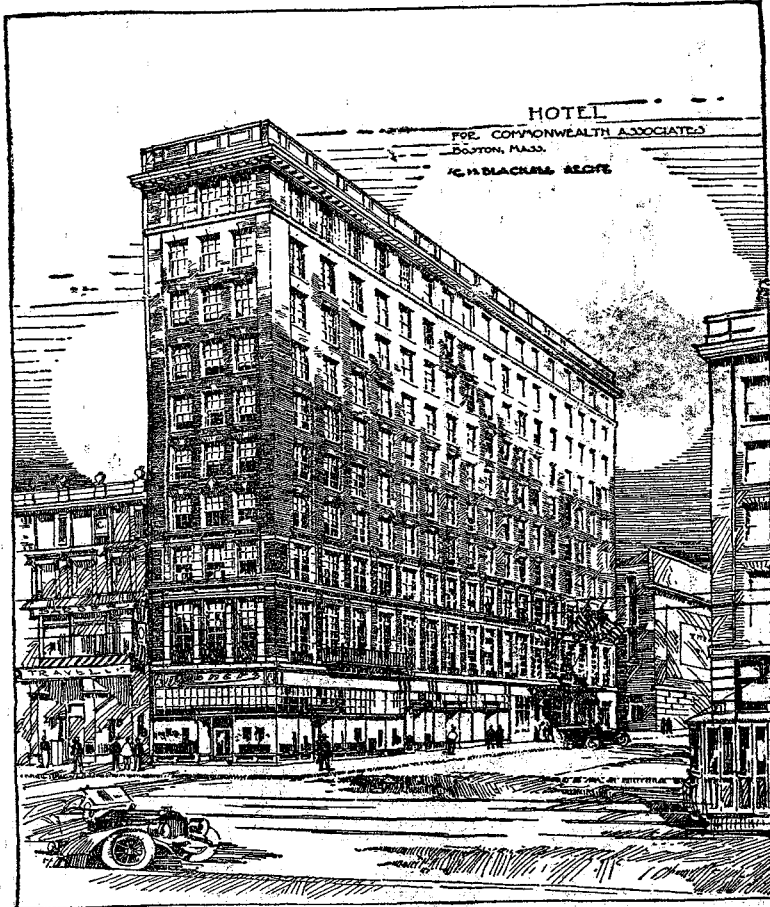
Boston Herald.

Apr. 14, 1914

Dwelling House at 1853 Commonwealth Avenue Sold Recently by Anna L. Beckwith to Louise M. Burton, Through the Offices of Henry W. Savage, Inc.

BUILDING OF 11 STORIES, WASHINGTON AND AVERY STS

Cost of Property to Be \$1,250,000, and Part Will Be Fitted Up as a Commercial Hotel.



PROPOSED COMMERCIAL HOTEL AT WASHINGTON AND AVERY STS

The Commonwealth Associates, Inc. who on Sept 12 acquired title to the land corner of Washington and Avery sts, have closed a contract with the Haynes Construction Company for the erection of a building of 11 stories that, when completed, will involve a total expenditure in the vicinity of \$1,250,000. A large portion of the Avery-st frontage and the entire upper part of the building will be occupied as a first-class commercial hotel and has been leased to Morse Brothers for a term of 20 years. The first floor will be occupied by an elaborate office, reading room, large public dining-room and buffet, the basement under the corner of Haymarket pl and Avery st by a rathskeller. A sub-basement will have storerooms, machinery, heating plant, etc. on the second floor will be another dining-room, banquet rooms, etc. and the remainder of the building given over to sleeping apartments, with the exception of the 11th story, which will contain specially fitted sample rooms.

The finish will be of carefully selected Missouri red gum, stained a rich mahogany. The construction will be thor-

oughly fireproof and practically no wood will be used except for doors and windows. The floors are to be of concrete with tile and marble finished flooring. The building will be heated and ventilated in an approved manner, with good elevator service and stairs. The exterior will be of limestone and brick carried out in the style of the French renaissance, and the same style will be observed through the decorations and finish of the principal rooms.

On the ground floor the Washington-st frontage and running back about 100 feet on Avery st will be given to stores. Leases have been arranged for long terms, one of the lessees being David H. Posner, the haberdasher. The trust concluded leases for the entire property with the exception of one small store on the Avery-st side before contracts were closed for the construction of the building. The Commonwealth Associates, Incorporated, owners of the property, were organized through the office of Codman & Street, with George U. Crocker, president; Max Shoolman, vice president, and Gerald G. E. Street, treasurer. G. H. Blackall, architect, represents the trust and Hurd & Gore, architects, for the lessees of hotel. Watson G. Cutter & Son represented David H. Posner.

Brook Globe

Oct. 10 - 1914.

Cr.

FINE NEW BUILDING FOR AVERY ST. CORNER

A. Shuman Is Beginning Construction of Handsome Store and Office Structure at Downtown Washington St. End.



New Building That A. Shuman Is Erecting at Washington and Avery Streets;
C. H. Blackall, Architect.

The widening of Avery street promises to develop two very interesting corners of Washington street. On the corner of the new street toward Boylston street a large hotel is now in the process of erection. On the opposite corner A. Shuman is just beginning the construction of a very up-to-date commercial and office building. These two structures, both of which are being erected from plans by Architect C. H. Blackall, will make the corner of Avery and Washington streets one of the most interesting in the city and will add greatly to the commercial possibilities of this region.

In the widening of Avery street the Shuman estate lost a slice across the Washington street front. The new build-

ing will occupy the remainder of the lot, and will provide for stores on the ground floor and offices above, with all the most approved modern conveniences.

The exterior of the building will be entirely of glass in the lower story, the supporting columns being set back so as not to be visible at all, thereby securing a maximum of light and display space in the show windows.

The upper stories are designed on the exterior as a combination of limestone and brick, with a very open treatment, so that each office will have abundant light. The second-story windows will be virtually large show windows, nearly as valuable as the first story for display purposes.

Work is proceeding on this building at once, and it is expected to have it ready for occupancy in February.

*Boston Herald.
Oct 31, 1906*

At Hanover and Cross Streets



Valuable Property in North End, Purchased for Investment by A. C. Ratschky and Ferdinand Strauss, Trustees of the Mercantile Real Estate Trust.

Boston Herald -
Feb. 2-1915

REAL ESTATE AFFAIRS

Wyzanski Trust Buys Sargent & Ham Building

Back Bay and South End Parcels Sold

Wharf Property in Charlestown to Be Improved—Transfer in North End

Max E. and Charles E. Wyzanski, trustees of the Wyzanski Trust, have acquired from J. P. C. Marshall the brick mercantile building at 26-30 Bowker street, near Sudbury street. The property has a frontage of nearly fifty feet, with light on all sides, and the lot contains 2798 square feet. The tax value is \$41,000, of which \$23,800 is on the land. The six and one-half story building which covers the lot was erected several years ago by the Sargent & Ham Company, the occupants. The negotiations in the sale were conducted by William H. Boardman, representing the Wyzanski Trust, and by George E. Elliot and Eugene P. Whittier representing Mr. Marshall. There seems to be considerable movement in West End realty, in anticipation of the widening of Court street and the opening of the subway. Several important agreements of sale are pending.

SMOOTHES WAY FOR THE NEW CITY HALL ANNEX

Agreement Reached on Providing the \$300,000 Needed.

Agreement was reached yesterday, at a conference in the mayor's office of those concerned, as to the apportionment of the expense of constructing on the site of the probate building on Tremont street another City Hall annex, to be occupied exclusively by the police and school departments. The estimated cost of the building is \$300,000, according to plans drawn in Mayor Fitzgerald's administration.

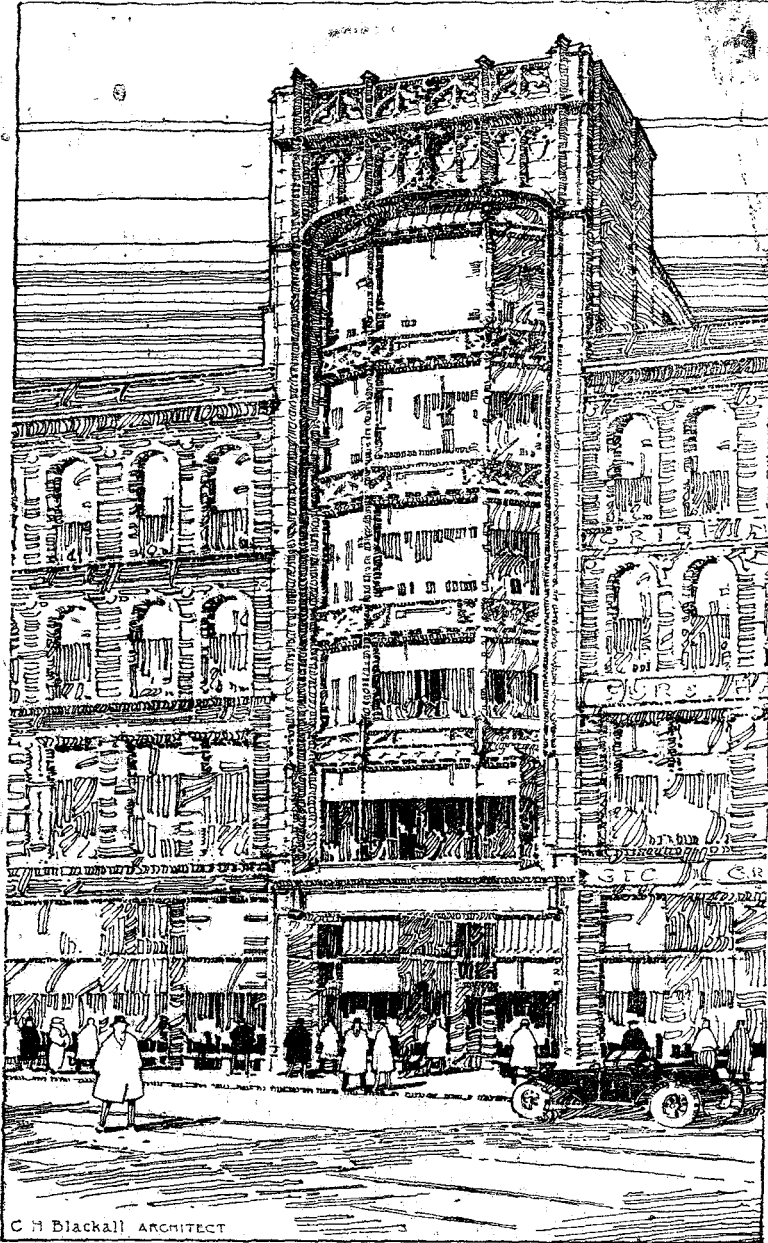
The agreement is that the school committee will appropriate \$150,000, that the mayor will ask the city council for a \$150,000 loan order, and that police station 2 on City Hall avenue, shall be sold at public auction at an upset price of \$110,000, the money derived from the sale to be placed in the treasury to offset as nearly as possible the loan order. The only provision attached to the sale of station 2, which the police commissioner will advertise within a week, is that the police shall occupy the building until the new annex is completed; also upon the completion of the new building the school committee agrees to sell or lease its property on Mason street.

Within two weeks, according to the mayor, the contract for tearing down the probate building will be awarded, and within a month the contract for the new building will be signed.

Cr.

NEW OFFICE BUILDING FOR DOWNTOWN SITE

Old Structure at 364 and 366 Washington St.
Will Be Razed—Six Story Office Building to
Be Completed in About Four Months



Proposed New Office Building.

A handsome six-story and basement mercantile and office building is to be erected at once on the site of the structure now standing on the lot at 364 and 366 Washington street, opposite Bromfield street, in the retail district. This old building, owned by Harvard College, is to be razed at once, and it is expected that the new structure, which is to be erected from plans by Architect Clarence H. Blackall, will be completed and ready for occupancy in about four months.

The new building, which will have a frontage on Washington street of 23.5 feet and a depth of 95 feet, will rest on the granite block foundations of the

present structure. The front will be largely of glass, and the remainder will be of artificial stone and steel. The first floor, and basement will be devoted to a large store, with the exception of sufficient space for the stairways and elevator to the floors above, all of which will be devoted to offices and the entrance to which will be at 364. The stairways will be of iron and the finish of the halls of marble. Every floor will be provided with toilet rooms and lavatories, and all the offices will be arranged with special attention to providing plenty of light and air.

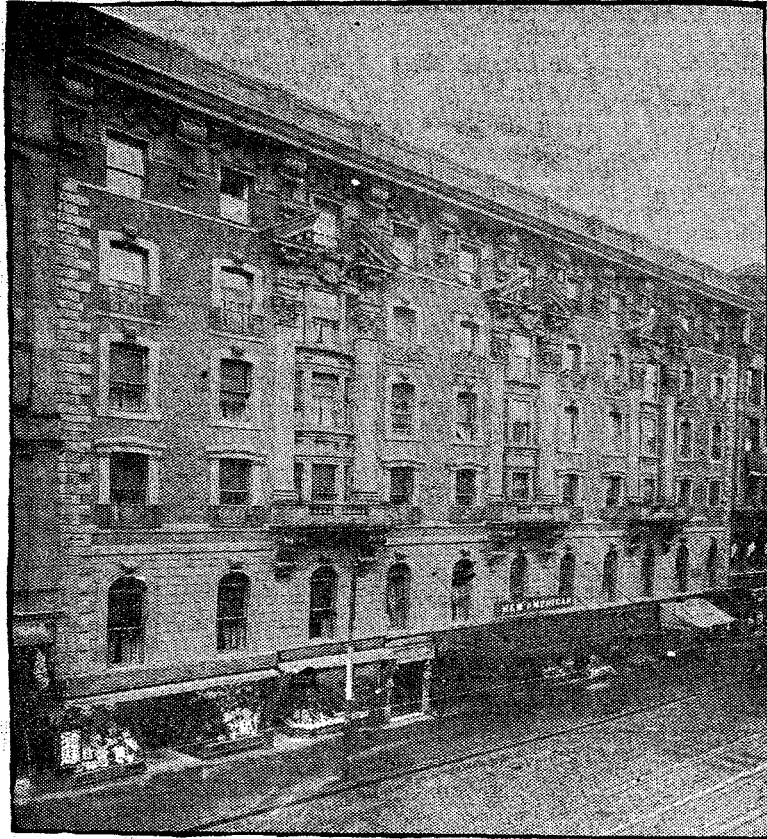
The new building will cost about \$40,000 above the foundations, and with the land, which is valued by the assessors at \$270,000, will represent an investment of upward of \$315,000.

Boston Herald.

Mar. 11 - 1915.

Dr.

**AMERICAN HOUSE PROPERTY SOLD TO
J. SUMNER DRAPER AND MARK T. DOWLING**



*Boston Globe -
May 15.*

AMERICAN HOUSE, HANOVER ST.

QUINCY MARKET COLD STORAGE AND WAREHOUSE COMPANY

THIS IS A GOOD TIME TO BUY REAL ESTATE

Influx of Buyers Which Is Coming with Increased Prosperity Means Higher Values.

DO BUSINESS WITH BROKER

Buy real estate—NOW.

If you are hesitating about some good real estate investment close the deal at once.

This, in substance, is the advice of one of the largest property-owners in Boston. Moreover, several important purchases of real estate which this man has consummated within the past few months, indicate that he is taking his own advice.

Here's the line of reasoning on which he bases his opinion.

A great wave of prosperity is commencing to sweep the country from shore to shore. One of the factors which is contributing to this general prosperity is the enormous exportation of food-stuffs, ammunition and supplies of one kind or another, due to war orders.

As a result, factories of all kinds and in all sections of the country are going ahead full blast. The number of unemployed is decreasing, and prosperity is on the increase.

PROSPERITY WILL INCREASE.

According to the best intelligence of the country this wave of prosperity is due to increase, particularly if the war is over soon, as seems likely.

This prosperity will result in an increase in the savings of the masses and the accumulation of surpluses by business men, all of which will seek investment.

And a large proportion of this surplus and savings will seek investment in real estate, particularly in view of the ever-increasing tendency of investors to buy real estate rather than intangible property.

All of which means that real estate values will rise, in accordance with the well-known economic principle that an increased demand spells rising prices.

Accordingly, persons who invest at once in real estate will see their property not only gain the benefit of the natural increase resulting from greater congestion and development, but from the higher values which will come within the course of another few months with increased demand.

BUY THROUGH GOOD BROKER.

Incidentally, in purchasing real estate, it is good policy to buy through a reliable, experienced real estate broker. Or, at any rate, to consult a good broker before closing the deal.

The ordinary man, when sick or about to bring suit, consults a physician or lawyer. But the same man is willing to back his own judgment in buying property, where equally expert trained judgment is necessary.

Many of the largest investors in real estate have their own real estate brokers, whom they consult before they complete any purchase. And these are men of large experience and unusually sound judgment. Yet they feel that expert advice is necessary.

If it pays the man who has hundreds of thousands of dollars to invest in real estate to secure the services of a real estate expert, it ought to be sound policy for the real estate buyer of moderate means to follow.

Enterprise That Supplies Refrigerating Facilities to the Market District of Boston, and Has Been an Important Factor in Lessening Congestion in That Section.

There was once a time when hundreds of icecarts brought thousands of tons of ice daily into the meat, vegetable and fruit markets of Boston, adding to the great congestion of the streets in that section. Today nearly all the storage boxes of the stores in the central market district of Boston are cooled by brine forced through pipes laid below the streets from central plants situated at 69 Eastern av and 9 to 13 Richmond st., owned by the Quincy Market Cold Storage and Warehouse Company.

The total space in its own warehouses and in the approximately 800 boxes of other firms of 2,000,000 cubic feet capacity, which are cooled by the company's street brine service is 12,400,000 cubic feet, the largest space, it is claimed, cooled by any cold storage plant in the world. Its refrigerating capacity is equal to 3300 tons of ice a day.

Company's Great Warehouses.

The company has three great fireproof warehouses at 271 to 291 Commercial st., for butter exclusively, of 1,500,000 cubic feet capacity, at 23 to 33 Eastern av., of 1,000,000 cubic feet, exclusively for storage of eggs, as is that at 35 to 43 Eastern av., of similar size. These Eastern av. plants, and two others at 45 to 51 and 53 to 59 Eastern av., of 1,000,000 cubic feet capacity, are for eggs exclusively.

At 133 to 147 Commercial st. is another million-foot warehouse for poultry, game and meats, cooled by brine circulation; at 33 to 41 Richmond st. is another for fish and goods at extremely low temperatures; at 409 Commercial st. are four buildings for apples and fruits and two for eggs of 2,000,000 cubic feet. All the above buildings are on the line of the Union Freight Railway, connecting via Atlantic av with all railroads entering Boston.

Still other warehouses in the cold storage department of the company are at 73 to 79 Clinton st. for butter, 260,000 cubic feet; 61 to 71 Clinton st. for miscellaneous goods, 400,000 cubic feet; 41 to 61 Mercantile st., for fruits and vegetables, 640,000 cubic feet.

It is the experience of the company that butter and eggs cannot safely be put in storage with other substances, particularly fruits and vegetables, and that varying degrees of chilling are needed for different goods.

In its general storage department are the Constitution stores, Constitution Wharf, 409 Commercial st., of 540,000 cubic feet, on the Union Freight Railway; Charles River stores, 131 Beverly st., at the Eastern & Maine freight terminus, of 4,776,000 cubic feet; Albany Terminal stores, 137 Kneeland st., of 1,430,000 cubic feet, and New Haven Terminal stores, 314 Congress st., of 1,500,000 cubic feet, the total space of general storage being 9,246,000 cubic feet.

Is a \$2,000,000 Corporation.

The company owns the properties named on Commercial st and Eastern av., and leases the others. The officers of the Quincy Market Cold Storage and Warehouse Company are Charles H. Utley, president; George H. Stoddard, manager and treasurer; Charles H. Farnsworth, vice president; Roland W. Boyden, clerk, and the above-named, and Henry P. Binney, Joseph B. Crocker, Merrill K. Green, George B. Harris and Frank L. Ripley, all of Boston, are directors. The annual meetings are held on the third Tuesday in May. Its principal office is at 133 Commercial st.

At the end of the last fiscal year, March 31, 1915, there were outstanding 10,000 shares of common stock, par value \$100, and no preferred stock. This capitalization has since been doubled.

Its statements of assets and liabilities of that date in 1914 and 1915 follow:

	1915	1914
Real estate account.....	\$70,121	1914
Street service construction...	177,325	169,374
Machinery	36,823	37,249
Supplies	30,840	23,378
Cash and debts receivable.....	419,189	423,441
Insurance, interest, etc.....	27,981	20,155
Stocks in Mass. trusts and corporations	135,110	182,510
Impts of leased property.....	655,394	616,394
Total	\$1,612,741	1,482,503
LIABILITIES		
Capital stock	\$1,000,000	1,000,000
Accounts payable	228,104	215,859
Surplus	380,636	216,643
Total	\$1,612,741	1,482,503

Steady Growth of Business.

In 1913 the street service construction

was valued at \$164,876, the cash and debts receivable were \$380,502, the accounts payable \$201,789, the surplus \$170,426. The company was incorporated in 1881 in Massachusetts, and acquired the property of the Dennis & Lovejoy Wharf and Warehouse Company. It leases the property of the Quincy Market Realty Company, including power plants, cold storage buildings, etc., at an annual rental of \$133,000 until 1924, and of \$148,000 from 1924 to the expiration of the lease in 1964.

Increase of Capital Stock.

On May 18, 1915, the stockholders voted to increase the common stock from \$1,000,000 to \$1,250,000 and to make a new issue of \$750,000 5 percent cumulative preferred stock, dividends payable quarterly. Callable all or part of \$10 per share. Stockholders of record May 18 had the privilege of subscribing for the new stock at par. Subscriptions must be paid in full by Feb. 1, 1916.

The entire issue of preferred stock was underwritten by Blake Bros & Co and arrangements were made with that firm to take from subscribing stockholders such preferred stock of the Quincy Market Realty Company as the subscribers might desire to apply on their subscriptions to either preferred or common stock, or both, to be accepted at par and dividends.

The object of increasing the capitalization was to secure funds which would enable the company to call and have cancelled May 1, 1916, at par, the 8500 shares of 6 percent preferred stock of the Quincy Market Realty Company, and to secure additional working capital. Upon the cancellation of this stock the Quincy Market Cold Storage and Warehouse Company can secure title and become the owner of the equity in the real estate which it now occupies as tenant.

After the cancellation of the Realty Company's stock the Cold Storage Company will cease to pay rent, which is now a larger charge than will be the dividend on the proposed preferred stock, so the issuance of the preferred stock does not create any increased obligation.

This merger of the two companies on May 1 next is assured by the subscriptions and by the transfers of Realty Company stock which have taken place as the stock of those not yet assenting can be called for cancellation on May 1. The stock is closely held and is quoted chiefly at auction sales. From time to time the capital stock has been increased. In 1892 the dividend was 6 percent on \$500,000 and the stock sold from 95 to 102. In 1911 the capitalization stood at \$1,000,000. In 1908 the dividend rate was 13 1/2 percent, and the next year it was 13.

From 1910 to the present time the annual rate has been eight percent. In 1908 the stock had risen in value to 195. Last year it sold at 160.

Realty Company's Property.

The Quincy Market Realty Company, whose property is leased by the company, is a voluntary association established May 1, 1914, in Massachusetts, under agreement and declaration of trust. On June 22, 1914, it acquired the property of the Quincy Market Real Estate Trust, which was liquidated. This property consists of real estate comprising 126,000 square feet of ground at Richmond and Commercial sts and Eastern av, Boston, together with cold storage buildings, power plants, etc.

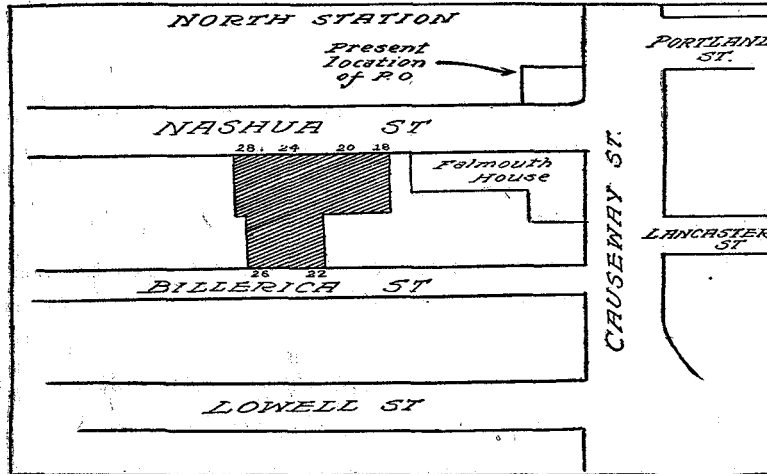
The price paid was \$2,517,500 (in addition to all the common shares of the Realty Company), payable \$67,500 in cash, \$1,600,000 in first mortgage 5 percent bonds (the entire issue) and \$850,000 in preferred stock (the total initial issue). The common stock, 10,000 shares of no par value, is not to be issued except on retirement of preferred stock, to be called and cancelled by May 1, 1916.

On the completion of this partial merger of corporations, the Cold Storage Company will be under obligations to meet the bond interest and sinking fund requirements of the Quincy Market Realty Company. These bonds are due May 1, 1924, being gold 5's dated May 1, 1914. They are callable in whole or in part for the sinking fund at 105 and interest on May 1, 1924, or any interest date thereafter. A sinking fund of \$15,000 per year begins May 1, 1924, which should be sufficient to retire the whole issue before maturity. The bonds are secured by a first mortgage covering all the real estate described above. George H. Stoddard and Charles H. Utley are trustees of the Quincy Market Realty Company.

Boston American - Dec. 13-1915.

NORTH STATION POSTAL STATION SITE SECURED

Title to Nine Parcels of Real Estate on Nashua and Billerica Sts Passed—Up-to-Date Building Planned. *Boston Herald Feb. 19/1916*



MAP INDICATING IN SHADED LINES THE SITE OF THE PROPOSED NORTH STATION POSTAL STATION.

Controversy over the location for the new postal station near the North Union Station has at last been settled in the placing of final papers to record at the Suffolk Registry of Deeds late yesterday, transferring title to several properties on Nashua st and Billerica st, directly opposite the old Boston & Lowell station.

There are six parcels included in the purchase on Nashua st, giving a frontage of about 120 feet. The frontage on Billerica st is about 65 feet, there being three parcels. The former properties are numbered 18, 20, 22, 24, 26 and 28 Nashua st, 22, 24 and 26 Billerica st.

The transaction will have an important bearing on the future of real estate around the North Union Station. The brokers were the Edward T. Harrington Company and the title is taken by the Nashua Investing Company, of which Wm. H. Haywood is treasurer, a Massachusetts corporation, which is to begin razing the present brick buildings at once and erecting a brick fireproof structure, to be leased by the Federal Government.

This building will be the very latest thing in modern construction, and will contain every facility for the rapid, economical handling and distribution of mail. Especial attention is to be paid to the convenience of employes in locker rooms, shower baths, drying rooms and other modern conveniences. It is estimated that the building will be ready for occupancy on July 1.

The property at No. 18 Nashua st was owned by Frederick Lambrecht. It is a 3½-story brick dwelling, occupying

1260 square feet of land, the total assessment being \$7000, \$5700 being on the land and \$2200 on the building.

Congressman George Holden Tinkham et al, trustees, gave the title to the parcel at 20 Nashua st, which is taxed for \$8100, there being 1275 square feet of land, rated at \$6100, and a 3½-story brick house, taxed for \$2200.

At 22 Nashua st is a three and a half-story brick house and 1260 square feet of land, taxed for \$6400, of which \$4400 is on the land and \$2000 on the building. The grantor is Ralph Zola. 24 and 26 Nashua st were owned by Francis J. Howard, trustee. The assessors' value is \$13,000, \$4600 on the building, and \$8400 being the taxed value of the 2400 square feet of land. There are two three and a half-story brick houses; 23 Nashua st was owned by Sarah J. Lambert, and includes a three and a half-story brick dwelling and 1200 square feet of land. This is taxed for \$4200, the total assessment being \$6200. The house is rated at \$2000.

On Billerica st, extending back of the above parcels, are three other estates, one at 22 Billerica st, belonging to Patrick Donahue, being assessed for \$4800. There is a two-story brick house and 1000 square feet of land, the latter taxed for \$2800, the house being valued at \$2000.

James I. Segol owned 24 Billerica st, there being a four-story brick dwelling house and 1000 square feet of land. The assessors' value is \$7800, land \$2800 and building \$5000.

Hyman Davis owned 26 Billerica st, assessed for \$7600, of which \$2600 is on the land and \$5000 on the building.

While the consideration paid is not stated, it is said that the total amount involved in the purchase of the property was more than \$100,000.

Boston Herald - Feb. 20/1916

Sales Just Reported

Among the sales of city properties reported yesterday was one that gives added evidence of the rapid growth of the Boston automobile trade, it being the announcement that agreement papers have just been signed whereby S. Preston Moses conveys to Max E. and Charles E. Wyzanski 79,963 square feet of land on Brookline avenue and Jersey street, Back Bay. This estate has a frontage on Brookline avenue of nearly 400 feet and about 370 feet on Jersey street directly opposite the entrance to the grand stand of the Boston American league baseball club at Fenway Park. It is assessed on \$75,000.

The marvellous development of this section of the city will be better appreciated when one considers that 16 buildings in this immediate vicinity, ranging from one to eight stories in height, each covering from 6000 to 17,000 square feet of land, are now in course of erection, and plans are under way for several others. Nearly all of this construction is designed especially for the automobile trade, being strictly fireproof, and rented in advance to prominent firms. Never before in the history of Boston has there been such a congregating of allied interests as is now in process in this district. The fact that practically all of these buildings are to be entirely of re-enforced concrete from basement to roof reduces the fire hazard to a minimum.

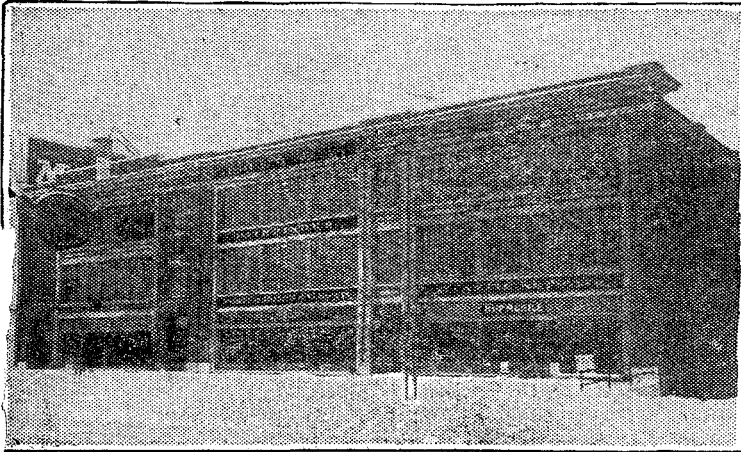
Plans are being rushed by the Messrs. Wyzanski and work will soon begin on a block of six stores, construction to be pushed night and day. As soon as this building is well under way a second and third section, designed especially as service stations, will be erected. It is the intent of the new owners to cover the entire tract during the coming season.

Negotiations in this transaction were conducted through the office of Coffin & Taber, Penn Mutual building.

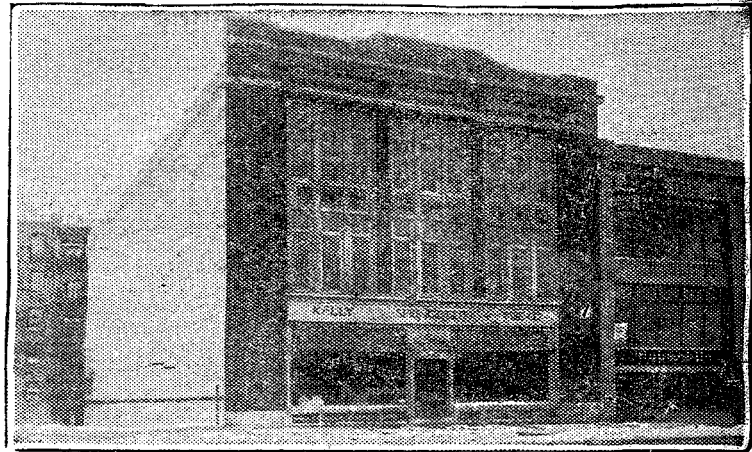
*Cash.**Cr.**Boston Herald - Mar. 5 - 1916 -*

The Motor and Tire Centre

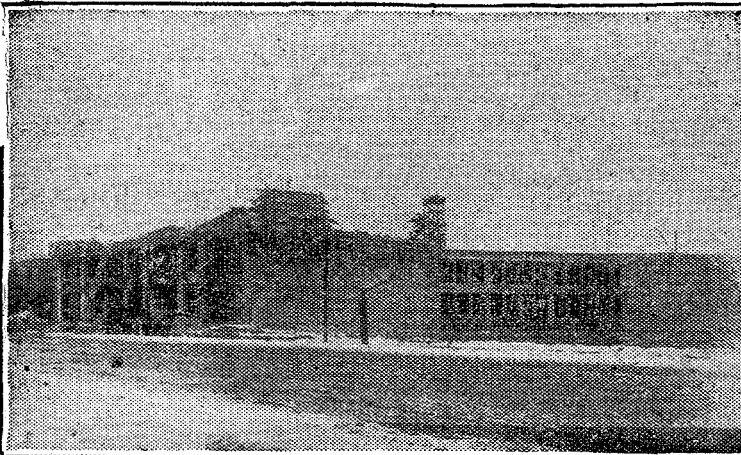
Commonwealth Ave. and Beacon St.



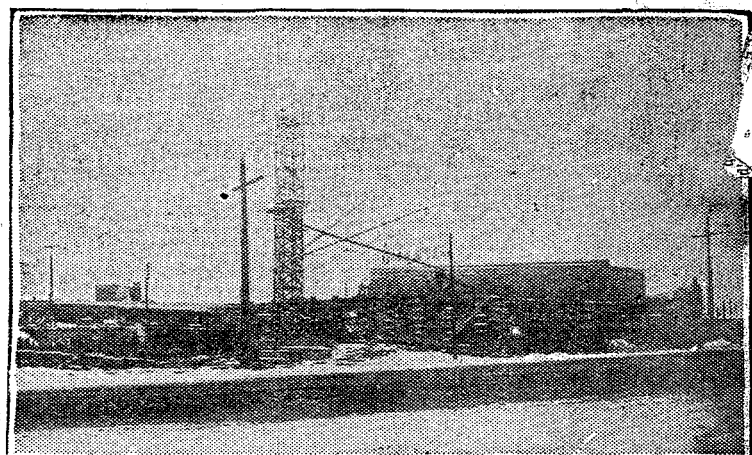
New Home Reo, Regal, Hupmobile, 566-74 Commonwealth Ave.



New Home Kelly Springfield Tire Co., 698 Beacon St.



New Buildings for Exide Battery Co., General Vehicle Co., Franklin Motor Co., Kelly Springfield Truck Co., Henshaw Motor Co., Dodge Cars, 716-22 Beacon St.



New Buildings for Cote Motor Co., Lewis Motor Co., Prentiss Motor Co., Stutz Motor Co., Pennsylvania Tire Co., Oakland Motor Co., 655-58 Beacon St.

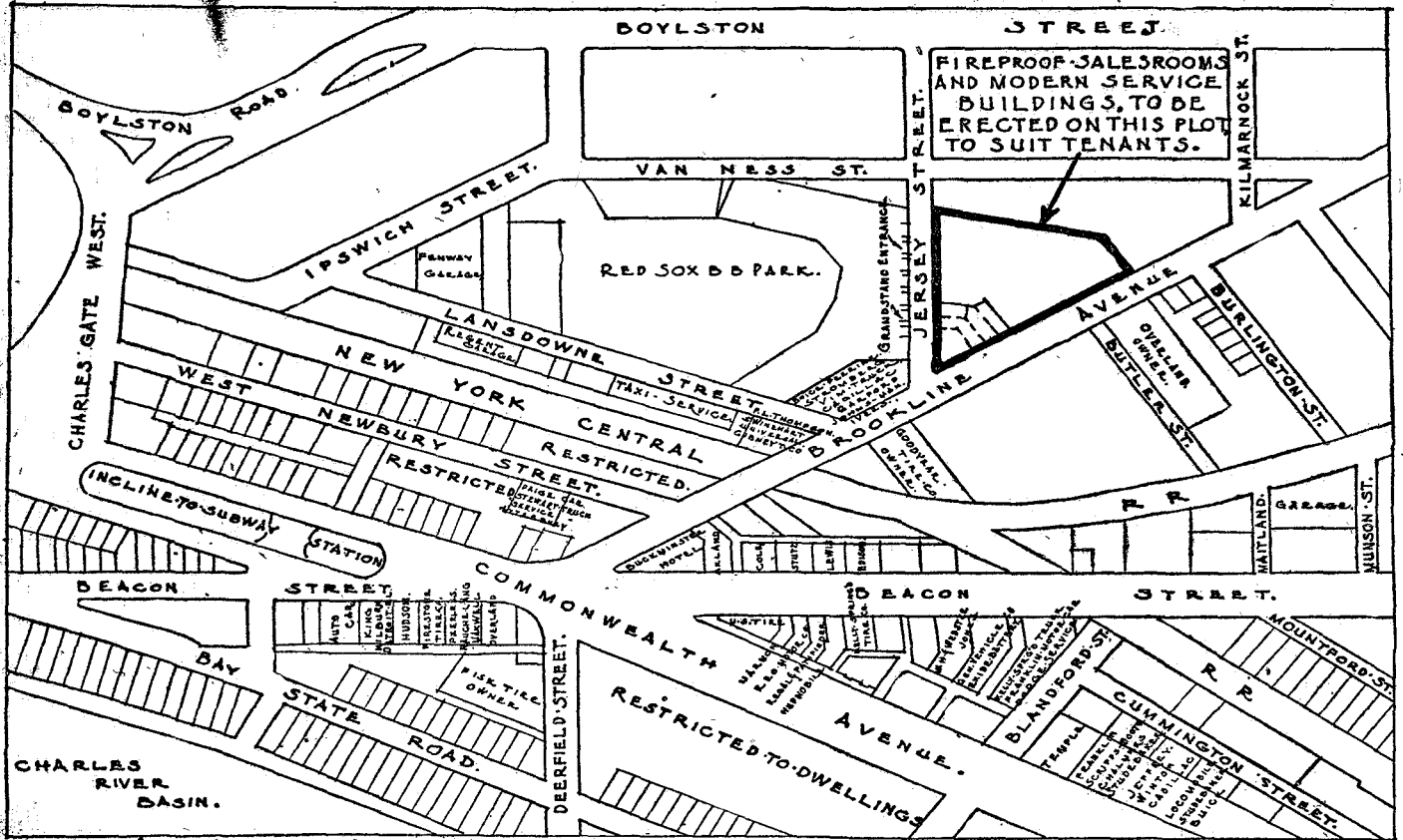
In addition to completing and having under construction the above buildings for the various companies as noted, plans are being drawn for and leases made with the Willard Battery Co., Prest-O-Lite Co. and Portage Tire Co. About 50,000 sq. ft. of land is still available.

Sketches and Rentals will be submitted on request

ALBERT GEIGER, JR. Owner,
87 MILK ST., BOSTON

REAL ESTATE ON THE MARKET

AUTOMOBILE · DISTRICT · BOSTON · 1916.



Tenants wanted for the finest Automobile Building in Boston, consisting of six stores, beautiful show rooms and service station. Will be ready about July 15. Special buildings erected to order at moderate rental.

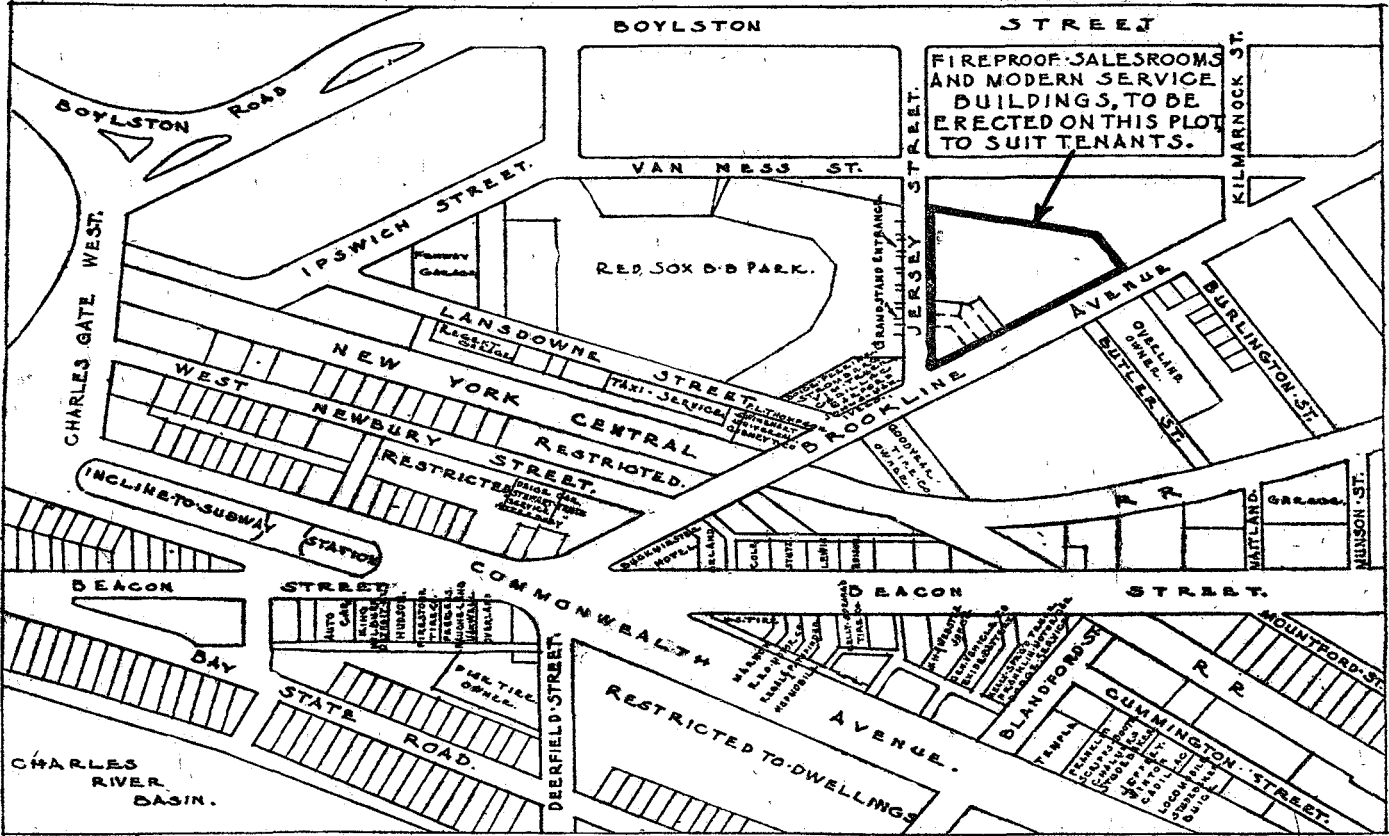
COFFIN & TABER, 24 MILK ST., MAIN 5753

A Bridge Over the Railroad

tracks of the New York Central to accommodate Brookline avenue development at this spot was urged in a petition received by the mayor yesterday from the Hammond Real Estate Trust, Eugene N. Foss, Richard Bishop and Max E. Wyzanski.

It is asserted that if the bridge is erected, a million-dollar structure will be erected beside it. The mayor referred the matter to the street commissioners for investigation and immediate report.

WHEEL DISTRICT · BOSTON · 1916.



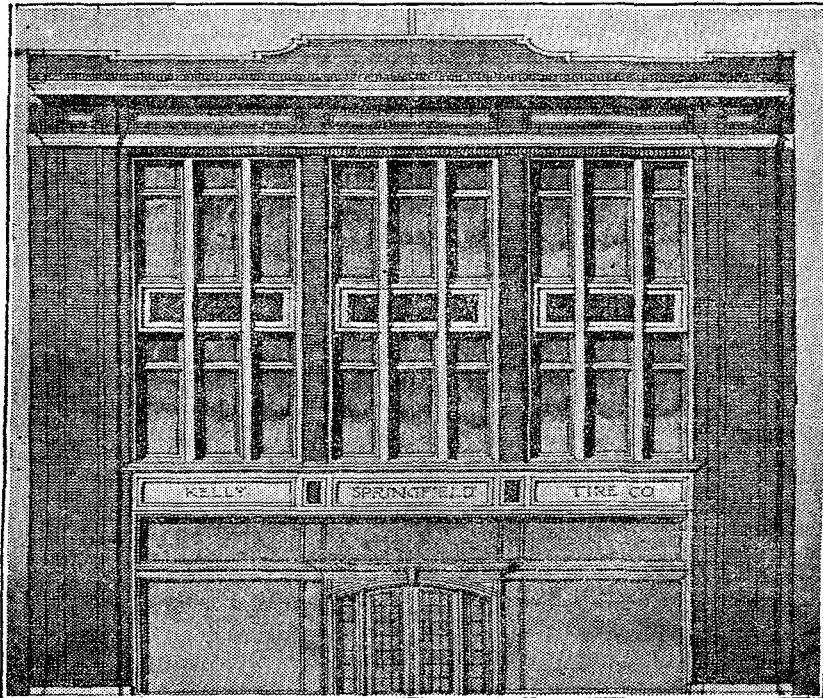
Boston Globe
Mar. 9
1916

Tenants wanted for the finest Automobile Building in Boston, consisting of six stores, beautiful show room and service station. Will be ready about July 15. Special buildings erected to order at moderate rentals.

COFFIN & TABER, 24 MILK ST. MAIN 5753

Cr.

Swift Buys Kelly-Springfield Building



Boston Transcript

Apr. 3/1916.

Another Sale in Albert Geiger, Jr.'s, \$1,000,000 Auto Building Development Near Cross Roads

PAPERS went to record today whereby Albert Geiger, Jr., sold to Francis H. Swift of New Bedford, the new auto supply building at 698 Beacon street, west of the Hotel Beaconsfield, with 4311 square feet of land. This building is a three-story brick, stone and concrete struc-

ture with a broad frontage, and is leased for ten years to the Kelly-Springfield Tire Company. The land is valued at \$6 a foot, but the building is not yet assessed. Poole & Bigelow negotiated the sale. Mr. Swift was represented in the transaction by Hayes & Welch.

Max E. and Charles E. Wyzanski have removed from the Kimball Building to their new offices in the Sears Building at 199 Washington street.

WE WILL PURCHASE FOR CASH DOWN-TOWN BUSINESS PROPERTY; AND ARE PREPARED TO ERECT MODERN BUILDINGS, ON LEASES, ADAPTED TO YOUR INDIVIDUAL NEEDS.

M. E. & C. E. WYZANSKI

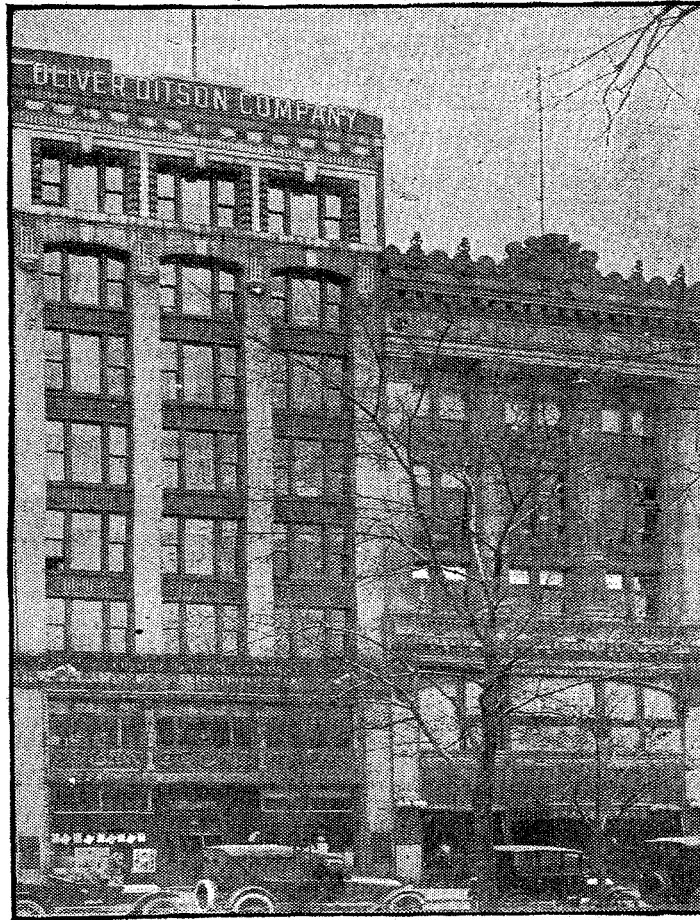
REAL ESTATE OPERATORS
SEARS BUILDING
199 WASHINGTON STREET

Boston Sunday Post

May 7-1916.

Di.

CHANDLER & CO TO START NEW CENTURY WITH GREATLY INCREASED FLOOR SPACE



CHANDLER CO'S BUILDING AND ADDITION

Chandler & Co will more than double the floor space of their Tremont-st dry goods specialty store by the acquisition of the eight-story Oliver Ditson Building, adjoining their present site, which they have just taken over for a term of years.

This paves the way for a fitting centennial celebration of the founding of the business, for the firm of Chandler & Co will be 100 years old next year. To be exact, the firm will have one and one-half times more room than their present building affords, with which to commence a new century.

The newly acquired structure will be altered to meet the requirements of the firm's high-class clientele, and several stories will be added to make room for the rapidly increasing business.

Vice Pres Charles F. Bacon, commenting on the acquisition of the Ditson Building, points out that the increase in the Chandler business during the past

decade has been such as to enforce a substantial enlargement. Hereafter complete assortments will be held, and, while no new departments will be added, much better service will be possible in those departments in which they now specialize such as ready-to-wear garments, suits, coats, dresses, waists and millinery.

For nearly 100 years the aim of this firm has been to maintain a high standard of quality, supply the best styles and hold themselves strictly accountable for price and value.

Although founded in 1817, the business did not take its present name until the early forties, when it was located at Washington and West sts. It held successive locations on Summer st and, for 40 years, on Winter st, when the removal to Tremont st was necessary. The firm built up the best of foreign connections many years ago.

It is understood that Oliver Ditson Company will build on the site 178 to 179 Tremont st.

*Boston Globe -
April 15 - 1916 -*

BELT LINE THE SOLUTION

Says Chairman Cavanagh of Terminal Commission

In Talk on Greater-Boston Traffic Problems

He Spoke at a Legislative Committee Hearing

State Help, or Else Port Will Fall Behind

The Committee on Metropolitan Affairs held the first hearing on the recommendations of the Terminal Commission for improved transportation facilities in Greater Boston. A State-owned \$10,000,000 belt-line connecting with the Boston & Maine Railroad at Saugus and running through Malden, Everett, Chelsea, Medford, Somerville, Arlington, Cambridge, Belmont, Waltham, Watertown, Newton, Weston, Wellesley, Needham, Boston and Dedham, to the New Haven at Readville, is one of the recommendations of the commission. Extension of the Union Freight Railway over Northern Avenue Bridge, the establishment of a flat switching charge on all railroads in Boston, the use of the Atlantic Avenue elevated for freight transfer, and cooperation between steam and electric roads in the carrying of freight are suggested in the report.

Senator James F. Cavanagh, chairman of the Terminal Commission, said in part:

Conditions in Boston "Grave"

"The conditions in Boston are exceedingly grave both from the standpoint of the advancement of Metropolitan Boston and of the railroads themselves. The commission's investigation shows a lack of proper cooperation between railroads, steamship companies and street railways. Metropolitan Boston is divided by the railroads into three zones with artificial barriers that practically dismember the district commercially. Each railroad has secured control of sections of the Metropolitan District and each road zealously guards the territory which it controls and endeavors to exclude its rivals from participation in the profits from the business of its territory. The barriers are erected through the medium of non-uniform, unfair and extraordinarily high switching charges.

"Not only is the shipper forced to contend with this high switching charge, but he faces apparently an unnecessary delay which materially affects his business. This is also true with reference to freight shipped out of Boston. If freight is loaded in Boston at a terminal or siding of one road, and is to be shipped out over another road, the railroad on the line on which the freight originates makes a heavy switching charge for the transfer. Through these high switching charges and this delay each railroad endeavors to keep on its own rails. All freight which originates on its lines and any freight which escapes it and is directed to other lines, is heavily penalized. Through these switching charges there is discrimination against the New England shipper in favor of the western shipper. As a general rule the switching charges on freight originating on points west of the Hudson River and north of the Canadian lines is absorbed in the through rate. The roads, however, do not absorb the switching charges on freight originating at New England points for delivery in New England or points east of the Hudson River. The New England local shipper is thus penalized and the shippers in other sections are favored.

"The situation with reference to the switching charges is one which most of the large cities have had to face, and one which many are now facing. The commission's investigation will reveal to them the solution in other cities which the commission recommends for Metropolitan Boston.

Figures Show Boston's Plight

"An analysis of the table of exports and imports presented in the report of the commission, comparing the cities of New York, New Orleans, Galveston, Philadelphia, Baltimore and Boston, shows that from 1861, with one exception, Boston has been in second place up to 1911, but in the period from 1911 to 1915 Boston dropped to fourth place. New York has always held first place, while Boston has been passed by New Orleans and Galveston. Galveston, which occupied the last place up to 1900, is now third and is ahead of Boston by a slight margin by New Orleans.

generally considered worth the difference by the shipper. The time saved via Boston, in the case of a shipment from Lynn to Quincy, would probably be five or six days.

Street Congestion One Result

"The desire on the part of the shipper to save time forces a large part of this business through Boston with the team transfer across the city which results in street congestion and the wearing out of the pavements. The solution offered by the commission is a belt line around Boston connecting all of the railroads, the belt line to begin at a point in the eastern division of the Boston & Maine, south of the Saugus River, and passing through the cities and towns of Saugus, Revere, Malden, Everett, Chelsea, Medford, Somerville, Arlington, Cambridge, Belmont, Waltham, Watertown, Newton, Weston, Wellesley, Needham, Boston and Dedham to a point south of the city of Boston near Readville on the New Haven.

"The plan submitted contemplates the construction of a new line which provides for running over some of the existing lines which would include a connection between the Shawmut branch of the New Haven road at Mattapan, and the Midland division of that road to a point just west of the present Shawmut branch terminal in Mattapan. This belt line will offer an easy and chief means of interchange between railroads and between industries and railroads. The proposed belt line will not only do this, but will develop the metropolitan district industrially in the development of her industries and commerce; in this lies Massachusetts' only hope for growth and prosperity. She is far from the great natural producing country and has in the past and must in the future thrive on her industries and commerce.

Belt-Line Is the Real Need

"A belt-line as recommended by the commission will be a boom to the manufacturer and to the workman alike, for it will mean a better opportunity to do business for the manufacturer, and more work and naturally better wages for the workman. In turn this will mean what it has always meant, greater prosperity for the storekeeper and the reduction in taxes for the real estate owner. Lower taxes mean also lower rent.

"The officials, the traffic experts, and the business men of most of the other large cities in this country realize that the solution of the terminal problem must be reached if their respective cities are to advance in a normal way. In all of the largest cities of the country the belt line is regarded as one of the greatest factors by which a solution of this problem may be arrived at. New Orleans, San Francisco, Baltimore, Montreal and other cities now have public belt railroads, while New York, Seattle, and other cities are taking steps to secure such roads.

"The investigation of the commission showed conclusively that the operation of a public belt railroad has meant a reduction in the interchange charges and an improvement in the railroad terminal service. A properly laid out and managed belt road need not cost the State of Massachusetts a dollar. The public belt roads of New Orleans, San Francisco and Montreal are on a paying basis. All that the Terminal Commission has recommended in connection with the construction of the proposed belt road about Metropolitan Boston is that the State shall lend its credit to that project. There is plenty of precedent for the lending of the credit of the State to projects for the transportation development of the Commonwealth; in fact, from the beginning of the history of railroads in this Commonwealth the lending of State credit to the development of transportation facilities has been the practice. Other States and in Canada the Federal Government has loaned its credit for the development of terminal facilities.

What Other Ports Have Done

"At the port of San Francisco \$51,000,000 has been expended in terminal development. Not one dollar of this has come out of the public treasury, and all that the State has done has been to lend its credit. The terminal facilities have been so operated that they have been made to pay for themselves and for their operation. In New Orleans \$27,000,000 are being expended in the same way, the State loaning its credit to the extent of \$25,000,000 for the development of the water front and the city loaning its credit to the extent of \$2,000,000 for the construction of a public belt railroad. Of this amount only \$500,000, the initial expenditure for the public belt railroad, has been taken out of the tax levy. In Montreal \$26,000,000 has been expended and not a dollar of this has come out of the public treasury. The same can and should be true of Metropolitan Boston. In addition to aiding the development and prosperity of the Metropolitan

facilities in Boston. Mr. Prince answered that the belt-line would keep through freight out of Boston and relieve congestion all along the line.

The importance of the belt-line to the industrial development of Greater Boston was emphasized by John N. Cole. "The time has passed," he said, "when Massachusetts can get along without intensive industrial development," he said. "The \$9,000,000 spent for port development will be of no use to the public unless the improvements are connected with railroads and railways. Boston is always studying and never accomplishing anything. Boston capital practically built some Western cities that are now years ahead of us in transportation. Trolley freight is unheard of in this vicinity, but Boston capital is carrying on this business successfully in Los Angeles. Thousands of tons are teamed through the streets of Boston unnecessarily. The city has to pay dearly for the maintenance of the streets and the manufacturers have to suffer expense and delay on this account. The committee should not go into details, but should accept the recommendations of the Terminal Commissions and 'forty other commissions' that have studied the matter."

Fred P. Greenwood, another member of the commission, spoke briefly in favor of the report.

The hearing will be continued on Monday, at 10.30 A. M.

May 15, 1916

URGE \$10,000,000 BELT LINE TO JOIN RAILROADS

Public Officers Favor Project—Railroad Men Oppose

Assistant Corporation Counsel James H. Devlin, Jr., and Police Commissioner Charles M. Spofford of M. I. T. and a member of the terminal commission spoke in favor of the latter's recommendation for a \$10,000,000 state-owned belt line connecting the Boston & Maine railroad at Saugus with the New Haven road at Readville, before the legislative committee on metropolitan affairs yesterday. Mr. Devlin also favored the proposed extension of the Union Freight railroad over Northern Avenue bridge. Speaking for the mayor, Mr. Devlin said that he offered no objection to the financing of the proposed belt line, if it will remove from the streets of Boston traffic which does not belong there. He added that this important matter should not be turned over to the next Legislature for determination.

While no opposition to the proposed extension of the Union Freight railroad was voiced, F. A. Farham, a director of the line, said that it could not afford to pay for such an extension and urged that it be not asked to make any substantial contribution.

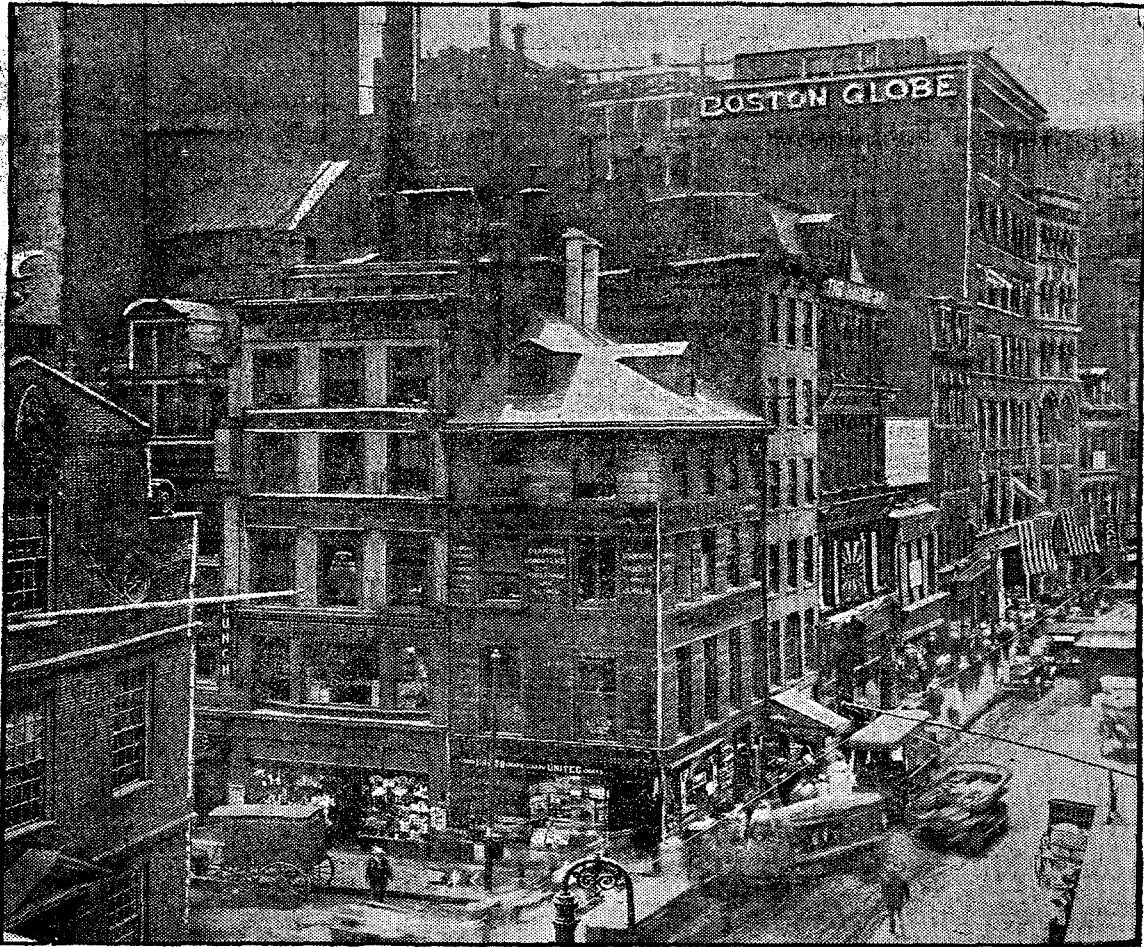
The representatives of the Boston & Maine and New Haven railroads were of the opinion that the construction of the belt line is not justified by the prospective business. Charles S. Pierce, for the Boston & Maine, said that the belt line would not hurt the railroad as a carrier. As a taxpayer, however, the Boston & Maine was opposed to the needless expenditure of such a large sum of money. "Not a single practical railroad man or shipper appeared in favor of the belt line when the terminal commission was sitting," Atty. Pierce said. "Engineers, students and theorists are the only proponents."

George H. Fernald, for the New York Central, said that in his opinion the proposed belt line would not pay for itself. The hearing will be continued at a date to be decided upon later.

WASHINGTON AND STATE ST CORNER IN NEW HANDS

Boston Globe July 11/1916

**J. Murray Howe Will Tear Down Historic
Buildings and Erect Large Structure**



SOUTHERLY CORNER STATE AND WASHINGTON STS PURCHASED BY J. MURRAY HOWE, FOR IMPROVEMENT

REAL ESTATE AFFAIRS

Another Building in Brookline Avenue

Messrs. Wyzanski to Build Large Structure

Sale in Columbus Avenue—Other Transfers in South End

Max E. and Charles E. Wyzanski have negotiated a lease through the office of Coffin & Taber for a fireproof building to be erected at once from plans made for the tenant, the Philadelphia Storage Battery Company, on a site adjoining the block of stores which the Messrs. Wyzanski are completing at the corner of Brookline avenue and Jersey street for the motors and accessory trades. The Messrs. Wyzanski and other operators are contemplating the erection of more buildings to develop Brookline avenue as a business street.

1916

MORE FIRMS MOVE TO AUTOMOBILE ROW

LEASE LARGER QUARTERS FOR TERM OF YEARS

Admission _____ *Aug. 10 1914*
New Business District on Beacon St. and Commonwealth Ave.

Growing Rapidly

By C. B. BUTLER

Ten years ago if you walked along Commonwealth ave. and Beacon st. from Governors sq. you would find only vacant lots covered with rubbish or an unkempt growth of grass and weeds.

Today at an expenditure of thousands of dollars that same waste land has been improved and upon it stands some of the most formidable buildings to be found in the whole city.

It is now called Automobile Row, for about all the automobile firms have left the old scene of activities among the auto trade, on Columbus ave., on Massachusetts ave, and on Boylston st., and have taken quarters in these new fireproof buildings that now have transformed Commonwealth ave and Beacon st. into business districts.

That the automobile business is going to grow is proven by the fact that more than a dozen firms have leased larger quarters for a term of years. Several dealers have even leased whole buildings, showing that these dealers are optimistic and expect that the motor car business will be good for years to come.

This past season has been a most prosperous one for the trade. Few dealers in the city have had a complaining word despite the fact that it has been an exceptionally wet spring and summer. The only complaint most dealers have is that they cannot get enough cars to furnish prospective purchasers.

Several months ago building operations started on a long brick block on Beacon st., just above Governors sq. This block is now finished and is the home of several well known auto firms.

The Oakland company was the first to move from Massachusetts ave. and Newbury st. to fine new quarters on Beacon st., running back to Brookline ave. Then the Cole company, next door neighbors on Massachusetts ave., moved up within a door of the Oakland on Beacon st.

The Becker-Stutz Co., which has done a record business this year, has taken a whole building on Beacon st. as next door neighbor to the Cole and Oakland. John L. Judd, distributor for the Auburn and the Allen cars and the Smith-Ford A. T. truck, has taken larger quarters at 683 Beacon st., having moved from his Massachusetts quarters a few days ago.

The General Vehicle Co. has moved from Cambridge to a handsome new brick building on Commonwealth ave. The Anthony-Pillings Co., agents for Marion, have secured 17,000 square feet of available space for showing off their car on Washington st., Brighton, next to Police Station 14.

The Pennsylvania Rubber Co. has occupied its new headquarters on Beacon st. A new building is being constructed for Connell & McKone, distributors of the Overland Car. Their new building will be located on Beacon st., next door to the Maxwell salesrooms.

It is probable that several other auto firms now on Columbus ave. and Boylston st. will wend their way up to Automobile Row before the crisp fall mornings have set in.

Boston Business Real Estate

FOR SALE

City Properties paying 5% net in locations that are steadily increasing in value.

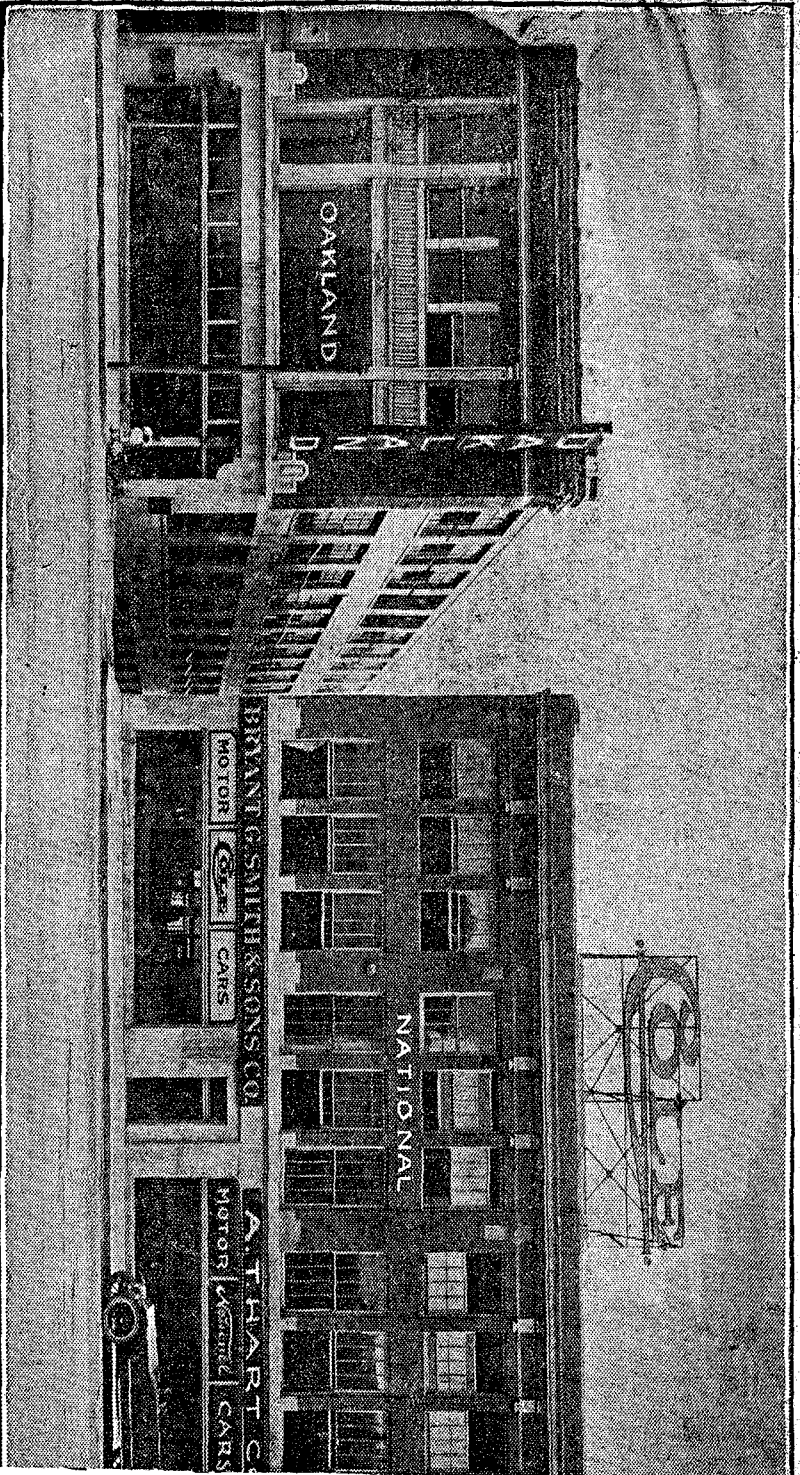
JOSEPH D. DILLWORTH

60 State St

MEMBER BOSTON REAL ESTATE EXCHANGE

TELEPHONE FORT HILL 1975

SIX NEW ENGLAND AUTO FIRMS



Prominent Boston Dealers Move to Heart of Motor Industry so That They

PHENOMENAL GROWTH OF BOSTON FIRMS

Great Increase in Business Within Past Year Necessitates Move to Larger Quarters.

The new automobile centre of New England, at the juncture of Beacon, Commonwealth and Brookline avenues, opens this week to the public with the occupation of the recently constructed buildings between 655 and 685 Beacon street by six of the leading motor sales organizations of this territory. These larger quarters, situated in the very heart of the automobile district, afford the firms increased facilities for caring for their growing patronage.

The advance of the industry in New England has been marked by the change in location from Columbus avenue of the old bicycle days to Massachusetts, and later to new motor district. Constant demand for more cars and for better service has compelled this move, until now most of the leading firms of the city may be found near the junction of the three avenues.

An epoch in the growth of the automobile business in New England is marked with this opening, and it will be observed with exhibits of the latest models of machines which the parent companies are putting out. The new buildings will be occupied by the Bishop Motor Sales Company, handling the Westcott and H. A. L., Twelve, Harry A. Lozier's new car; John L. Judd, with the Allen, Auburn and Smith Form-A-Truck line; L. B. Sanders with the Oakland; Bryant G. Smith & Sons Company, with the Cole; the Becker Stutz-Automobile Company, with the Stutz, and A. T. Hart with the National car.

Heart of the Motor District.

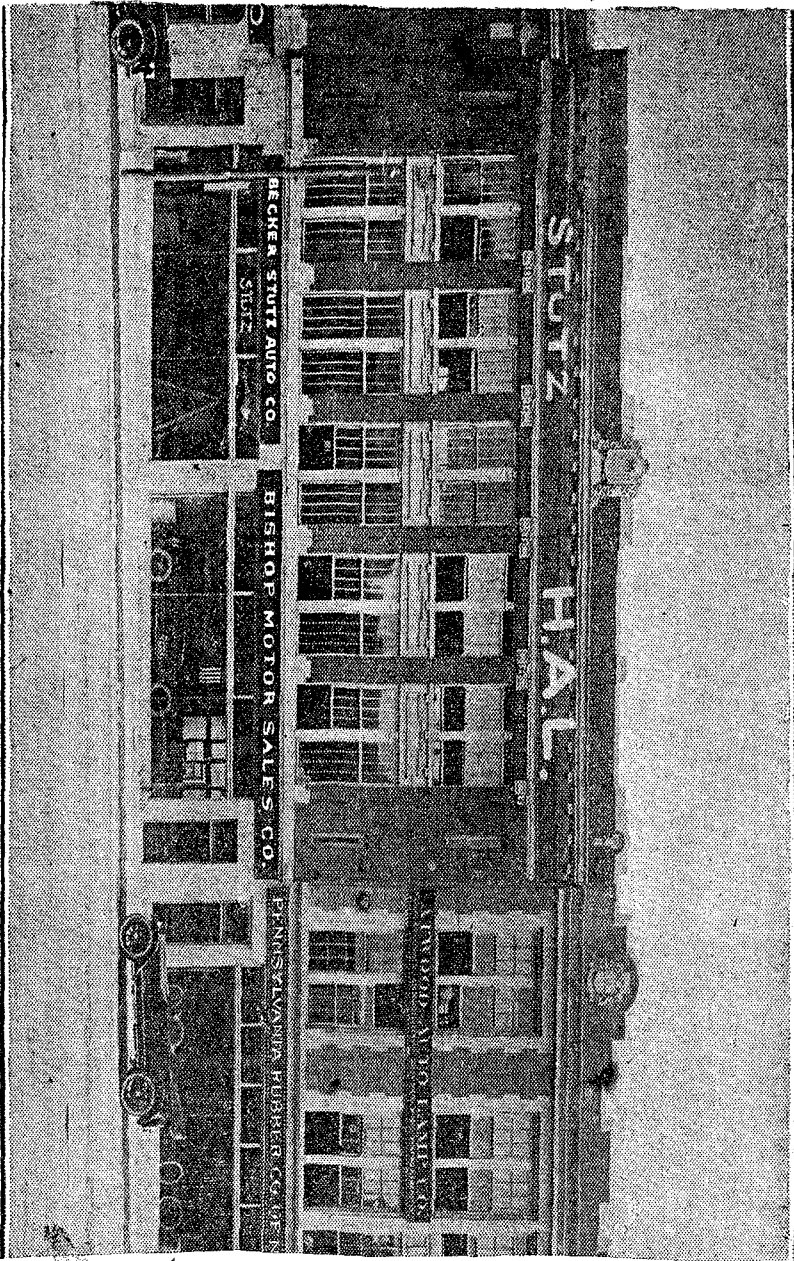
The new motor section has just claim to the name, for it includes more agencies than any district of the city. In it are the Hupmobile, Saxon, Reo, Maxwell, Hudson, Autocar, Paige, Marmon, Pathfinder, Locomobile, Winton, Peerless, Cadillac, Chalmers, Jeffery, Studebaker, Scripps-Booth, Franklin, General Vehicle, besides the United States Tire Company, Firestone Tire & Rubber Company, Kelly Springfield Tires, Willard Storage Battery, Overland, Attwood Lamp Co. and others.

The growth of these companies necessitated their seeking larger quarters and also room for future expansion. With the abundance of land in this section, it proved an ideal location, and their choice has been rewarded with the most prosperous years the industry has known. This past season, in particular, has been a bonanza.

More orders for cars were put in than could possibly be filled. In fact many of the firms offered bonuses to patrons to cancel their contracts.

AID. BOSTON, AUGUST 20, 1916.

MOVE TO NEW CENTRE OF FULLER



My Car Better Serve Their Thousands of Patrons. "Open House" Will Be Observed Here This Week.

But better still, orders are coming in just as fast for fall and winter delivery. Everything points to a successful closed car season.

Autos Are Indispensable.

With the price of dependable automobiles within the reach of every person of moderate means, a low cost of maintenance and a varied use to which they can be put, they are well nigh indispensable. The ease with which they can be operated by women is attested by the great number of drivers among the fair sex, and has had much to do with popularizing them. In fact, the Boston dealers have found a fine field for their salesmen with women patrons, and today there are thousands of women drivers in this section.

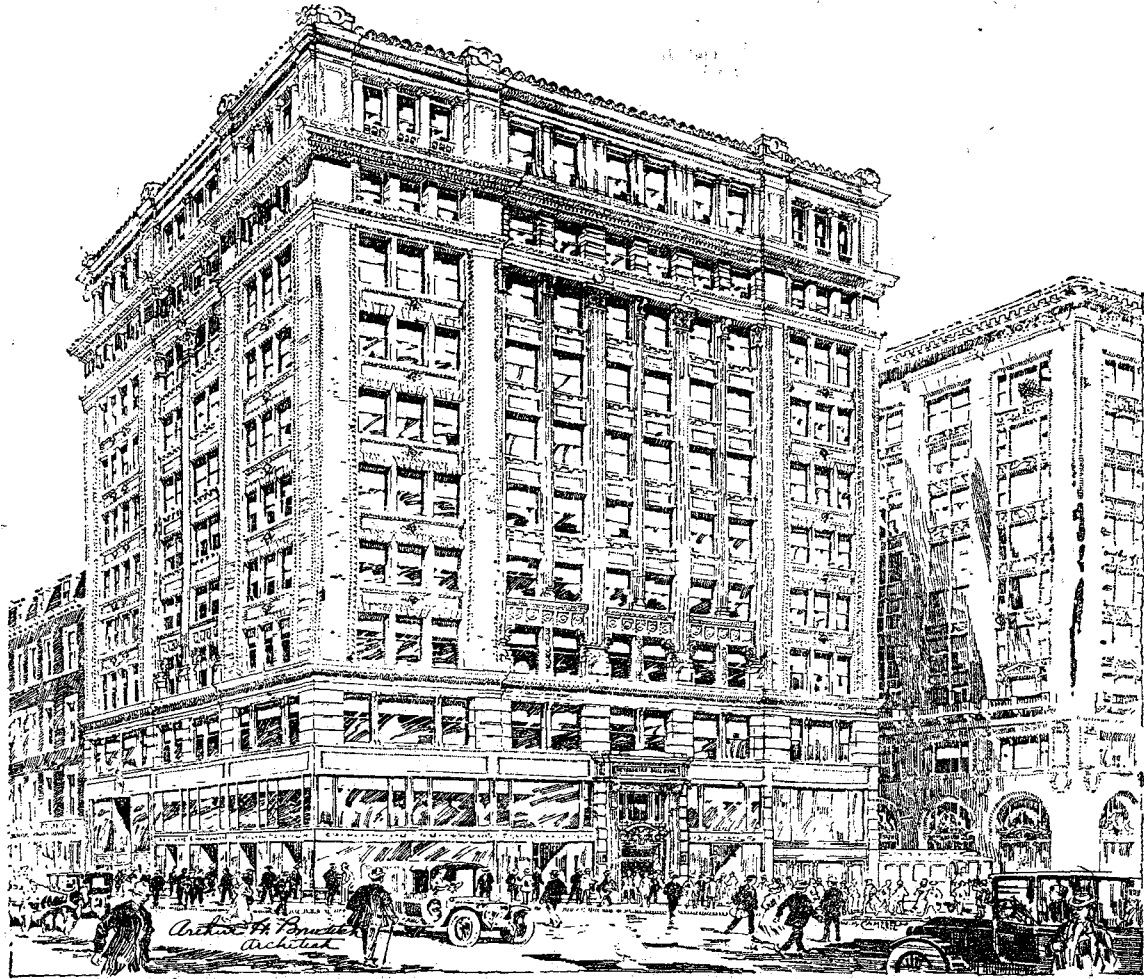
Open house will be maintained at the new home of these dealers this week, to which the public is cordially invited. The 1917 models will be on hand, as well as the current series, and no motorist can consider himself well informed who does not take in this excellent display of motor cars.



DRIVES OVER SIX

Hudson Super-Six
Distance in Six Days.

Will Tower Above the Old State House



WASHINGTON ~ STATE AND DEVONSHIRE STS.

The Devonshire Building as It Will Appear When the New Addition Is Completed. At the Left and Right of the Drawing, Respectively, Are Shown the Washington and State Street Fronts of the Present Building. The New Part, on the Corner Lot, Fills the Space Between These Wings and Conforms to Them in General Design. A Corner of the Merchants' National Bank Building Is Shown at the Right. Arthur H. Bowditch is the Architect of the Devonshire Addition.

**DEVONSHIRE BLDG.
ADDITION WILL BE**

OAKLAND
The most beautiful
cost—for car and u
any car you have
quality and beauty
most—giant power,
luxury all embodie
Eight.....



of which are exclus

New Storage Battery Building



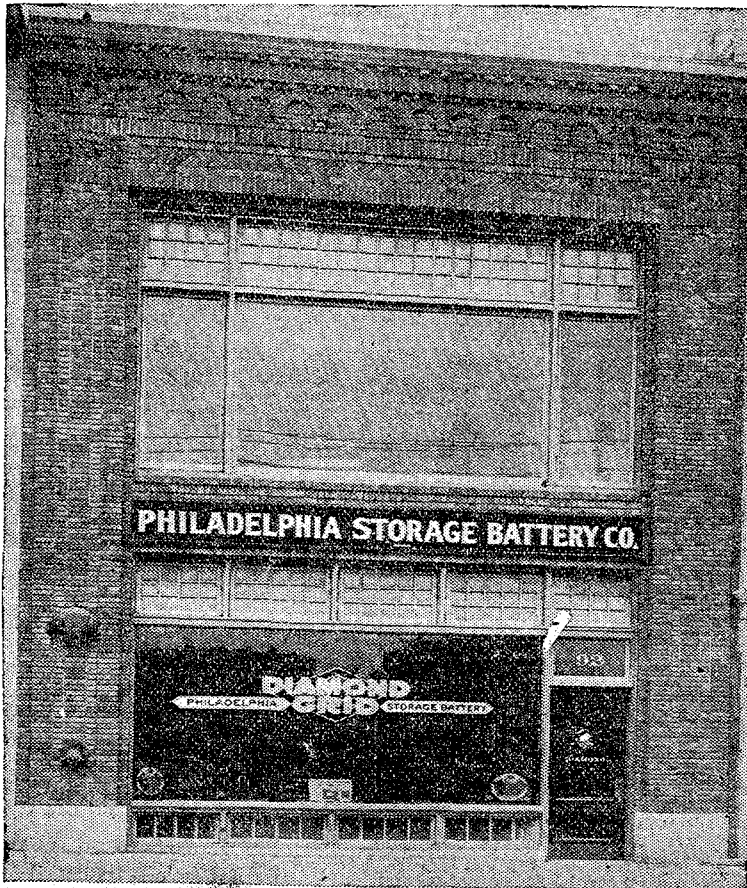
Structure Being Erected by M. E. and C. E. Wyzanski at Brookline Avenue and Jersey Street

DEEDS were recorded today whereby Anna L. Beckwith sells to George W. Johnston and Frederick E. Johnston of Brookline 62,374 square feet of land with a frontage of 226 feet on Jersey street. The property faces the new Merland Building and the other frontage opposite the grandstand entrance to Fenway Park. It also adjoins the building, of which the above picture is an illustration, now in process of construction by M. E. and C. E. Wyzanski for the Philadelphia Storage Battery Company, and the structure which the Messrs Wyzanski are completing at the corner of Brookline avenue

and Jersey street, to contain sales rooms and service space for the automobile and accessories trade. The land purchased by the Messrs. Johnston is assessed at \$65,000. Henry W. Savage, Inc., negotiated the sale. The new owners will erect several fireproof mercantile buildings, some for tenants who desire to make advance arrangements for space, and some without waiting for tenants, to meet the demand, as Brookline avenue has proved to be one of the most convenient and economical locations for the motor and accessories people. The assessors are conservative in raising

valuations to keep pace with rapid changes such as have recently taken place in that part of the Back Bay, where several million dollars' worth of buildings, both for business and apartment house purposes, have in a short time sprung up on what had been for thirty years an unused district. Several prominent concerns are negotiating for new buildings, both on a purchase and renting basis, at Brookline avenue and Jersey street. There are rumors of a large hotel to be erected near Fenway Park, several persons being interested in such a project, if suitable arrangements can be made.

"DIAMOND GRIDS" NEW HOME



THE BOSTON BRANCH OF THE PHILADELPHIA STORAGE BATTERY COMPANY IS NOW IN ITS HANDSOME BUILDING AT 90-92 BROOKLINE AVENUE, OCCUPYING THE ENTIRE STRUCTURE.

*Boston Post -
June 10 - 1917 -*

Proposed City Hall in New Civic Centre



(Study by Cram & Ferguson.)
Municipal Building Would Be Part of Group Situated Near Columbus Avenue and Dartmouth Streets.

Rosier
Herald
Nov. 10 -
1916 -

PLAN BIG REAL ESTATE PROJECT IN BACK BAY

Park Square Real Estate Trust Outlines Scheme for Relieving Business Congestion and Providing Additional Outlets from Crowded Downtown Sections.

WILL DONATE TO CITY LAND VALUED AT \$400,000

Proposal Includes Widening of Stuart Street and Extension of Clarendon Street — Civic Centre to Be Built at Columbus Avenue and Dartmouth Street.

A vast real estate project which includes plans for a civic centre at Columbus avenue and Dartmouth street, creation of new streets and widening of others to provide room for the downtown business growth of Boston was disclosed last night to 200 business men by speakers at a dinner given in the Copley-Plaza.

The dinner was given by Amory Elliot, Charles Francis Adams, George S. Smith, Edgar R. Champin and Frederick J. Bradlee, trustees of the Park Square Real Estate Trust, which controls the land formerly occupied by Tech between Trinity place and Clarendon street, and that formerly owned by the New Haven street fronting on Stuart, Clarendon and Providence streets. The

assessed valuation of the property is more than \$4,000,000. Amory Elliot is chairman of the trustees.

Will Donate Land to City.

One of the first things the trustees intend doing is to donate to the city land valued at \$400,000 for the purpose of widening Stuart street, and extend it through to Dartmouth street, thus providing another outlet from the business centre of the city and also cut Clarendon street through to Columbus avenue, with a bridge across the railroad tracks there. Development work along those lines, it was said, will be carried on to provide in the future an auxiliary retail business district and thus provide for the business growth of the city.

Ralph Adams Cram of Cram & Ferguson, consulting architects for the trust, was the first speaker introduced by Charles Francis Adams, treasurer of Harvard College, who presided at the dinner. Mr. Cram, with the aid of lantern slides, outlined to the gathering a plan to relieve the present congestion in the downtown business sections of the city and provide a new retail business street through the heart of the section which is to be developed.

He also spoke at some length on the possibilities of planning for creation of a civic centre at Dartmouth street and Columbus avenue, with a new City Hall, combined station of the railroads in that part of the city, municipal market and other public and semi-public buildings.

As projected, a 90 feet wide Stuart street would be made running from Huntington avenue to Columbus avenue and then in a straight line to a point on Washington street between Elliot and Boylston streets.

"Like every other civilized city in the world, Boston can't keep ahead of the advances made in building, rapid transit, etc.," he said. "In the last generation so many things have been invented like elevators and subways, that the conditions of the growth of the city have been changed entirely. The project that is being advanced at this time seems to solve many of the major problems that arise in city planning, and probably would be part of a possible scheme to gradually bring about still greater development of the city."

Boylston Street Inadequate.

"Boylston street has not proved the outlet for the growth of the downtown retail business section that was hoped for it. There are too many places where it is a one-sided street for business purposes. The widening of Stuart street and its extension through to Washington street would provide the outlet that is so badly needed at the present time."

"The City Hall which could be placed in the proposed civic centre, would not

be very costly. It would require three blocks of land between Dartmouth and Clarendon streets along Columbus avenue. The city could take over that land at a 20 per cent. increase in valuation, pay for it out of the money received for the site of the present City Hall and still have \$1,500,000 left over. In front of the proposed City Hall would be a fine site for the bronze column and statue of Sarmiento, the noted Argentine educator, the noted Argentine educator, which the citizens of our sister republic in South America have given us, and which is only awaiting a suitable site to be found for its erection. Other buildings around the centre might be a new railroad station, a public market, buildings for public service corporations like a gas company and electric company, a new Masonic Temple, etc."

George S. Smith, former president of the Boston Chamber of Commerce, said the promoters of the plan for the development of the section that has been so long neglected have no intention of dislodging any of the institutions existing today in the downtown business district.

"Washington street is today a menace to the life and limb of everybody walking on it during business hours," he said, "and a menace that is increasing every day. The Stuart street that we propose would be simply an outlet into a district that will take care of the growth of the present retail business district for years to come."

W. L. Shearer of the Paine Furniture Company told of the success that has come to the store since its removal to Arlington street and Columbus avenue.

Considered Folly by Many.

He said in part: "This undertaking was considered the extreme of folly by many, and at least a very radical move for a furniture store, but the wisdom of the venture was shown at the very opening of the new store. Since then the store has recorded steadily increasing business, culminating during the last 10 months in altogether the largest business in the store's 81 years' history."

"The prospects are equally bright for any of you business men of this city who will build on this undeveloped land, adjoining our property, recently taken over by the Park Square Real Estate Trust."

"I am sure that the improving of this property will be of great value to the city of Boston, resulting in increased taxes on buildings, rather than on vacant land. Furthermore, it will increase the property value of this whole Back Bay section."

"It will bring increased business to the merchants, and, last but not least, will be of decided benefit to the public, because it will develop and improve the city of Boston."

Is Easily Accessible.

"This valuable land has many advantages. It is easily reached by automobile and all vehicular traffic and is immediately adjacent to the Boylston street

Boston Inducement

subway, Columbus avenue and Berkeley street car lines. It is only a few minutes' walk from Copley square, Park square, the Public Garden, Boylston and Tremont streets; blessed with an abundance of sunlight and fresh air, and entirely free from the many objections of the congested business district.

"But I cannot discuss this important subject of the development of this new business centre for Boston without mentioning a much needed improvement, one that would bring even greater prosperity to this section, namely, a subway station at Arlington street."

Other speakers were Edgar R. Champlin and Louis K. Liggett. Mayor Curley was unable to be present.

EQUITABLE TRUST COMPANY

Announces the opening of its new banking rooms at 35 Congress St., Boston, Mass.

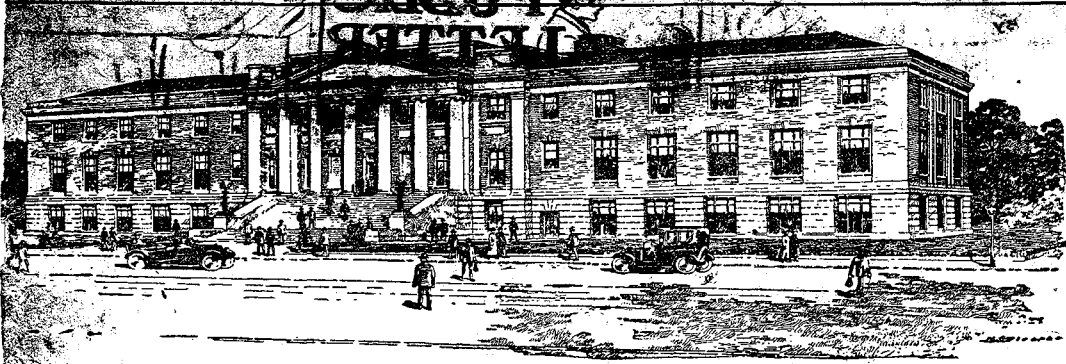
OFFICERS

Charles B. Strecker, President,
 Joseph M. Herman, Vice President,
 John E. Thayer Jr., Vice President,
 James H. Turnbull, Secretary,
 Wallace H. Pratt, Treasurer.

DIRECTORS

Chas. F. Adams, Pres. John T. Connor Co., Grocers.	Lewis I. Prouty, Vice Pres. Carr Fastener Co.
Wm. H. Burgess, Burgess, Lang & Co., Bankers.	Frank H. Purington, Pres. Henry W. Savage, Inc., Real Estate.
Ralph C. Emery, Treas. John S. Emery & Co., Inc., Ship Brokers.	Geo. Putnam, Richardson, Hill & Co., Bankers.
Sidney E. Farwell, Treas. Am. Zinc, Lead & Smelting Co.	Chas. B. Strecker, President.
R. M. H. Harper, E. W. Clark & Co., Bankers.	John E. Thayer Jr., Secy. Santa Alegre Sugar Co
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Albert W. Kaffenburgh, I. Kaffenburgh & Sons, Leaf Tobacco.	Chas. E. Wyzanski, M. E. & C. E. Wyzanski, Real Estate.

\$500,000 Building for College of Pharmacy



(Kilham & Hopkins, Architects)
Gift of Head of Potter Drug & Chemical Company.

*Boston Herald-
Dec. 28, 1916.*

**GIVES BUILDING
TO COLLEGE
OF PHARMACY**

**President George R. White of
Potter Drug & Chemical Com-
pany Makes \$500,000 Pres-
ent to Massachusetts Insti-
tution—Will Be Near Harvard
Medical School.**

George R. White, largest individual taxpayer in Boston and president of the Potter Drug and Chemical Company, has given the Massachusetts College of Pharmacy a new building, the finest of its kind in the country, which will cost \$500,000. It will be in Longwood avenue on the corner of Worthington street, near the Harvard medical school. The building is to be completed Dec. 1, 1917.

The exterior will be renaissance in character, with an imposing central Ionic portico of six columns of limestone, each 28 feet high, approached by a monumental flight of granite steps. The lowest story will be constructed entirely of heavy rusticated limestone, and will carry two stories of red brick laid in broad joints with cornices, window frames, etc., of limestone. The front wall will be set back 80 feet from the line of Longwood avenue, giving an opportunity for an approach by an esplanade paved with large slabs of stone.

Study of Requirements.

The interior arrangement is the outcome of three or four years' study of the college's requirements made by the teaching staff, in conjunction with the architects, and the result appears in

the striking simplicity of the floor plan. The ground floor is devoted to two great laboratories. The pharmacy laboratory, 65x62 feet, and the chemistry laboratory, 62x58 feet, each 15 feet in height and having accommodations for about 400 students. In connection with these are the balance and stock rooms, offices for the professors and a general room for men students.

The main floor contains two lecture rooms, for pharmacy and chemistry, respectively, each with accommodations for 300 students, and sitting, with adjacent offices for the instructing staff, and in addition, a monumental main rotunda, vestibule and staircase with floor of honed limestone and walls of Roman travertine, in which are placed tablets of purple Lepanto marble for inscriptions.

From this corridor are the general offices, with the dean's office adjoining, the library, a homelike room suited for comfortable study and free from any institutional appearance, the trustees' room, panelled to the ceiling in quartered oak with architraves and chimney piece of verde antique marble, and large and pleasant quarters for the young women students. Check rooms, store rooms, public telephone booths and all other accessories are to be on this floor.

Beautiful Assembly Room.

The main staircase leads to the George Robert White hall, a beautiful assembly room with a seating capacity for 500, finished and panelled in chestnut with a stucco ceiling and a great stone chimney piece. At the head of the stairs will be a capacious foyer for the convenience of the audience during intermissions. In connection with George Robert White hall there are provided a buffet, a room for storing seats, ante rooms, facilities for illustration by films, etc. The top floor also contains the materia medica and biological laboratories, an alumni room, three class rooms and ample storage facilities.

Concrete exit stairways in towers run from top to bottom of the building. The entire construction is to be fireproof with steel window sashes and terra cotta and steel floor construction. The equipment includes an air washer, a fan ventilating system with thermostatic control, complete telephone system, indirect lighting and site will represent an outlay of over \$500,000. The architects are Kilham & Hopkins of 9 Park street, and contracts have been assigned for the construction work with the Stone & Webster Engineering Corporation.

Velie

"The Name Insures the Quality"

**"BIGGER, BETTER,
MORE POWER"**

\$1085—Nine Body Styles—\$1550

"Service and Satisfaction"

At Our New Home

80 Brookline Ave.

Tel. Back Bay 1100.

New England Velie Co.

Retail and Wholesale

VELIE CARS IN NEW HOME

**Now Occupy Big Building
of Their Own**

The New England Velie Company now has one of the finest and most up-to-date salesrooms, in the corner fronting on Jersey street and Brookline avenue, with five big show windows. This salesroom has 5000 square feet of floor space, so that cars of all models may be shown to the best possible advantage. They occupy one entire floor as a garage, repair shop and parts department. The work shop is equipped with all modern appliances especially designed for the purpose and is run on a regular factory system, so that all work will be accomplished in the quickest possible time and most satisfactory manner.

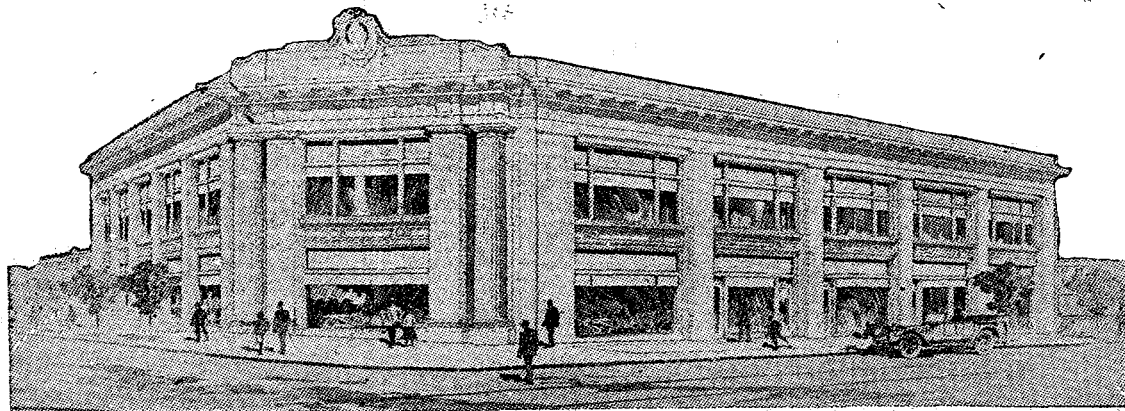
The stock department, where all parts of Velie cars will be carried, is equipped in the same high-grade manner and a regular factory system installed here which will insure service to all Velie dealers and all Velie owners throughout the six New England States. The garage is also equipped to meet the requirements of the most fastidious users of automobiles and will be run on a different principle than heretofore employed in this part of the country.

William F. Aldrich, formerly of Providence, R. I., treasurer of the New England Velie Company, is extremely well pleased to have secured this building, as it insures taking care of the large expansion of business in New England which has already outgrown their old quarters at 1123 Commonwealth avenue in the short period of about four months, and states that the Velie factory is working to its capacity to fill orders, and New England is taking more than their share of cars.

The New England Velie Company bids fair to be one of the largest automobile organizations in the Eastern States. It is well worth the time of all automobile dealers and the public as well to visit the new building and look over their equipment and business methods.

Boston Post - Dec. 21 - 1916

NEW VELIE BUILDING



HANDSOME, NEW AND UP-TO-DATE BUILDING FOR THE VELIE MOTOR CAR COMPANY OF NEW ENGLAND AT THE CORNER OF BROOKLINE AVENUE AND JERSEY STREET.

THE QUICKENING OF A NUMB STREET

Where the farther incline of the Boylston street subway sends the outbound cars up into daylight—in Governor's square, as the signboards have it, but in older naming, the Five Corners—there diverge at equal angles three main thoroughfares. Beacon street, laid out some sixty-five years ago, carries west the old line of the Mill Dam, that first pledge of a filled Back Bay. The second, wider now than when opened in 1820 as "the new road to Brighton," carries northwest, with a swerve, the lines of Commonwealth avenue. These two ways have long known the shadows of tall buildings and the scurry of swift traffic. But until now, the third straight highway, Brookline avenue, has been hardly more than a speedway for the chance automobile. On the city maps it has lain like an artifice for symmetry, not a used way for travel. It brings the Chestnut Hill cars inward only as far as Audubon road; there they swing eastward into Boylston street. From Audubon road to the Boston & Albany bridge, Brookline avenue has been as lonely as an outskirts boulevard in one of those far western towns for which surveyors have done more than settlers.

Today this third inland avenue from Governor's square is changing fast. If you like to register in memory important pieces of the vanishing older Boston, look soon at this open land remaining. Had Beacon street and Commonwealth avenue kept their promise of lengthening westward the residential Back Bay, the Buckminster would have set Brookline avenue the keynote for its architecture. But when the automobile business at first crept in and later swept through all the region beyond the Charlesgates; a modest salesroom, a garage, a service station, took sites near the down-town end of the avenue. Then the Goodyear company bought a large piece of land on the westerly side beyond the railroad bridge and built itself a massive structure. A little farther out the Overland company is now finishing behind its earlier buildings a huge five-story warehouse, at a cost of half a million. Across the avenue the handsome service stations, barely finished, are tenanted already; the orange-peel dredger is digging the basements for more.

And this only begins the new story of the avenue's nearest half-mile. For the John Hancock Mutual Life Insurance Company has surprised the city by announcing purchase of a tract of more than seven acres at the corner of Brookline avenue and Audubon road, as the site of a building for its own use. Just how much may come of such an outpost two miles and a half from Milk street, the wisest observers of developments in real estate can only guess; but at the least it will colonize another thousand workers, from managers to office boys, among the students, automobile men and apartment-house dwellers already swelling the daily tides to and from the district.

What is more, the long desired new bridge over the Albany tracks appears at last to be assured. The structure now dividing the roadway into two passages and carrying water mains exposed to weather and mishap, was built lightly. The new bridge will be fitted to carry the forty-ton cars now used by the Elevated. As soon as the present bridge has been replaced, through cars from Village square, Brookline, can run the full length of the avenue straight to the entrance of the Boylston street subway, without grinding through the turns of Ipswich street or chaf-

ing at the dense cross-traffic at Massachusetts avenue. The saving in schedule time from Audubon road to Park street will not be less than two minutes, and ordinarily much more in the actual run. This quicker transit more passengers, week by week, will welcome; for Brookline avenue serves not only the northwest quadrant of our Latin quarter with older Brookline, but Chestnut Hill, Allston, Newton and points beyond. In the last twelvemonth the Elevated has had to increase the Ipswich street service, outside of rush hours, by a full two-thirds.

To watch Boston grow—even within the broad circlet of its growing suburbs—is to watch our history in the making. When Brookline avenue was the old "Punch Bowl Road," running from the western end of the Mill Dam across the farther Back Bay marshes on a causeway of its own, paralleled on the left for more than half a mile by a canal-like strip of open salt water; when it climbed the low, clay hill just beyond the present Longwood avenue and dropped again to the marsh level and seven separate bridgings of Muddy river, and then by a grassy corner entered Punch Bowl village—but for one pathetic old house, rebuilt as Village square—the whole population of Brookline counted fewer souls than one insurance company of this present time will bring to work in its new building on the Fens.

*Jan. 16 1917
Sain Park*

NOTICE

**Miller Carburetor
Sales Co.**

NOW LOCATED AND READY
FOR BUSINESS AT THE

NEW VELIE BUILDING
80 Brookline Avenue, Boston

ANNOUNCING
The Six (6) Cylinder Worm Drive

Stegeman

EQUIPPED WITH WESTINGHOUSE
STARTING AND LIGHTING SYSTEMS

"The Smoothest Operating Truck in America"
Hence the Longest Lived

Capable of most any conceivable performance with a degree of flexibility heretofore unknown in large motor trucks, made possible by the use of 6-cylinder motors (equipped with electric starter), the smoothest possible power application by virtue of the worm drive and a disc clutch.

To Introduce You to the
Stegeman 6 Cylinder Worm Drive Trucks

WILL HAVE STEGEMAN'S SIX "TRUCK SHOW" ALL THIS WEEK
(EVENINGS INCLUDED) AT OUR SHOWROOM, 15 JERSEY ST.
(OPP. "RED SOX" B. B. PARK)

We challenge anyone to show better built trucks or better values.

1½ Ton	2 Ton	2½ Ton	3 Ton	3½ Ton	5 Ton	7 Ton
1900	2250	2500	2700	3000	4000	4600

Starting and Lighting Regular Equipment at Above Prices

Stegeman "Six" Truck Co. of N. C.

ARTHUR G. JOHNSON, CHESTER D. CALDWELL, ALVAH BUCKMAN, Props.

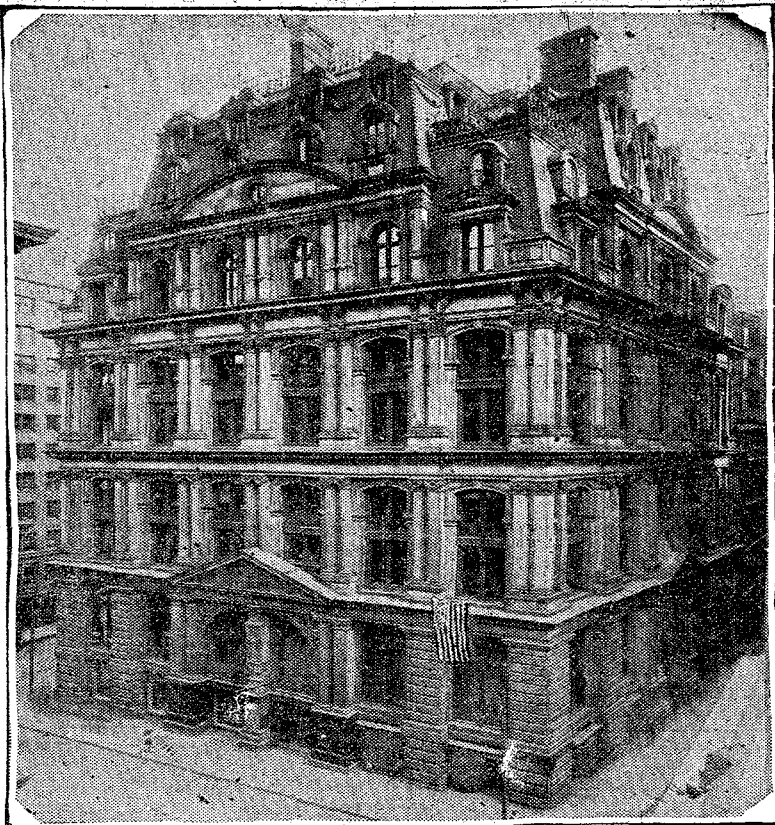
Boston Post.

Jan. 24/1917

**SALE OF EQUITABLE BUILDING
INVOLVES OVER \$1,673,600**

257

Co.



*Boston Globe
May 7 - 1917 -*

**EQUITABLE BUILDING AND ANNEX PURCHASED BY LOREN
D. TOWLE.**

Dr.

Cash.

Transcript - Sept. 28 - 1918

Size 60x84
Size 70x84
Wool Blankets, extra
Size 60x90,
Size 70x90,
Size 80x90,

Man's Biggest Real Estate Deal

ARMY
Strictly All Wool, in khaki
original value. Each.....

NEW WOOL COM

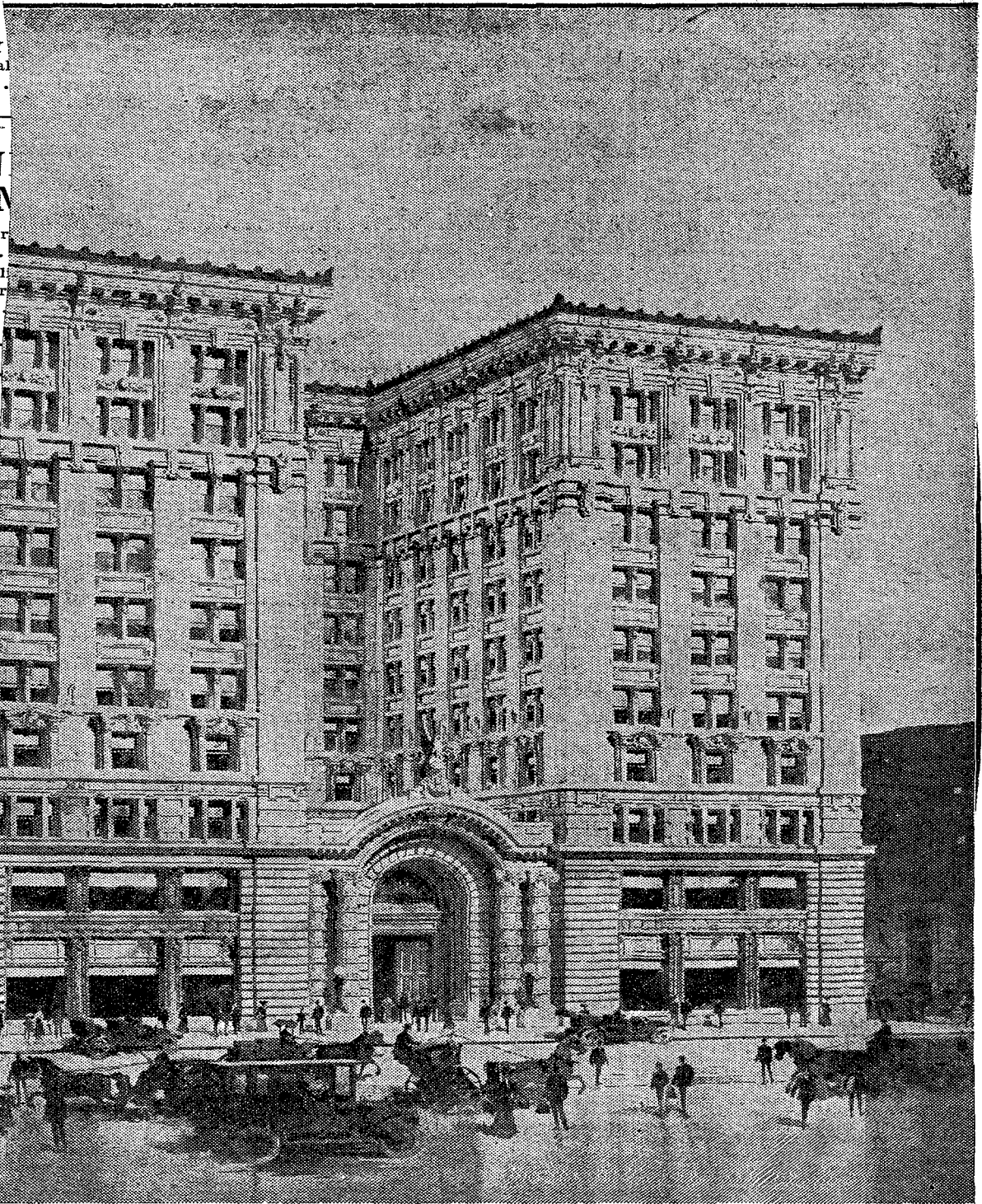
the Quality Sateen Cover
Each
the Quality Figured Muslin
with 12-inch plain border
each

TAILOR CLOTH

For Misses and Small
offer Navy/Blue Tricot
of the season's fashion
oidery. Our custom
of these dresses, made
ine. Each

Quimp MP

governments declare to
what it is, exactly what
they were seeking in this
that they think the item
settlement should be. They
satisfied with what they
old. They still seem to
they are getting what they
in statesmen's terms—only
as of territorial arrange
divisions of power, and not
broad visioned justice and
peace and the satisfaction
repeated longings of op
distracted men and wo
distracted peoples that seem
only things worth fight
for that engulfs the world



Ice Company Sells Its Downtown Buildings and Its Tract in the Fens
after the War It Plans to Erect Home Offices in Stuart Street

ONE REAL ESTATE PROBLEM

A Solution Is Given by J. Murray Howe, an Operator in Down-Town Property

In discussing the various real estate problems that men engaged in that profession are earnestly studying nowadays, J. Murray Howe, one of the leading operators in Boston, presents the following statement regarding city realty:

Let us assume that, before the war, one owned a city investment property assessed on \$200,000, that paid a gross rental of about \$16,500; that the cost of maintenance was about 40 per cent of the rental, or, say, \$6500, leaving about \$10,000 annual income. (There was a mortgage on the property of, say, \$100,000 at 4 per cent, so that, having to pay on this account \$4000, there was an annual net income of \$6000.

Since that time it would have suffered income loss as follows: Mortgage rate has been raised to 6 per cent, an increase of \$2000 per annum; taxes have been increased \$5 on a thousand, further reducing the income by \$1000; the items of expense, exclusive of taxes (labor, coal, light, power, repairs, etc.) were, before the war, about \$3000. Coal has doubled in price; the class of labor used in buildings through the substitution of women, and conditions peculiar to real estate, has not attained so large an advance as in many fields, of employment, so that there is but 30 per cent to 40 per cent increase on that item; the general advance in these last expenses, as a whole, is only about 40 per cent, or \$1200. To recapitulate, the losses are as follows:

Table with 2 columns: Cause of loss, Amount. Through mortgage interest increase: \$2000. Through tax rate increase: 1000. Through general expense increase: 1200. Total: \$4200.

The income thus has been reduced from \$6000 to \$1800, but as the cost of living has increased at least 60 per cent, an individual owner would need 60 per cent more than the \$6000 a year which he had to live on at the outset. He thus should need \$9600, but finds himself with \$1800.

Let us see what would be needed to restore to him what he previously had. It is most likely that within a few months mortgage interest must come down from the 6 per cent level to, let us assume, 5 per cent; he will thus have a saving of \$1000, and \$2000 of his increased cost of maintenance remains to be taken care of. Now the proportion that this bears to the gross rental of \$16,500 is about 20 per cent. The remedies thus are ones which should be obtained without difficulty. The interest matter will inevitably take care of itself. The increase of rents has already begun and will continue steadily, but the real estate owner is entitled to more than 20 per cent increase in rentals. If he is to obtain his share in the general advance his income should increase 60 per cent to 80 per cent, like the income of the laboring man, or of those engaged in ordinarily profitable pursuits. To increase his income, say 60 per cent, he should have \$9000 a year instead of \$6000, and the \$3000 increment would need to be added to the rent. The total rent advance would thus be increased to \$6200, or about 38 per cent on the original \$16,500.

It will cause no great financial convulsion for rents to increase to fully this percentage. Already advances are being made varying generally from 10 per cent to 35 per cent. Office buildings, apartment houses, stores and salesrooms in all the more desirable sections are crowded to overflowing. Short leases at 10 per cent to 15 per cent advance made this year will be repeated with another 10 per cent to 15 per cent in another year or so. The movement is not only a logical one and is theoretically correct, but it is already underway with irresistible momentum. In a general rise in values one great necessary commodity cannot permanently be neglected

What Is the Matter with Our Office Buildings?

Most of the modern office buildings and many other large structures in this city have been financed and erected by voluntary associations, commonly known as real estate trusts. The low prices at which the shares of many of these trusts have been recently quoted have attracted the attention of those not usually interested in such matters, and have led to some erroneous conclusions. In order to understand the present situation and to differentiate between the trust shares and the real estate they represent, one must understand something of their history, the circumstances under which they were organized, the factors entering into their market value and the conditions under which the realty itself has been operated the last few years.

With the rise in land values and the increase in size and cost of modern office buildings, the investment in one of these structures became so great that few individuals could meet it and fewer still were willing to put so many eggs in one basket. Therefore, some method of co-operation had to be devised, and, as the general laws of the state did not, until comparatively recently, permit the organization of corporations to deal in real estate, resort was had to voluntary associations, under which the title and management of the property was lodged in the hands of trustees, and the association was known as a real estate trust. The trustees issued certificates of beneficial interest, transferable, as are the shares of corporation stock. This form of organization had also certain advantages of simplicity and continuity of management which commended it to conservative investors. Through the medium of these associations the large investor was enabled to spread his investment among a number of parcels of real estate, and the small investor to have a share in a class of realty which he could not otherwise obtain.

Most of these trusts were organized under conditions radically different from those of today. Until the Massachusetts state income tax law freed intangibles from local taxation a trustee was practically compelled to invest in a tax-free security, for he had to reveal his holdings and could not afford to pay the property tax on others. The real estate trust shares were tax free. Money was cheap and a tax free income of 4 to 4 1/2 per cent, was attractive, being better than could be obtained from tax-free bonds or mortgages. In recent years conditions have changed in several ways, all tending to lessen the market value of these shares. They have lost, to a large degree, the benefit of the tax-free feature, because the removal of the property tax on intangibles generally opened to trustees and large investors a new and broad field. A more potent factor has been the rise in interest rates, which has lessened the market value of all securities having a fixed income. Thirdly, the income from the shares are taxable under the federal income tax, so that they are no longer on a par with municipal and state bonds as to the tax-free feature.

An inherent weakness of these trust shares, marketwise, also has been aggravated by present conditions. They are unlisted and the market for them has always been narrow. Few people knew about them and those that did had less knowledge of the real estate back of them. Therefore executors in settling estates have often been obliged to sell at less than the intrinsic worth. When money was plenty and inter-

est rates low and trustees were forced to buy only tax-free securities there was a fair, if restricted, market. Today, in the flood of government bonds and of high interest yielding securities of many kinds, the market for the real estate trust stocks has become exceedingly poor.

These factors noted above apply to the securities and not to the real estate itself. A failure to realize this and to differentiate between the two has led to mistaken conclusions as to the realty. For example, one hears a remark like this: "Such and such an office building can be bought for 50 cents on the dollar," the basis for this being that a quotation on the stock at that ratio may have been seen. Of course it does not follow that a forced sale of a few shares is any criterion of the price of a controlling interest, much less of what the association would sell its real estate for.

But the earning power of the office building itself, for example, has been lessened since the war began and this of course has affected the value of the stock. The trouble with the real estate has been that it has been obliged to meet rapidly rising expenses out of an income which remained stationary or rose but little. In this respect the office building has been in much the same position as have the Boston Elevated and other public service corporations. While rents were not fixed by public commissions, they were by leases in very many cases. The less vacancy a building had the worse off it was in this respect. It takes time to replace old leases with new, commensurate with new conditions.

The actual experience of one of the best office buildings in Boston will be illuminating. We have purposely selected as an example a successful building, with a low capitalization compared with value and earning power and one whose shares in normal times commanded a premium. Comparing the results for 1918 with those for 1914, we find that rents had risen less than 3 per cent; the cost of general operation, exclusive of taxes and repairs, had increased more than 41 per cent, and taxes alone nearly 35 per cent. Repairs and improvements had doubled in cost. The result was a decrease in net earnings of 23 per cent. The detailed figures for another building show a rise in fuel cost of 117 per cent, and of wages, without increase of staff and in spite of the substitution of women for men on the elevators, of over 31 per cent, in the four years.

But this situation is righting itself, to a degree at least. Office rents are rising and new leases are being made at substantially higher rates. Good buildings are unusually well occupied and there is a scarcity of space in modern structures. The peak of the expense load, except in taxes, has apparently been reached. As new buildings will not be built in any number until the cost of construction, of money and of operation fall materially or rents have risen to a point to offset these high costs, it may be expected that the net income from modern office buildings will show a gain from now on.

There remains one condition, which does not apply to office buildings or to property owned by the real estate trusts alone, which calls for comment. That is the matter of taxation. All real estate in Boston is seriously affected by the increase in the tax rate, which in some cases is coupled with a boost of the valuation. This larger direct charge upon the earnings of the property is not the only trouble. The greater tax charge reduces the net income, thereby affecting the valuation of the parcel and reducing the equity above

the mortgage. This disturbs savings banks and other lenders, with the result that the amount of money loaned on a building is cut down and rates tend to rise, thus further reducing the net for the holder of the equity. Eventually the public which occupies the buildings must pay the increased taxes and higher interest charges but during the period of adjustment the real estate suffers, new construction is discouraged, the whole city is the poorer and the less well equipped to do its business.

We have been considering the effect on real estate stocks of present conditions. But this short view is not that of men accustomed to invest in real estate, for their experience has been that over a period of years good Boston real estate has not only held its own but has advanced in value. There are few families who have had wealth generation after generation which have not their roots in the soil and count among their solid, dependable assets their real estate. The very difficulty of disposing of real property in times of depression is a protection for the family fortune, while the ease with which stocks and bonds may be sold often leads to their sacrifice. The net result is that investments in real estate show in the long run an increment while fortunes put solely into personal property are often whittled down by successive market losses.

Cash.

OPPOSE GARAGE IN BRIGHTON DISTRICT

Owners of Neighboring Property Protest to Street Board

The petition of Isaac Shapiro for permission to erect a garage, capable of accommodating 60 or 70 cars on the property at Cambridge, Elko and Henshaw streets, Brighton, caused considerable opposition when the matter

came before the street commissioners for a hearing yesterday. Former Senator Charles D. B. Fiske, who has just sold the property to Mr. Shapiro, appeared to indorse the petition of the latter, while Mrs. Nora F. Jennett and a large number of other property holders of the vicinity appeared in opposition. A petition bearing the names of 18 additional remonstrants was introduced.

Mrs. Jennett charged that the former senator had ceased to care for the conservation of the neighborhood, now that he has moved away. Other opposition came from Dr. Slatery of St. Elizabeth Hospital, Capt. F. A. Hall of Police Station No. 14, Dr. F. W. Rice, R. S. Driscoll, James McMurtry, H. T. Kelley, Dr. L. F. Gahn and others.

The commissioner took the matter under advisement.

Amazing Lure of the Motor Car

More Than 6,000,000 in Use Daily—Country Estates Sought More and More by Auto Enthusiasts—Great Increase in Garages and Service Buildings in Boston and Suburban Wards

By J. Murray Howe

IT was but seven years ago that the automobiles of the country numbered a round million and it was being said then that they had essentially reached their limit. Today there are six millions. An automobile is a bulky affair and requires room not only in the streets, but for housing and repairing. It cannot afford the occupancy of very expensive land but it has easily fitted into a natural resting place, a sort of "no man's land" between the thickly-settled and the near suburban districts, not only of Boston, but of pretty much all the cities of size in the country.

Boston has long boasted the attractiveness and relative importance of her suburbs. The auto has taken them in hand and given them an impetus in part by reducing the strictly urban population. The phenomenon of the Back Bay ultra-fashionable section having become almost paralyzed and its residential building reduced to almost nil in the past few years, is largely attributable to the automobile. The individual who can afford a Back Bay house can afford a comfortable motor car, and in four cases out of five he will prefer half an hour's driving or being driven in one, to ten to fifteen minutes in a crowded trolley, and half an hour will take him ten or more miles into the country, to, say, Wayland or Dover. From the nearer suburbs such as Brookline, Newton, Milton or West Roxbury, the motor ride is only too short for the auto enthusiasts who make up more than half the population. As a consequence of this the motor car has lured the surplus prosperous out into the suburbs, and, while checking the normal growth of the Back Bay, has settled itself into the void it has preserved. All through the stagnant period of the great war when no building was going on elsewhere, garages and auto service, storage and sales buildings were going up in the outer Back Bay section.

Expansion Began Early

Ten years ago, when there was less than ten per cent of the present number of automobiles in the country, a line of salesrooms on the westerly half of Boylston street was all that seemed necessary. The auto car was still hardly considered seriously by many people. Those who predicted its loss of popularity as had been the case with the bicycle in earlier years were common. It had already outgrown its contracted quarters and expansion began.

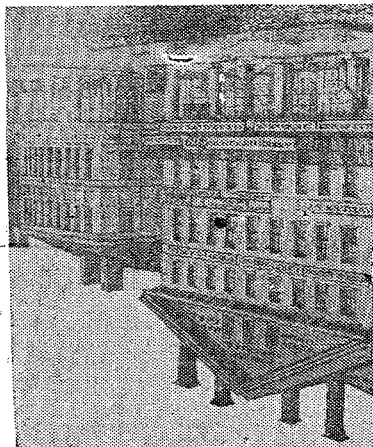
At first in a "spotty" sort of way several buildings for salesrooms sprang up around the Cross Roads, near the junction of Beacon street and Commonwealth avenue. The important Packard Company took a jump a mile beyond into Brighton Garages were built here and there, on Park square, on Lansdowne street, near the baseball field, etc. The work went steadily on. The long vacant stretches of Beacon street, Commonwealth avenue and Brookline avenue were invaded, and, regardless of a period of several years of relative depression in real estate before the war and of the war itself, work has continued steadily until now practically all of the main street frontages of these three arteries are taken up by automobile concerns out so far as where they are strong.

*Journal
Dec. 1919*

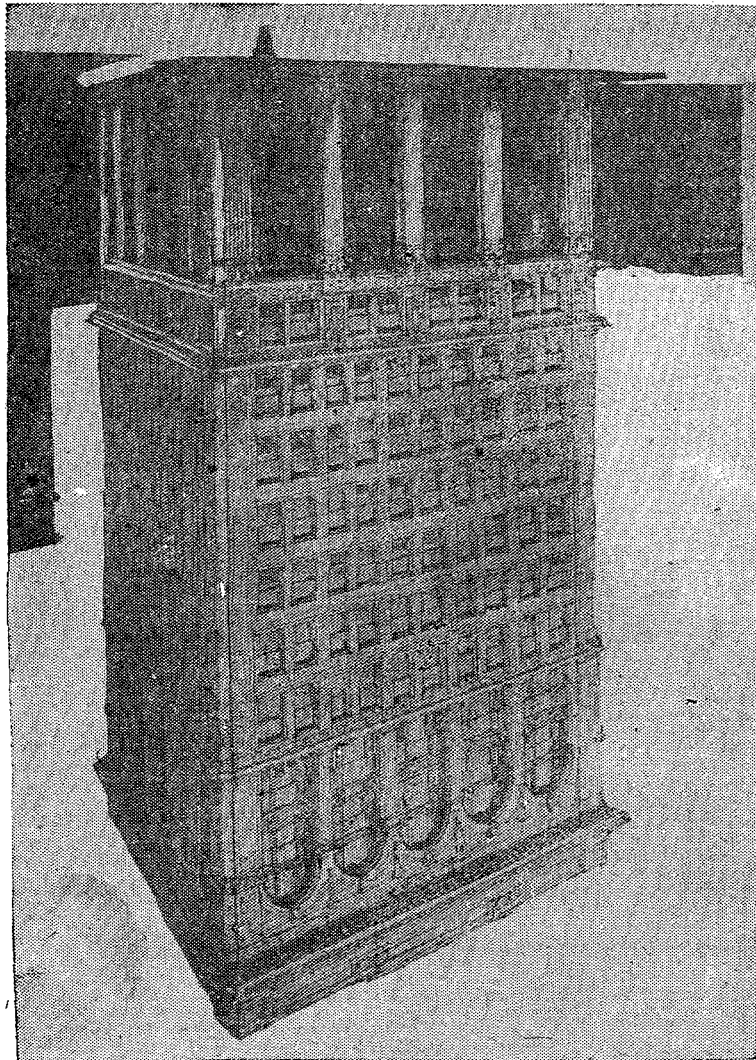
Bishopal Charles Chassey and those who heard him preach on "Social Service" say he looked like a bishop somewhat robust and sturdy for a gentle shepherd of souls, but nevertheless a very capable preacher of his message.

While talking with an old resident of Boston the other day he spoke of having read with much interest in the "Little Walks About Boston" about Sir William Phips, one of the Colonial governors, whose residence was at the North End. "There was one interesting story about Governor Phips that I remember reading about when a boy and I think it was in the reading books used in the schools," he said. "This was to the effect that when his daughter got married Phips made her wedding dowry the weight of the young woman in silver. As she was of substantial build this amounted to a considerable sum for those days, according to the story. While I cannot vouch for its truth the yarn was a good one anyway."

Dear Observant Citizen—One day this week while riding in from Haverhill it was my misfortune to ride in some coaches which had been changed over



PROPOSED BANK BUILDING TO BE ERECTED SOON. It will be built on the site of the old Rogers building now razed. The proposed structure will be 11 stories high and will be opened in March at an estimated cost of \$600,000



\$600,000 Bank Home on Rogers Building Site

261

New Federal Reserve Bank Will Replace These T...



Pearl Street Frontage, On Which Will Face Main Entrance of the New Bank Building, at Left of Corner, and Franklin Street Front, at Right of Corner

The removal of all of the departments of the Federal Reserve Bank to the new building, when it is completed, coupled with the expensive new building to be built for the street are almost certain to cause the financial district to spread within a few years across Post Office square, and will have a great influence on real estate prices.

WHY RUMANIA BASED
 Allies Failed to Help During Hostilities
 Russia Deserted Them, Says One Authority
 After Truce Had to Fight Bolsheviki Unaided
 Supreme Council to Overhaul Austrian Treaty
 London Times-Public Ledger Cable Service
 Copyright, 1919. All Rights Reserved
 London, Aug. 29.—The following statement on the attitude of Roumania at Budapest and towards the Peace Conference has been received from an authoritative Ruman source:
 Roumania, of all the Allies, was completely isolated during the war. Not one Allied unit or battery except from Russia fought on the Ruman front and ammunition intended for her is still in England, France or Archangel or has been confiscated by Bolshevist Russia. First Roumania, and then attacked, Roumania's isolation has continued during the armistice. She has had to hold the Bolshevists in the Dniester while defending herself on July 20 by 100,000 Hungarian troops she had to fight them all alone and to try and disarm them after having beaten them. Roumania does not feel that she can accept those special conditions which the Peace Conference has presented for the protection of racial and religious minorities in the territory assigned to her from the division of the Austro-Hungarian empire. This attitude has nothing to do with the Jewish question as, by a law of December, 1918, the Jews had received all the privileges of Ruman citizenship. Jews had always enjoyed religious freedom in Roumania and no pogroms have ever taken place in this country.
 Roumania cannot follow the lead of Poland, Czech-Slovakia and Jugo-Slavia, which countries after some resistance, have accepted the minorities' conditions. She is an old, established State, whereas the others have only just been established or revived after five centuries of Turkish domination. The Balkan States were under absolute Turkish rule, but Roumania's principalities retained their domestic independence at the cost of many battles. The Turks were never allowed to settle in Roumania.
AUSTRIAN
 Covering Letter
 Paris, Aug. 29.—The covering treaty is as yet probably will be early next week.
 Loring Dreyfus
 D. Connor have
 can members of
 sion, which will
 repatriation of G
OVERHAUL
 Based
 of Bulgarian
 Paris, Aug. 29.—
 Austrian treaty
 between Rumania

BOSTON MOTOR TRADE

\$3,000,000 EXPANSION

TO provide accommodations for the rapidly expanding motor vehicle trade in Boston, a veritable building boom is in progress in that section of the city, along and in the vicinity of Commonwealth avenue, west of Massachusetts avenue, of which the motor trade virtually took possession several years ago. Sales and service quarters, warehouses and garages of an estimated value of \$3,000,000 are now in process of construction, or have just been completed, and still other buildings are projected and will be started soon. The bulk of the new construction is along Commonwealth avenue beyond the Cottage Farms bridge, which seems destined to become the motor vehicle centre of the city.

This building activity, at a time when costs are so high as to deter many from undertaking expansion, is forced upon the motor vehicle trade by necessity and, for the most part, the occupants are to be old concerns which have outgrown their present quarters and who are compelled to obtain more commodious homes, in which their businesses can be carried on more advantageously. There also is a considerable demand for quarters by new companies, many of which are entering the business with agencies for cars and trucks, which have not heretofore been represented in Boston.

Best in the Country

In the construction of these new buildings every advanced idea in motor vehicle sales rooms, service stations and garages has been incorporated and Boston will have some of the finest structures of the kind in the United States. Much attention has been paid in the designs to the provision of sales rooms in which cars and trucks can be displayed to the best advantage in attractive surroundings, the trade having learned that there is much advantage to be obtained in sales in having the goods displayed in a setting that a few years ago would have been considered entirely superfluous.

Fully as much attention also has been devoted to the planning of the service stations, with two ideas primarily in mind. One is to provide the utmost of facilities and equipment for the proper and speedy handling of work upon customers' cars; the other to offer to customers easy access to the service station and the assurance of prompt and satisfactory completion of the work to be done. In the design of the warehouse portions of these new structures experience has taught numerous methods which the receiving, storage and

shipping of vehicles can be conducted with economy and despatch and these things have been incorporated in the plans.

Noyes-Buick the Largest

The largest structure that is in process of erection is the big building on the north side of Commonwealth avenue just beyond the Cottage Farms bridge that is being erected by the Noyes-Buick Company, the wholesale distributor in New England of Buick cars and G. M. C. trucks. This building was planned after careful and comprehensive study of motor vehicle buildings throughout the country. It will include large and attractive show rooms for both cars and trucks, offices and receiving and shipping quarters, but the bulk of the space will be devoted to the storage of new vehicles for the New England retail trade. The Noyes-Buick Company buys in large quantities from the factory and distributes to the various dealers throughout its territory. When the new building is ready there will be space for the storage of hundreds of vehicles, which will assure speedy supply of the needs of the trade.

New Houses for Dodge and Hupp

The vicinity of Braves Field is the scene of great building activity, and more than a million dollars' worth of buildings are going up there or have just been finished. The new home of the Henshaw Motor Company is in this locality, and it has progressed so far that it will be occupied within a few weeks. This building will be devoted entirely to sales, delivery and warehousing of Dodge Brothers' vehicles, the service station remaining in its present location in Alston.

Near at hand is the new home of the Hall Motor Company, which handles the Hupmobile, and is now located on Commonwealth avenue, near Beacon street. Adjoining the Hupmobile building is another, which has not yet been finally leased, and next to that a large building is to be started right away. Several stores and service stations recently occupied in

Great Building Activity in the Commonwealth Avenue Section to Provide Sales, Service, Garage and Warehouse Accommodations for the Rapid Development in the Car and Truck Business — Several Long-Established Concerns to Have New Houses and Others Are Planning to Build

By CHARLES F. MARDEN

this section represent an investment of fully \$500,000.

A Model Service Station

Also in the vicinity of Braves Field is the new service station of the Boston Buick Company, which will cost upwards of \$200,000. This is to be finished in about a month and will be devoted exclusively to service. The arrangement of the interior has been made so that a very large number of cars can be handled quickly and with the greatest convenience to the owners. Attached to the Buick station is a large field that will include a test track and an athletic field for the employees.

For Chalmers and Maxwell

Among the other new buildings in process of construction is the large future home of the C. E. Fay-Allen Company, distributor of Chalmers and Maxwell cars, which is to be on Commonwealth avenue, at St. Mary's street, about two blocks further out of town than the present Chalmers-Maxwell salesroom. The new building will house the sales and service, as well as the storage and delivery departments of this company. There will be a commodious sales and show room on the Commonwealth avenue front, and the upper floors will be largely for service. In the rear of the C. E. Fay-Allen Company is another large structure, which is shortly to be occupied in part by an annex to Merry's garage and in part for sales and service purposes. There will be several show rooms on the Commonwealth avenue side of this building.

Still another new building that has just been started is on Commonwealth avenue at Amory street. The foundations and the first floor are in and when it is completed it will house motor vehicle agencies, a probable occupant being the Atlantic Auto Company, the local distributor of the Liberty car.

Cadillac to Build Later

Within a short time it is likely that work will be started upon a new home for the Cadillac Automobile Company of Bos-

ton, which for a large tract of land. Plans have been made which in completion will rival any similar project. Just when construction has not been determined, the company is growing and expansion cannot be

Cousens Wharf Project

Building project for several other streets and only this week the property has been acquired. Doubtless will exist for motor vehicle trade property long occupied by the Cousens Coal and Ice company, at the intersection of the street and the wharf, which contains 100,000 square feet of frontage on the waterfront, excellently adapted for retail purposes, both for a property has been secured which has been the head.

Construction Elsewhere

While the bulk of the construction is in the Commonwealth avenue section, in other localities, there have lately been buildings on the street in the Fenway section, motor car salesrooms. There is a new building, notable for its 250,000 square feet of space on Charles street, Cambridge bridge, which is a feature in the South.

A Greater "Auton"

So rapidly is it growing in Boston, it is possible for the quarters large enough now doing business in different places, with a locality, used car sales, delivery quarters, show rooms scattered about the city. A room can be obtained as a wasteful building that is very general affair that will house all roof.

It is apparent that the trade outlet for the automobile industry, and the expansion of the industry and greater activity of construction along the avenue toward

Manuscript Oct. 23, 1919



New England Mutual Life Insurance Company Acquires Building at 95 Milk Street From Federal Reserve Bank, Which at First Intended to Use the Property Itself

Transcript - Nov. 14/1919-

New John Hancock Building Sold



Massachusetts Trust Company Associates Buy the Valuable Office and Banking Property at Franklin, Devonshire and Federal Streets

THE most important real estate transaction for the week is the sale by the Park Square Real Estate Trust—W. J. McDonald, J. Sumner Draper and Mark Temple Dowling, sales managers—of the new John Hancock Building at 120 Franklin street, 186-200 Devonshire street and 43 to 55 Federal street, to The Massachusetts Trust Company Associates, Edgar R. Champlin, W. J. McDonald and Fred P. Hayward, trustees. This trust has been formed on a basis of capitalization of \$4,000,000.

The property has large frontage on Franklin street, extending from Devonshire to Federal streets, and has an assessed value of \$3,095,000. It consists of a ten-story general office building, one of the finest of Boston's office structures. The main floor is occupied by the banking rooms of the Massachusetts Trust Company, E. H. Rollins & Sons, bankers; Standard Sanitary Manufacturing Company, and the Library Bureau. Parts of the upper floors are utilized by the John Hancock Mutual Life Insurance Company.

The purchase was made not only as an investment, but as a means of protecting the bank's location inasmuch as the de-

mand for property in this particular locality has been exceedingly active during the last few months. Part of the main floor will be remodelled to facilitate the handling of the increasing business of the Massachusetts Trust Company.

The Massachusetts Trust Company was organized about five years ago with assets of three and a half million dollars. Today their total assets are more than fifteen million dollars, showing a net increase of 400 per cent. The directors recently voted to increase their capital stock from five hundred thousand dollars to one million dollars.

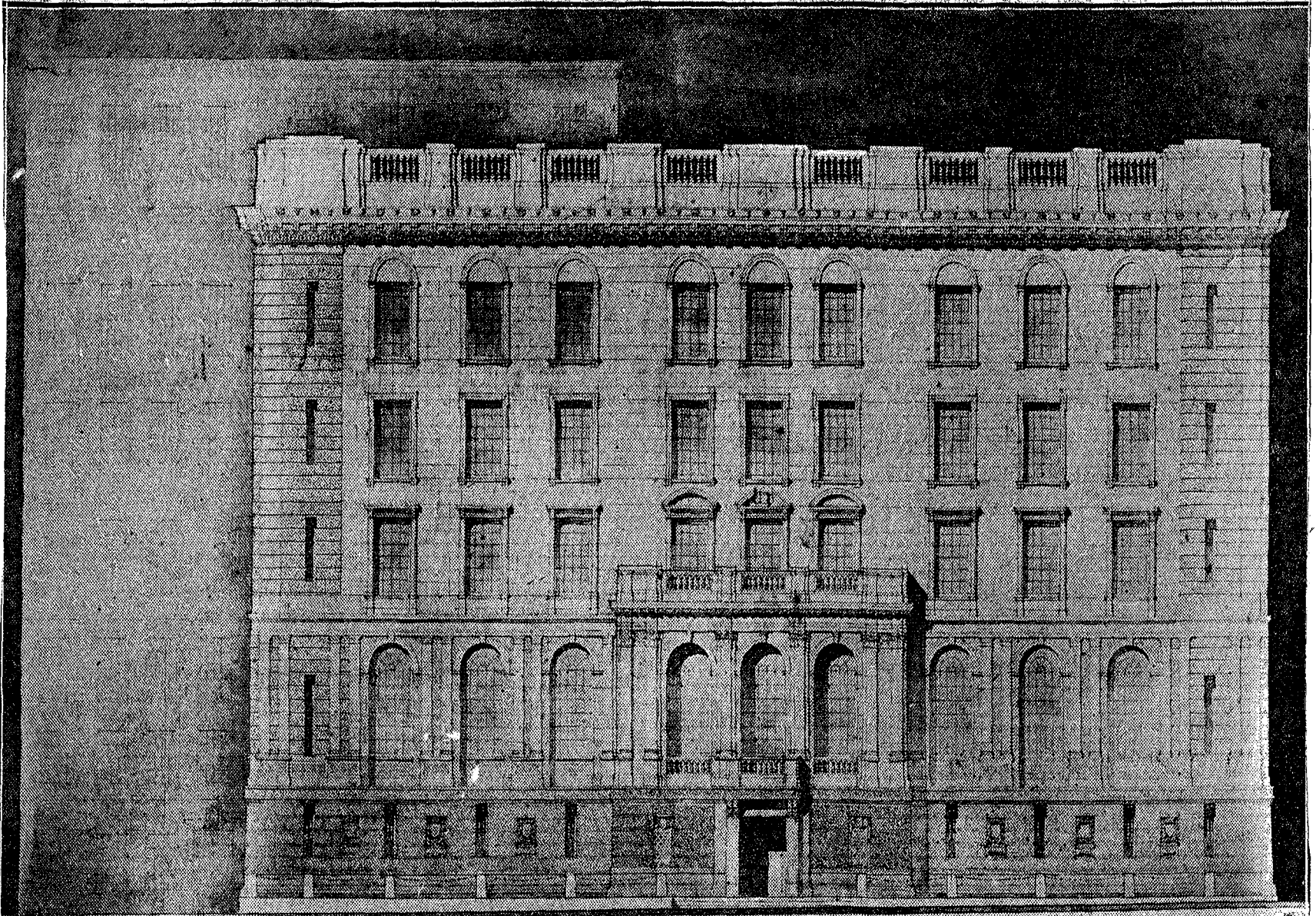
It has been decided to change the name of the building to the Massachusetts Trust Company Building, which will enable the John Hancock Mutual Life Insurance Company to name its new building the John

Hancock Building without fear of having it confused with the downtown building now bearing the same name.

With the change in the ownership of the John Hancock Building, every piece of property in the block bounded by Milk, Franklin, Devonshire and Federal streets will have been sold during the last four months—the First National Bank having purchased the Equitable Building, the Master Builders' Building and the oldest portion of the John Hancock Building, which comprises all the property in the block with the exception of the newer portion of the John Hancock Building.

The entire block contains 55,235 feet—of which 33,251 square feet are owned by the First National Bank and the balance by the Massachusetts Trust Company Associates. According to the reports made at the time of the purchase the First National Bank has plans to construct an eleven-story building which will occupy the entire area of their purchase. It can be readily understood just what such activity will mean to real estate values in this vicinity. The Massachusetts Trust Company Associates was organized through the office of W. J. McDonald.

Government's Newest Stronghold in Its Financial Fortifications



In This New Federal Reserve Bank Building, to Be Erected on Pearl, Franklin and Oliver Streets, the Architect, R. Clipston Sturgis, Has Wrought Fundamentals That Depart From the Conventional, to Give Added Security

Dr.

Cash.

Rent Advances in the Market Section

Fifteen Per Cent Increase in Faneuil Hall and Thirty-Five to Forty Outside— Rise in Values Will Follow

By J. Murray Howe

THE Industrial Conference Board reports the following increases in living costs of American families in the last five years:

All items.....	\$22-10%
Food	92
Clothing	135
Shelter	38

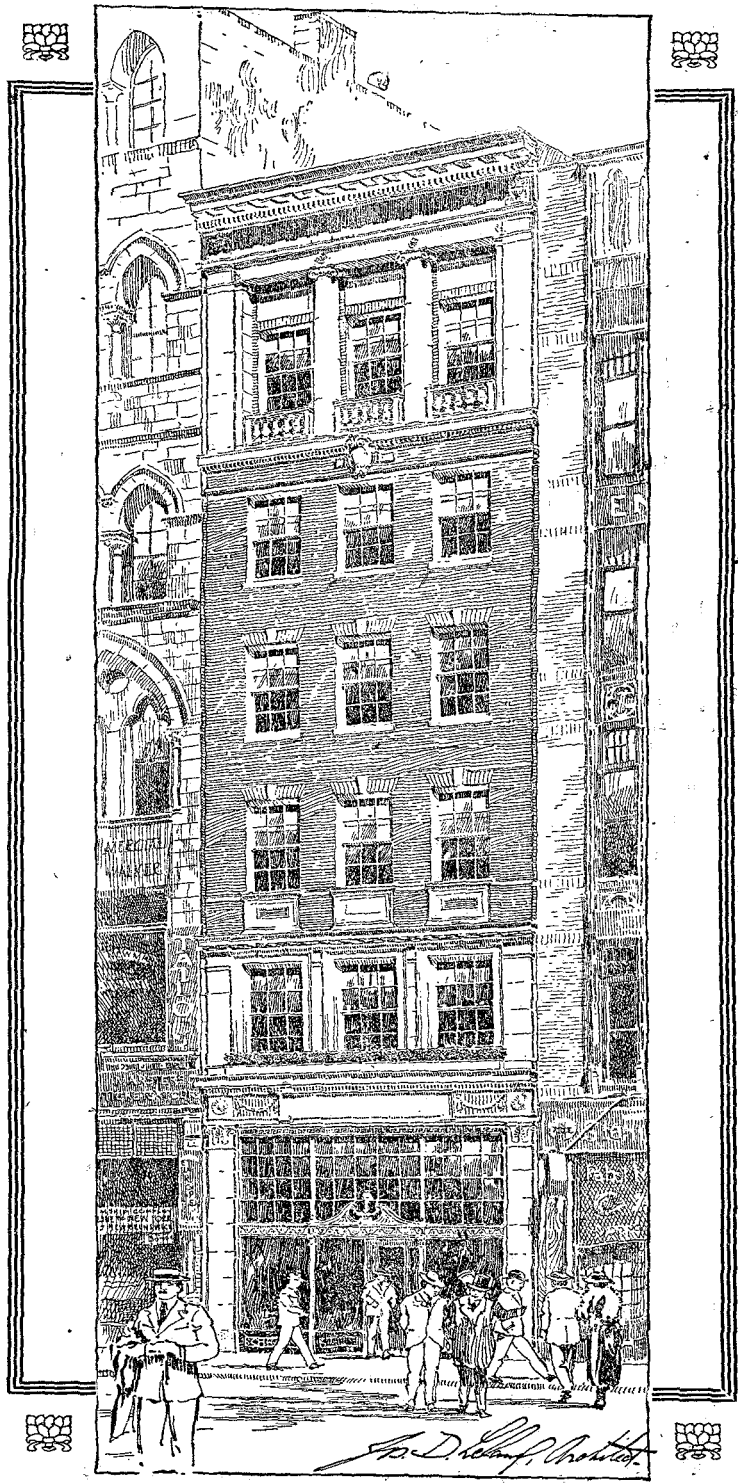
It further finds that food cost is 42 per cent of the family budget, clothing 13 per cent and rent 18 per cent. As these figures work out, if a family spent \$2000 in 1914, the increase would be \$1844. Of this increase \$791.20 is for food, \$351 for clothing and \$136 for rent; (the balance for all other items). One is immediately impressed with the fact not only that rent is a relatively small item, but also that it has gone but a short way toward parity with commodities. Notwithstanding this, various apologies for rent advances have appeared in print with argument based on increased cost of labor, taxes, insurance, fuel and supplies. While these things are a material factor, they are not the main one, to wit, that the landlord must live as well as everybody else, and with his own food and clothing up about 100 per cent, he is entitled to as much advance in price as the butcher, baker and tailor, while so far he has got less than half their advance. To put it in another way, he is getting less than 40 per cent more than formerly, and all that he does get is in dollars worth half as much as formerly. It has recently been announced that the city has advanced the rents in the Faneuil Hall markets 15 per cent, giving ten-year leases all around. Most of the stalls are used as accessories to a wholesale, as well as for a retail, business, and are for the former an invaluable advertising agency with the many thousands of people passing through the markets daily. The holders must thus have a 50 per cent share of the profits with the 92 per cent advance in food prices. Presumably this margin of profit is at most of no less percentage on the present \$1.92 worth of produce than on the former dollar's worth.

The writer holds no brief against the market man, however, but presumes that the drygoods man and clothier, the tanner and the shoemaker, the jeweler and the fur dealer, the movie man and the automobile dealer, and many others are receiving some profits similar to those of the market man.

The most interesting fact in relation to these city market rents is that they appear to have no particular relation to surrounding ones in the market section, in which, with very few exceptions, when leases have run out lately, the advances have been at least thirty-five per cent or forty per cent. These market stalls even at the fifteen per cent advance only bring something like \$600 a year for a single stall or \$1200 for a double one. Even in a single stall, a very large business may be done running into hundreds of thousands of dollars, and what is obtained for them is a wonderful comment on public ownership. It appears by the city reports that certain gentlemen of unquestioned character who were all real estate men were employed to report on these rentals and advised the fifteen per cent advance in a report made six months ago, but only just acted upon. During these six months a sharp advance in commercial rents has been realized all over the city as well as elsewhere, one that private owners have taken advantage of. With so clumsy an affair, as a city government perhaps it was impossible to do the same.

Be this as it may, these already low central market rents have undoubtedly had a retarding effect on those in the surrounding area known as the market section. Nevertheless, the section being crowded, rents are rapidly advancing there, and the sales during the past year have been greater in number and value than for many years past, a fact which indicates confidence in further rent advances. The fact that almost all of the many sales in the area have been to operators, the men who are best informed as to coming rents or values, indicates almost to a certainty a material further rise in rents in this section if nowhere else, and a further rise in rents of course means a further rise in values.

The Baby of Newspaper Row



Building to Be Erected by Miss Martha C. Codman at
250 Washington Street

Manuscript - Jan. 19 - 1920

Bedford Building Under New Ownership



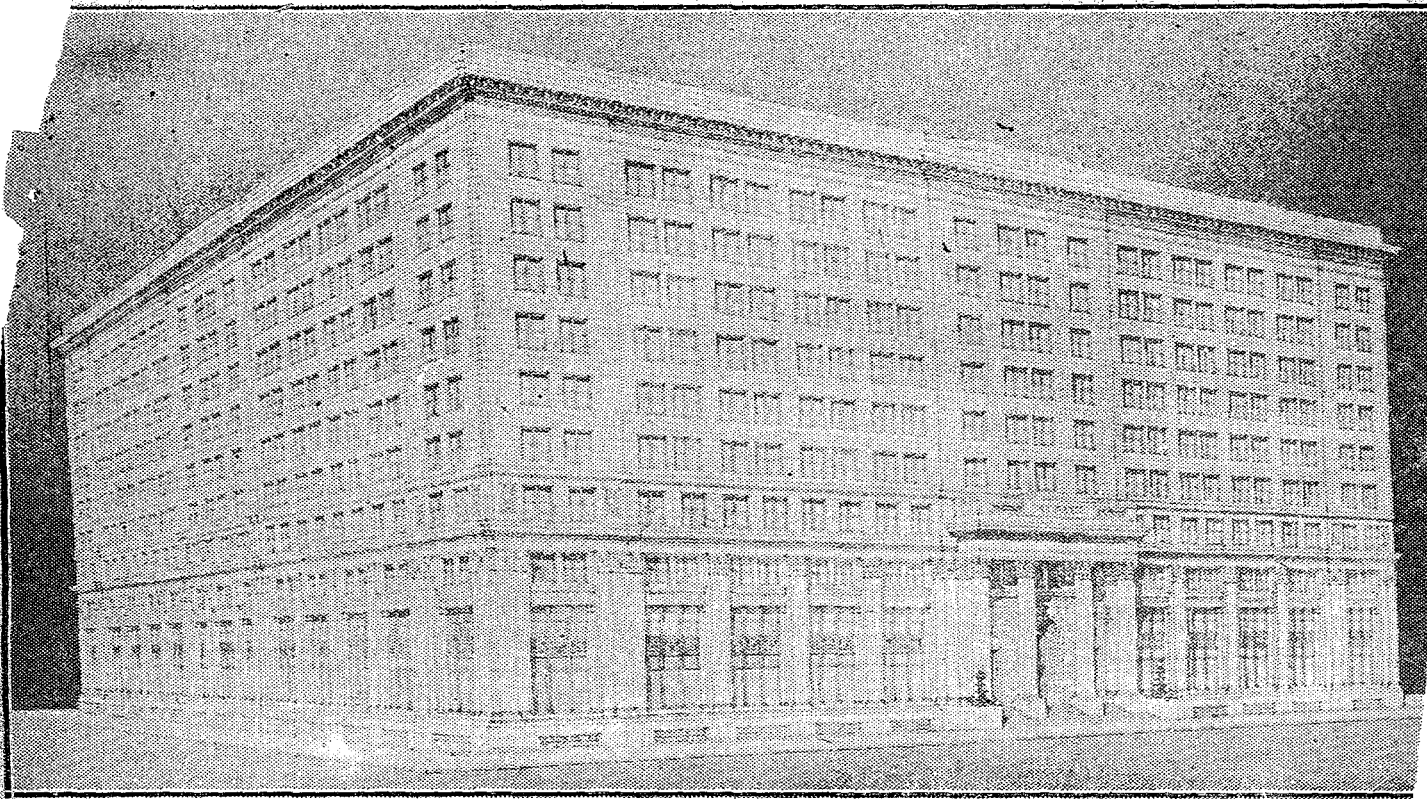
Well-Known Property in Wholesale Shoe District Bought by Alonzo W. Perry

FRED HOLDSWORTH and Robert D. Farrington have sold to Alonzo W. Perry of Rockland the Bedford Building at 89-105 Bedford street, and 8-17 Lincoln street. This property, one of the largest improved parcels in the wholesale shoe district, comprised 16,439 feet of land

covered by a six-story office building, with passenger elevators and modern conveniences. The dimensions of this parcel are as follows: 147.69 feet front on Bedford street, 124.84 feet on Lincoln street, 110 feet on Columbia street. It is assessed at about three-quarters of a million dol-

lars. The building is occupied by many prominent shoe concerns and other affiliated lines of business. The purchaser will make extensive alterations to the building, and is to hold the property for investment. C. W. Whittier & Brother were the brokers in the transaction.

Home an Innovation in Achitecture



(Designed by Thomas & Rice, Architects)

Ten Years From Now It Is Expected That the Growth of the Business Will Make Necessary the Completion of the Entire Building

of the main building-son they have been style as the main ns, a public exhibi- held this afternoon ng at the Old Tech. if Professor Emerg- ing measures 250 by r is sixty by ninety landmark in that

by features of the it is that the foun- enough so that it ried up to ten rge the tower with e part of the struc- y will serve for a neight of the entire

emplates furnishing odation of the com- xt ten years or so. be erected higher all

a Half

FORN

being about 1400; a law library, conference rooms and offices for the executives. The most striking feature of the interior of the great building will be an immense "workroom" on the main floor, 250-foot square and containing nearly an acre and a half of floor space. It will be far larger than any office room now in use in New England. It will accommodate from 800 to 1000 employees.

In the basement will be the company's large printing plant and supply department. At present these are housed in a building on Atlantic avenue.

Will Front on Clarendon Street

The building will front on Clarendon street, with an attractive entrance having

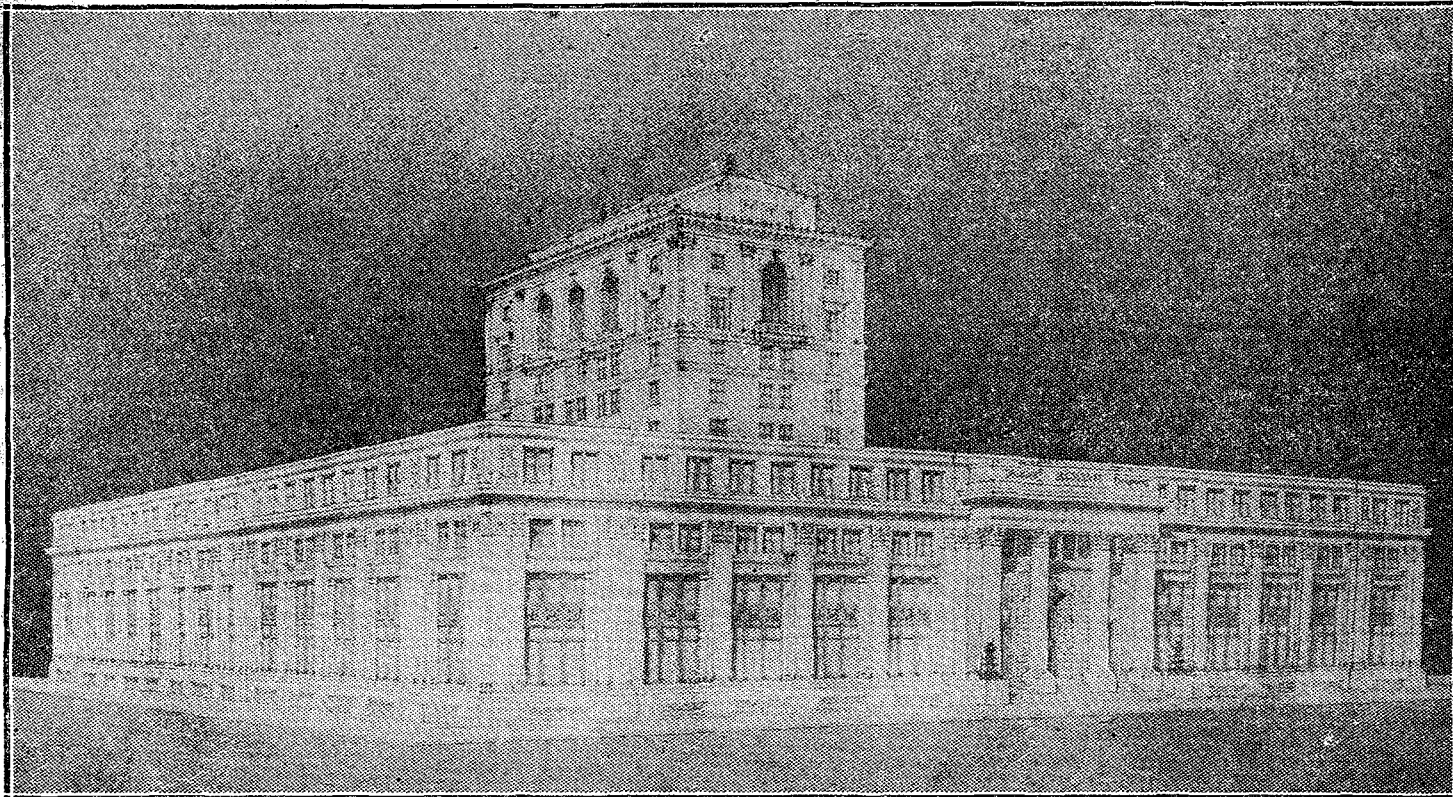
large pillars at each side. Along the facade are flat pilasters, and on all sides every inch of space possible has been devoted to windows, without sacrificing beauty of design. The building will set back twenty-two feet on the Clarendon street side, twenty-five feet on St James avenue, and fifteen feet on Stuart street, to provide for possible widenings by the city and a fair margin of setback afterwards. Seven thousand wooden piles will be driven for the foundation, on account of the land having been a part of the filled-in section of the Back Bay. Careful preliminary borings were made long ago and it was found that the piles would make a very secure foundation even for so large a structure and the expected completion later of the whole up to the building limit.

The tower will be banked by four light wells, about sixty feet square each, and these will be lined with white glazed brick. The wells will go down to the top of the main floor, where there will be roofs of glass letting in a flood of light from overhead. When the building is carried up to 125 feet eventually, the light wells will continue up with it, thus giving the best of light all around in the offices which now all of the way around the outside of the building. These offices will connect with the central tower portion of the building by means of passageways between

building and to clear the remain- company's land in the block, to brick dwellings extending all the St James avenue from Berkeley don street are to be removed. Af- ing is built it is planned to ha street built across the lot from avenue to Stuart street directly with a ramp going down to t from each side. What the c do with the remainder of the 218 feet back to Berkeley st feet wide between St. James Stuart street—has not been d may be sold, as it is consid- lent and easily marketable erty. The whole block co 3½ acres.

a room for the ne

John Hancock Insurance Company's N



(Designed by Parker, Th

The Company Will Immediately Build This Unit, with the Central Portion Carried Up to the Legal Limit of 125 Feet

AN unusual course has been followed by the John Hancock Mutual Life Insurance Company in settling upon the architect for the large "home office" building that it is to build on the land that the company acquired in the Back Bay more than a year ago—the block bounded by Clarendon, Berkeley and Stuart streets and St. James avenue.

About a year ago the company had a study made to ascertain how long the present building bounded by Franklin, Devonshire and Federal streets would serve to house the company's home office provided all of it was occupied by the company and the growth continued at about the current rate. The inquiry showed that the present quarters would be entirely inadequate, and a decision was quickly made to go ahead with a new building. The building programme was placed in the hands of a committee comprising Walton L. Crocker, chairman; Charles F. Ayling, George S. Smith, Fred E. Nason, secretary of the company; Edward F. Woods and J. Albert Cole, secretary of the committee. This committee secured the services of Frederick A. Waldron of New York as engineer-in-charge to plan for the most efficient use of the interior arrangements.

While the company wanted the "inner

workings" to be the most efficient possible, it also desired to cover the working skeleton with a skin of beauty and for this purpose set about the selection of the architects in the most careful manner and one for which the company is being commended by all of the leading architects. The architects were faced with rigid requirements to furnish all possible light and yet to confine themselves to merely covering with the "outer skin" the work laid out by Mr. Waldron.

The committee interviewed twenty-two architects, selected five from whom they sought plans to be submitted in competition. The plans were submitted under keys and without names, in accordance with the rules of the American Institute of Architects, so that it was impossible for the "jury" to know from whom they came. The committee had employed Professor William Emerson of Technology to serve as professional adviser in connection with the plans by the architects, and the jury which judged the designs comprised: Stephen Codman, formerly of Codman & Despradelle; Professor John H. Humphreys, professor of design in the Harvard Architectural School, and Robert P. Bellows of Bellows & Aldrich, architects.

When the five contestants had submitted their work the designs were looked over and one—that of Parker, Thomas & Rice of Boston—was unanimously selected. Then the directors looked the designs over, without knowing of the judges' decision,

and without knowledge of the architects' names, and they, too, picked the same design. The contract for the new building has been awarded to L. P. Soule & Son Co., the same firm that is to supervise the building of the new Federal Reserve Bank Building, and work on the excavation was under way today.

Tower Will Be a Landmark

The successful design contemplates a building of four stories with a high basement, having a central tower rising ten stories to the full legal building limit of 125 feet. The main building will rise about sixty feet above the sidewalk and, with the tower, will be constructed of Indiana limestone, probably of the buff color used in the R. H. Stearns Company's store and other well-known business buildings. The architecture is of renaissance and is very attractive without being too ornate. It is worthy of note that the three upper stories of the tower are the only ones that can be seen from the neighboring streets be-

cause of the great height, and for this reason treated in the same building in the design of which is believed in the Rogers Building under supervision of son. The main building is 250 feet and the tower is 125 feet and will make a section of the city.

One of the notable buildings about to be erected are to be a building of five stories, 125 feet and it as an indistinguishable structure. The tower in a few years to mark it building.

The first unit of room for the company only for the then the building will be around.

One Room of an Acre

The toilet and lavatory in the central part will provide for fifty elevators will run up and down the others will be used for building office, for a meeting hall, with a fine vaulted kitchen for the

A new home for the Boston Chamber of Commerce, which will be one of the finest structures in the downtown section of the city, will be erected if the 5000 members of the chamber vote favorably on a referendum sent to them today by the board of directors. The cost of the land and building will be approximately \$4,000,000. The referendum embodies the report of a special committee named by the directors, including Charles F. Weed, chairman; Henry I. Harriman and Louis K. Liggett all former presidents of the chamber, who have for several weeks past investigated the proposed project with a view of selecting the best available site and most suitable type of building.

The building will be erected at the southeast corner of Federal and Franklin streets on the site occupied by the Channing Building and other structures. It will be either eleven or twelve stories high and will be equipped with every modern office building requirement. The building will adequately meet what is probably the most serious need of the Chamber of Commerce in that it will provide suitable lunch room, club and assembly facilities for chamber members in the heart of the business district, and will be easy of access from the banking, professional and office district on one side, and the wholesale and retail district on the other.

To Have Large Assembly Room

The Chamber of Commerce offices and quarters will be on the upper floor of the building. There will be a large combination lunch and assembly room of about the size of the Copley-Plaza ballroom, capable of seating at least 600 persons at tables and more than 1000 persons when it is used as an auditorium. In addition, there will be a large number of private dining rooms for committee meetings, and a smoking and lounge room.

The building will be in the shape of an L, with 185 feet frontage on Federal street, and 184 feet on Franklin street. It will have a depth of approximately 60 feet on the Federal street side and a little greater depth on Franklin street. All the floors except that occupied by the Chamber offices and assembly rooms will be rented as business offices. It is expected that each floor, with the exception of the ground floor, will have about forty offices. The first floor offices will be larger and will probably be occupied by banking or insurance firms. Exclusive of the basement, there will be 160,000 feet of rentable space in the building.

It is pointed out in the report of the building committee that the shape of the proposed site will permit the construction of a building with practically no space lost in areaways or light wells. The depth of each side of the L is said to be ideal for an office building. Building experts declare that few buildings in Boston utilize as great a proportion of their sites and at the same time command as great an amount of light as will be the case in the proposed Chamber building.

Finish Building by September, 1921

The referendum on the building submitted to Chamber members will close Feb. 20. At that time the ballots will be counted. If the Chamber members approve of the project it is intended to proceed with the construction of the building as speedily as possible. It is the hope of the directors of the Chamber that the building will be ready for occupancy one year from next September.

Negotiations for the sale of the property were conducted through the real estate firm of Hayes & Welch, representing the owners of the land.

In its report to the directors, the special building committee states that the new building would make the Chamber of Commerce a more effective agency for accomplishing the purposes for which it exists, and that the structure would be a beautiful and enduring monument commemorating the fundamental importance of the business interests of the city.

"The present Chamber of Commerce Building," the report says, "was completed in 1892, primarily for the purpose of furnishing a suitable trade room, with office conveniently adjacent thereto, for firms dealing in grain, flour, hay and allied products. The trade room, we are informed, is the best grain exchange trade room in the United States. It and the building in which it is situated are well adapted to the purposes for which they were erected; but they were not designed with a view to meeting the needs of the present-day commercial organization, and do not, either with respect to location, character of building or arrangement of the interior, meet the requirements of a modern, up-to-date Chamber of Commerce.

Will Increase Usefulness of Chamber

"For a long time there has been a generally expressed desire that the Chamber should have new quarters of such character and so situated as to make them a fitting and convenient home for the business men of Boston and New England who constitute our membership. As long as four years ago a special committee of the Chamber reported that they were convinced that a new building, centrally located and equipped with a lunch room and club facilities, would increase the usefulness of the Chamber to Boston and New England, and to its members." The entrance of the United States into the world war, the scarcity of materials, and the great need of steel for war purposes, led the committee to conclude that it was inadvisable for the Chamber to proceed with the construction of the building at that time.

"The chamber needs a building which will in fact as well as in theory, be the home of its members. The distance to the present building from the office of the average member, and the lack of transportation facilities between their offices and the present building result in only a comparatively few members of the chamber ever coming to it. It is a good building for the purpose for which it was built; but it is not a satisfactory home for the members of the chamber.

Your committee believes it advisable to construct a modern office building to the full height permitted by law, the Chamber occupying so much of the upper stories as may be necessary, and renting the remainder of the building to business firms. There are some advantages, of course, in a Chamber of Commerce being the sole occupant of a building, but it is enormously expensive, and we believe that the disadvantages outweigh the advantages. The Chamber of Commerce is a business organization, and the most fitting home for it is in our opinion the best type of a modern business block that can be designed. A building of this character, if skilfully planned and executed, would attract tenants of the most desirable class, for in addition to the facilities which it itself furnishes, it would be the best known and best advertised building in New England."

After describing the site it has agreed on as the most suitable for the new building, the committee state: "We do not believe that the Chamber could select a site which would better meet its needs, or that would yield as good a financial return. The purchase of the site and the erection of a suitable building upon it looks to us like a feasible and reasonable proposition, and in our opinion it can be financed. It is the best proposition we have seen, and we believe the Chamber should either take advantage of it or make up its mind to wait for five years before getting a new building—and in our opinion it cannot afford to wait for that length of time."

New Life for Long Idle Siegel Building

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Transcript
Feb. 16

Max Mitchell and Others Today Purchased \$6,500,000 Structure Covering Block of More Than One Acre and Will Convert It Into Large Movie Theatre and Other Business Purposes

On This Back Bay Site a New Boston Univers



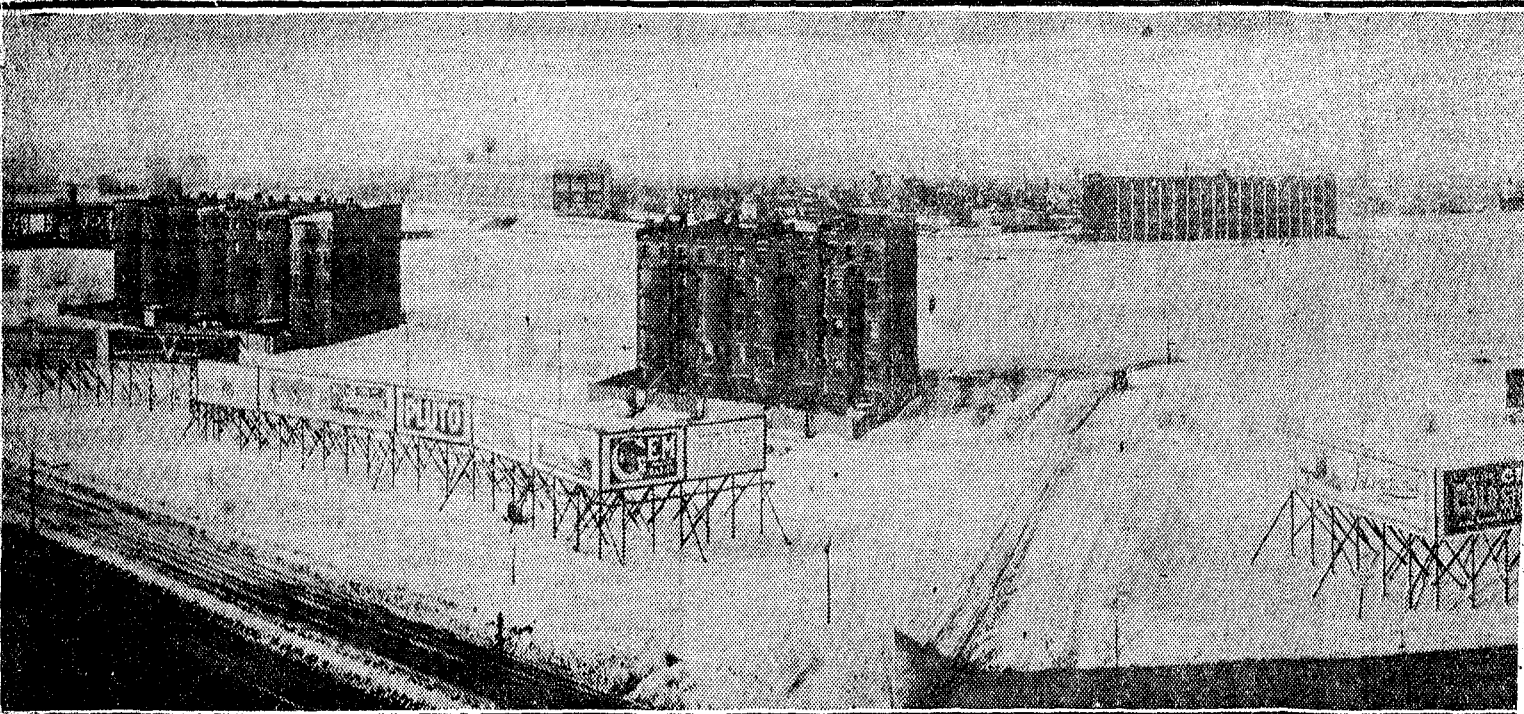
ROSA RA

Dramatic Soprano of the CHICAGO
SYMPHONY HA
 NEXT SUNDAY AFTE

RAISA WRITES OF THE

Mason & Ha
PIANO

'It is without doubt absolutely the m



Cottage Farm Bridge

The Ford Plant

Ashby Street

Gray & Davis

As It Looks From Commonwealth Avenue and the Autom

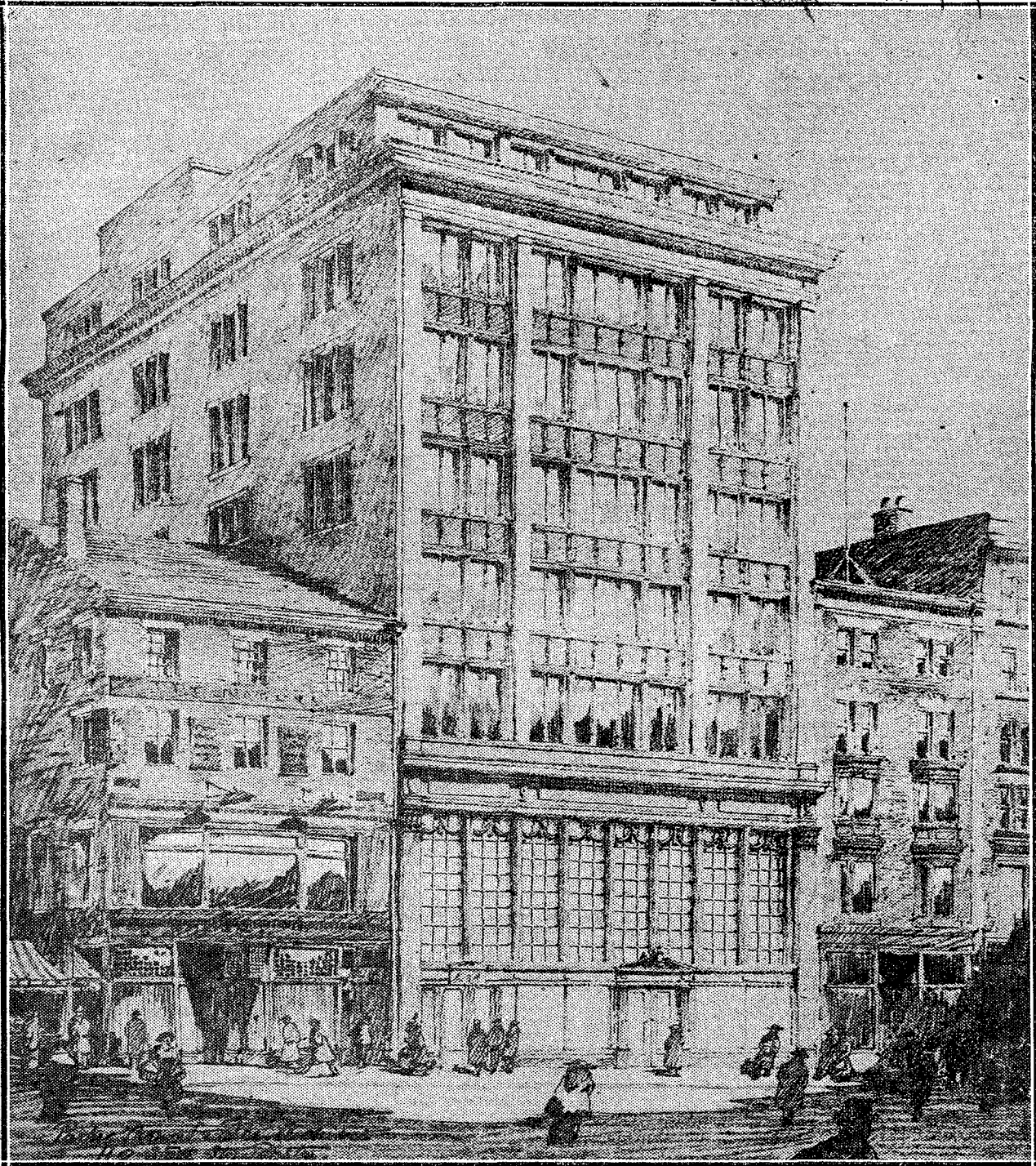
The Property Just Acquired by the University Is of Even Greater Proportions Than Is Here Indicated. It Begins at Granby Street — at the Extreme Right — Takes in the of the Land Now Occupied by the John E. Cousens Coal Yards. It Takes in Everything Between Commonwealth Avenue and Bay State Road. Have Also Been Purchased by the University But Will Not Be Disturbed for the Present. Ultimately, However, the Entire

Cash.

Cr.

Ginter Company Leases 35-41 Winter Street

Indicating - Mar. 6, 1920 -



Reynolds Trust to Build an Eight-Story Structure for New Tenants

December 1921 18.84
Spot 18.84
NEW ORLEANS

	Opening	High	Low	Close
March	16.76	7.13	16.85	16.12
July	16.46	16.87	16.46	16.86

The Imperial Tobacco Company of Great Britain & Ireland reports for the year ended Oct. 31, 1921, net after depreciation, reserve and other charges of £5,827,641, against £5,459,791 in 1920.

after strenuous effort. In 1920 Quaker Oats suffered a deficit of over \$3,000,000, almost wiping out its surplus. In 1921 it came back with a surplus for the year after charges and dividends of \$1,046,000. At the same time the company put its house in better order by reducing inventories over \$6,000,000 to \$8,595,000, and accounts receivable about \$1,400,000 to \$3,523,000. Notes payable were cut down from \$15,295,000 to \$4,900,000. These figures are indicative of the severity of readjustment.

Libby, McNeill	6	5%	5%	5%
Piggly Wiggly	37	36 1/2	37	36 1/2
Stewart Warner	33 1/2	33 1/2	33 1/2	33 1/2
Swift Internat	23	23	23	23
Thompson, J. R.	43	42 1/2	43	42 1/2
Union Carbide	59 1/2	59	59 1/2	59 1/2
Wahl & Co.	66	65 1/2	65 1/2	65 1/2

COPPER SALES AT 12 3/4 CENTS

A sale of 2,500,000 pounds of copper has been made in New York at 12 3/4 cents per pound. This is a new low price on this metal since the war.

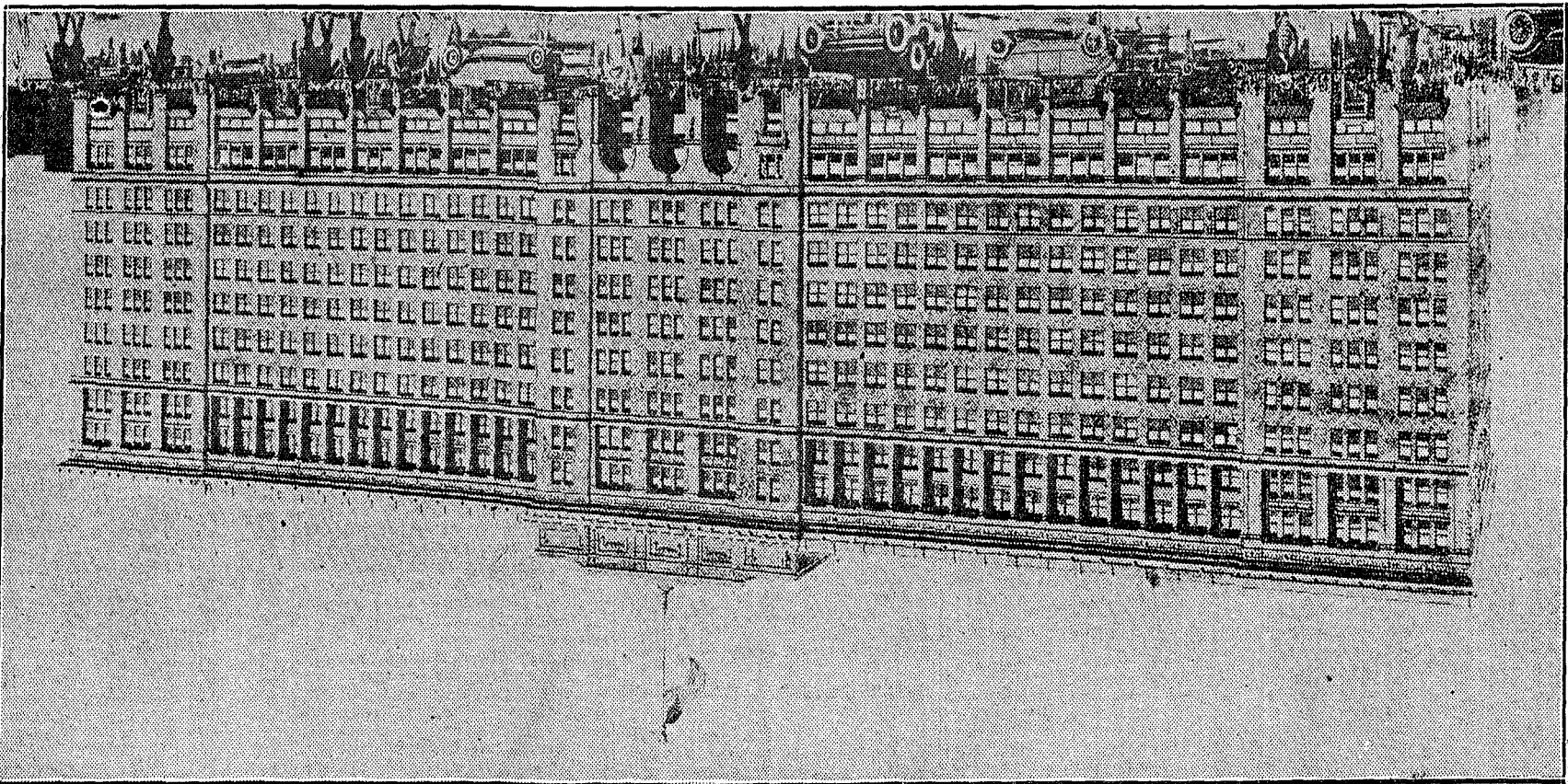
100 Un Verde Extension	28 1/2	27 1/2
150 Verde Cent	4	..
500 Verde Mines	22c	..
50 Yukon	1 1/2	..
500 Y Oil & Gas	20c	..

The Railroad Administration announces that the final settlement of all claims growing out of Federal control has been made with the Wheeling & Lake Erie Railroad for \$440,000.

Railroad's directors: M. L. Bell and M. A. Taylor have been made directors of the Minneapolis & St. Paul Railroad to succeed H. E. Huntington and E. V. R. Thayer. Mr. Bell is a director of the Rock Island Railroad and general counsel of both roads.

Two more Toledo men, W. W. Knight and Charles E. Bunting, have been elected directors of Willys-Overland, Inc., to succeed G. W. Spencer and Jas. E. Kepperley.

Park Square Real Estate Trust Will Build One of the Best-Equipped Office Buildings in the Country



Six Million Dollar Project for Stuart Street Section

BOSTON is to have one of the most modern and best-equipped office buildings in the country, according to an announcement of the trustees of the Park Square Real Estate Trust, Amory Eliot, Charles Francis Adams, Frederick J. Bradley, Edgar R. Champlin and George S. Smith, who have closed negotiations for the purchase of the site. The building will be started at once, and completed before midsummer. When this new thorough-

Cash

273

273

NEW THOROUGHFARE TO RELIEVE TRAFFIC CONGESTION

BOSTON'S traffic problem has become so acute that the board of street commissioners, working in connection with the city planning board, has recommended the construction of a new highway paralleling Washington street.

Such a project would be one of the most important ever attempted in Boston and one that follows naturally the Stuart street development which already has been authorized. The suggestion that the new highway be constructed was made to counter that made by Councillor Watson, that of erecting an arcade along Washington street. The latter order was voted down by the city council.

How Two Experts Regard It

Speaking in favor of the project to construct the new street paralleling Washington street, John J. O'Callaghan, chairman of the Boston board of street commissioners, and Ralph Adams Cram, chairman of the city planning board, said:

"The city council requested us to re-

port as to the advisability and feasibility of widening Washington street from Adams square to Kneeland street by eliminating the present sidewalks in that section and arcading the area specified so it might be used by foot passengers.

"To make a detailed study of this problem so as to give an accurate estimate of the cost would require many months' time, a special force of engineers to make the necessary plans, the advice of a builder and perhaps also of an architect, and a special appropriation to pay for such service.

"Without this study it is possible, however, to estimate roughly what this plan of arcading would cost. The distance suggested in the order of the city council is approximately 3400 feet in length. An arcade ought not to be less than 20 feet in width. This would mean land takings of about 136,000 square feet. At an average value of \$125 a square foot the cost of the land would be more than \$17,000,000. About 160 buildings would be involved, and for alterations and damages to the remainder a further sum of at least \$5,500,000 would be needed, making a total of \$22,500,000.

Arcading Plan Not Feasible

"In the opinion of the city planning board and the board of street commissioners the plan of arcading is not feasible, because the cost is prohibitive and because it would not give sufficient relief to traffic to justify such an expendi-

ture. It would undoubtedly give some relief, which would be apparent for a few years, but if traffic is to continue to grow apace, as it has in the past 10 years, some further costly expenditure would have to be made in another decade.

"That something drastic needs to be done to give relief to traffic in the down-town district is recognized by both the city planning board and the board of street commissioners, and it is recognized also what that something is. Traffic rules and regulations cannot do much more than they are doing now, unless they be made to keep all but commercial vehicles out of the down-town streets during the crowded hours of the day.

Parallel Highway Needed

"What the down-town business territory needs above all else is a broad highway paralleling Washington street connecting the north side of the city with the wholesale territory which lies east of Washington street and which extends to Kneeland street. This parallel highway should begin at Adams square, with Exchange street widened so as to make it uniform in width with Congress street, and it should be carried far enough southerly so as to bring it into close relationship with the Stuart street opening which has been authorized.

"Much of the vehicular traffic troubles on Washington and Tremont streets are now due to the fact that commercial

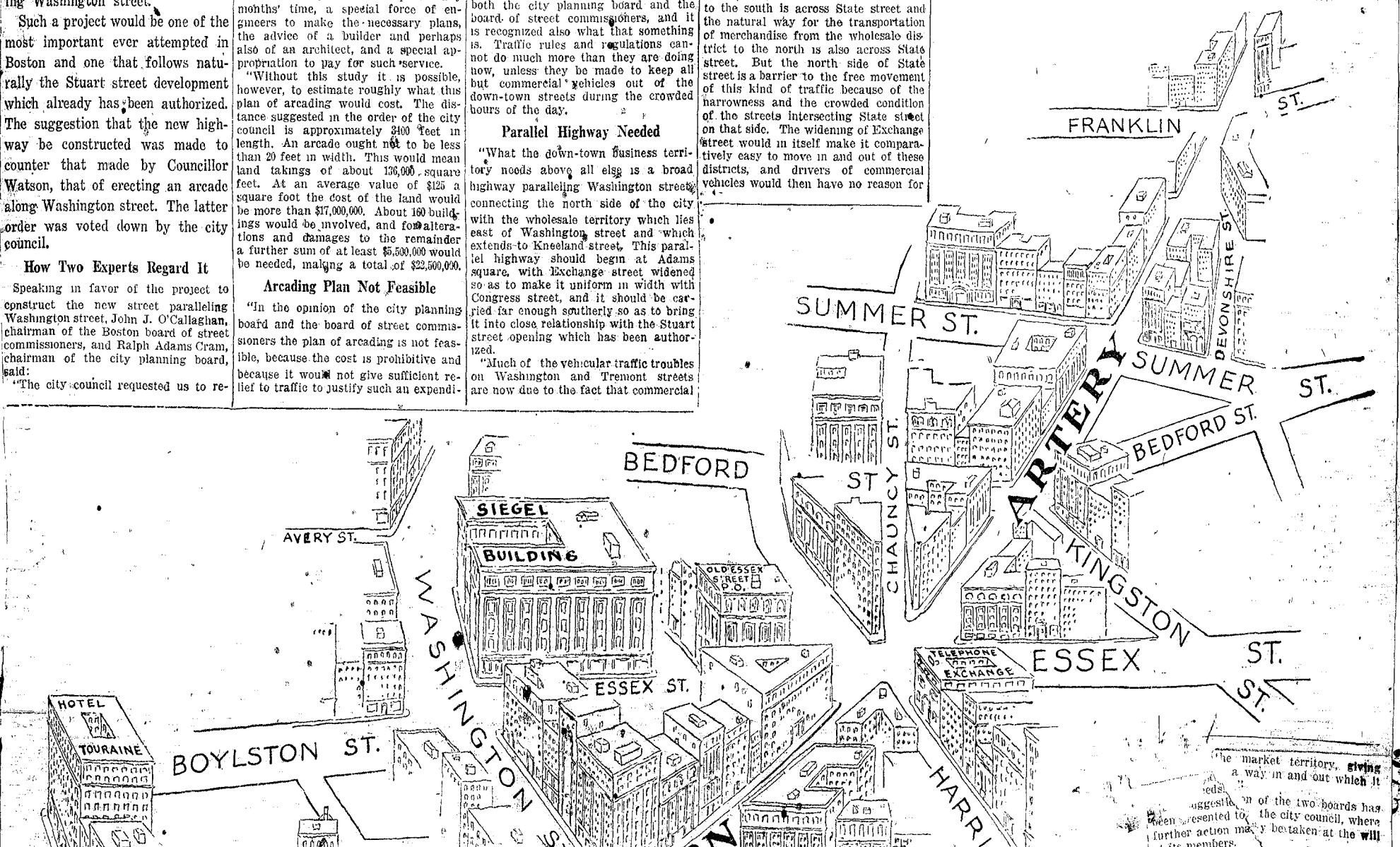
vehicles of all sorts, from small trucks to huge vans, are using these highways as cross-town ways, when they ought to be reserved for a different class of traffic.

"How to divert these commercial vehicles is a problem impossible of solution unless a new way east of Washington street is provided for them. The natural way out of the market district to the south is across State street and the natural way for the transportation of merchandise from the wholesale district to the north is also across State street. But the north side of State street is a barrier to the free movement of this kind of traffic because of the narrowness and the crowded condition of the streets intersecting State street on that side. The widening of Exchange street would in itself make it comparatively easy to move in and out of these districts, and drivers of commercial vehicles would then have no reason for

entering such highways as Washington and Tremont streets during the busy hours as they are doing now.

"The great sum of money which would be required to arcade Washington street would give far better results to the city as a whole if it could be had for other street widenings and extensions. It

would give the relief suggested and it would also permit the widening of Cambridge and Court streets and the making of a new highway from the North station through the West End to join with Cambridge street, near Charles street, if not also the widening of Cross street and its extension to Atlantic avenue



the market territory, giving a way in and out which it needs. The suggestion of the two boards has been presented to the city council, where further action may be taken at the will of its members.

OVER

Manuscript - Mar. 18/1922.



Structure to Have Frontages on High and Matthews Streets

ONE of the important buildings which will be completed during the year is the store and office building to be erected by Loren D. Towle on his lot of land fronting on Congress, High and Matthews street, containing 7192 feet. It is Mr. Towle's intention to rent space to whole-floor tenants and not to divide it into small offices. Applications have already been made by concerns requiring one to four floors each. The main entrance of the building will be on Congress street. This will lead directly to a group of three electric elevators, which will be available for passenger service, and one connecting with the service entrance to Matthews

street which can be used, if desired, for freight and express purposes.

The building will be eleven stories high, steel frame, fireproof construction, with the exterior of selected gray brick and Indiana limestone. Each floor will have a frontage on three wide streets, with unusually large window space. The upper floors will have light and air from four sides. It will be known as the Congress Building.

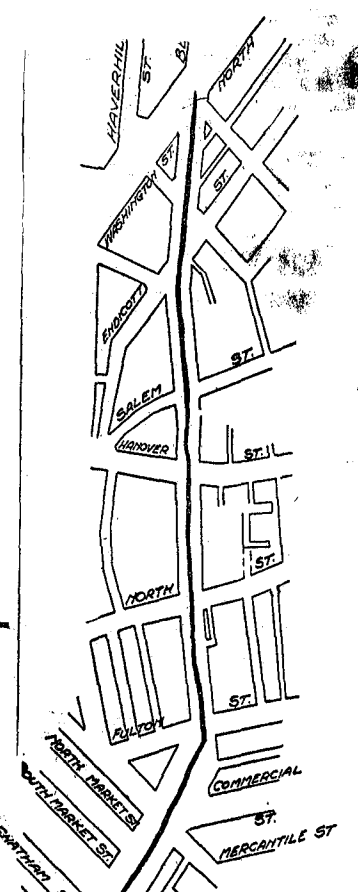
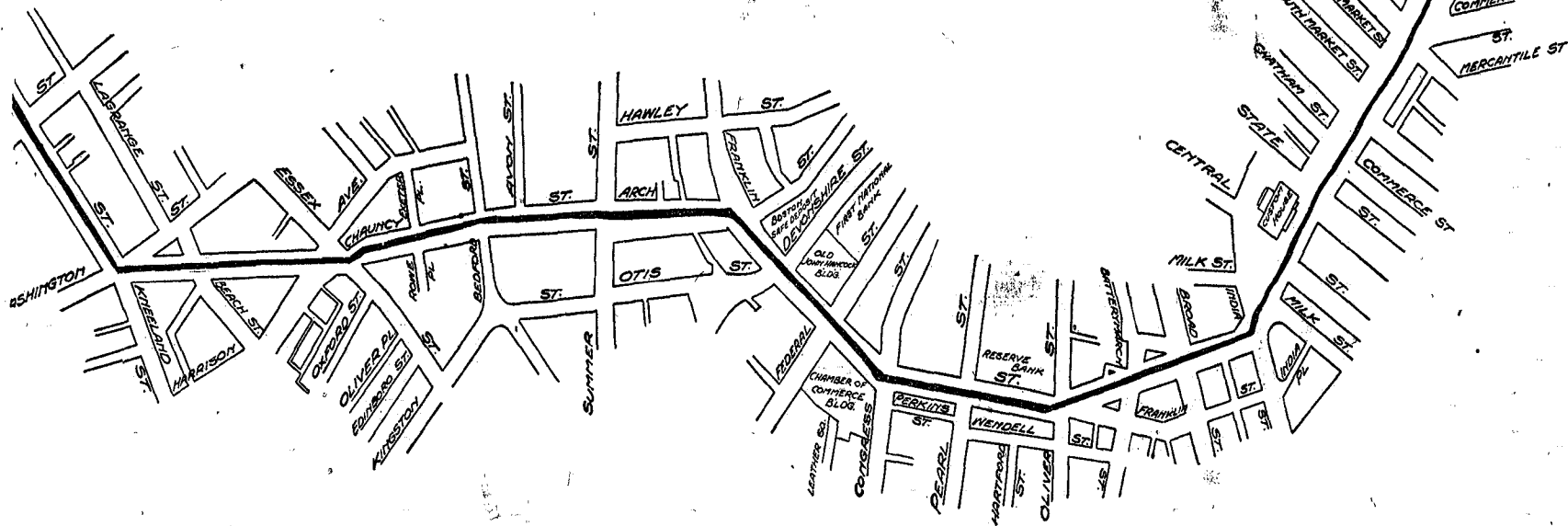
The interior of the building will be finished throughout in oak, with marble and mosaic floors in the public portions. In the basement, besides the boiler room and storage rooms, will be large areas lighted by overhead light which will be available

for additional sales rooms in connection with the first-floor stores. In the neighborhood of this building will be the Federal Reserve Bank, and the Chamber of Commerce, whose activities are attracting the best grade of commercial tenants to this part of the city. Demolition of the present building will begin on the first day of April, and the new structure will be under way by May 1. It is expected that it will be completed and ready for occupancy on or before Jan. 1 next. The architect is Arthur H. Bowditch of Boston and the contract has been awarded to the Ewatt Construction Company. The investment in land and building will represent about \$1,200,000.

Jan 3 City - Aug 18 - 1943 -

Proposed \$8,000,000 Highway to Pierce Business District

See Page 3, Part III.



ing a supercilious smile by a New-rop
journalist. Joe did not know whether
it was a compliment or a knock, so he
looked the word up in the dictionary
but couldn't find it because he thought
it was among the soups. Some on
should have handed Joseph a menu.

Long before a ball has been pitche
in the big league races, the Yankees ar
selected to lead the American leagu
procession and the Giants to top th
senior organization and naturally th
world series conceded again to the Pol
Grounds, but baseball is a peculia
game. Oftentimes the well known dop
is booted for a flock of goals and al
ready there are the familiar signs o
revolution in the Yankee camp and
over-confidence in both outfits. I d
not figure the Giants were strengthe
by the swap of George Burns and Eain
Groh, so there may be many surpris
by the first week of October.

I would like to see Larry Brown o
Penn fighting Stallard, the Cambridg
mile champion, at the Queens Club to
day Stallard is a great runner, but h
will need all he has to whip Brown.

Boston Latin is the jinx outfit in
school athletic circles this year. Foot
ball hadn't started last fall when Frec
O'Brien, its coach, suffered a broken
leg and the grid team went to piece
in consequence. Now baseball is on u

AT BOWIE

FIRST RACE—Four furlongs:
Kewpie S. 112 (Lang), \$6.20, 3.40 2.50 ...
Jean F., 112 (Stirling), \$3.50, 3.10 ...
High Tea, 112 (Thomas), \$7.80 ...
Time—1:49.8. St. Angelina, Laura, Gantner
Pinkie, Margaret Loreeta, Jennie C., Dentaria
Our Telle, Lady Monmouth and Lady Bretten
ham also ran.

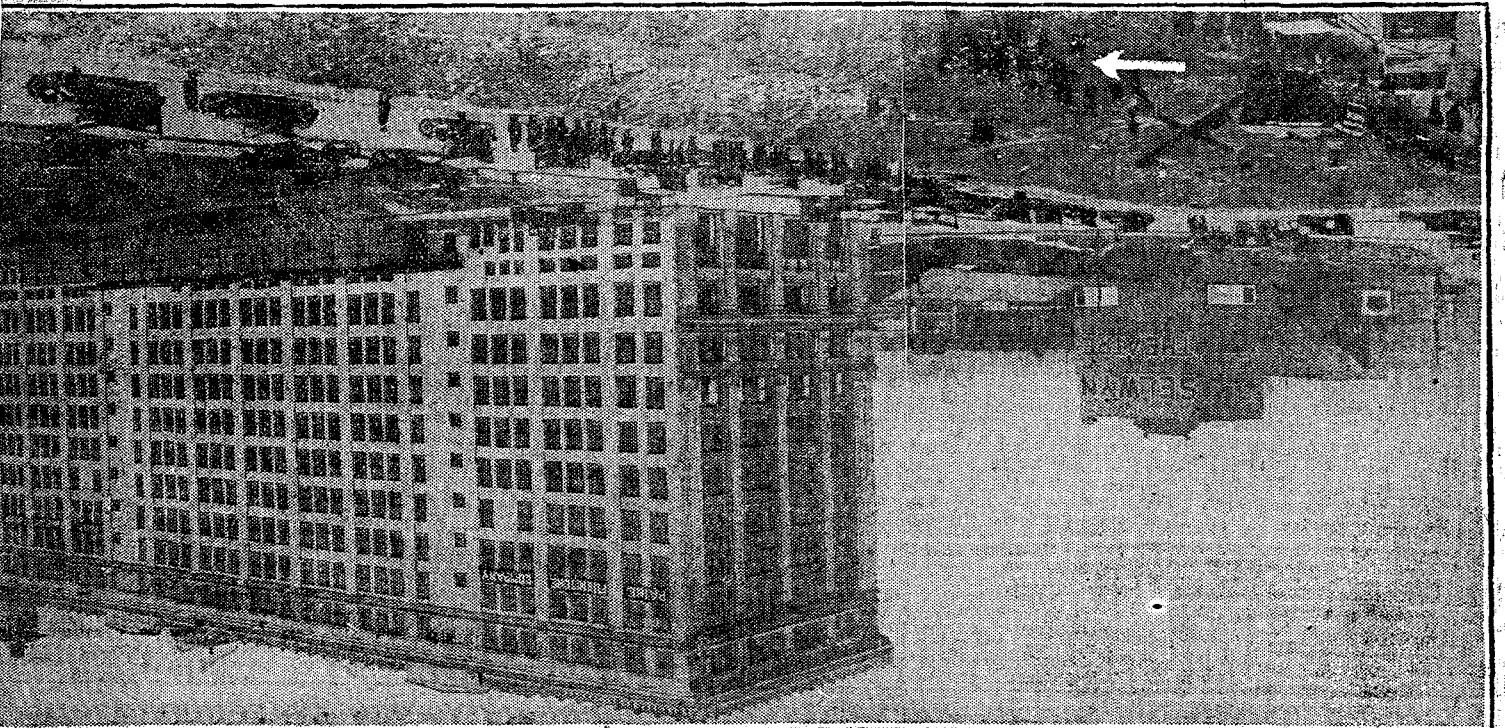
SECOND RACE—Six and a half furlongs:
Lucky Girl, 102 (Thomas), \$55.30, 18.90,
10.30 ...
Feigned Zeal, 106 (Gantner), \$7.60, 6.30 ...
Bill's Luck, 103 (Rowan), \$11.80 ...
Time—1:22.4-5. Night Boat, Enlist, Clinct
field, Little Ammie, Max Gold, Dare, Herml
Kemble, Midnight Stories and Little Patsy als
ran.

THIRD RACE—Six furlongs:
The Lamp, 117 (Schwartz), \$3.90, 3.50, 2.60 ...
Ultra Gold, 112 (Morris), \$4.90, 3.30 ...
King John, 122 (Keogh), \$3.70 ...
Time—1:14.4-5. Redmon, Dr. C. Wells
Fizer, Copyright and Ticklish also ran.

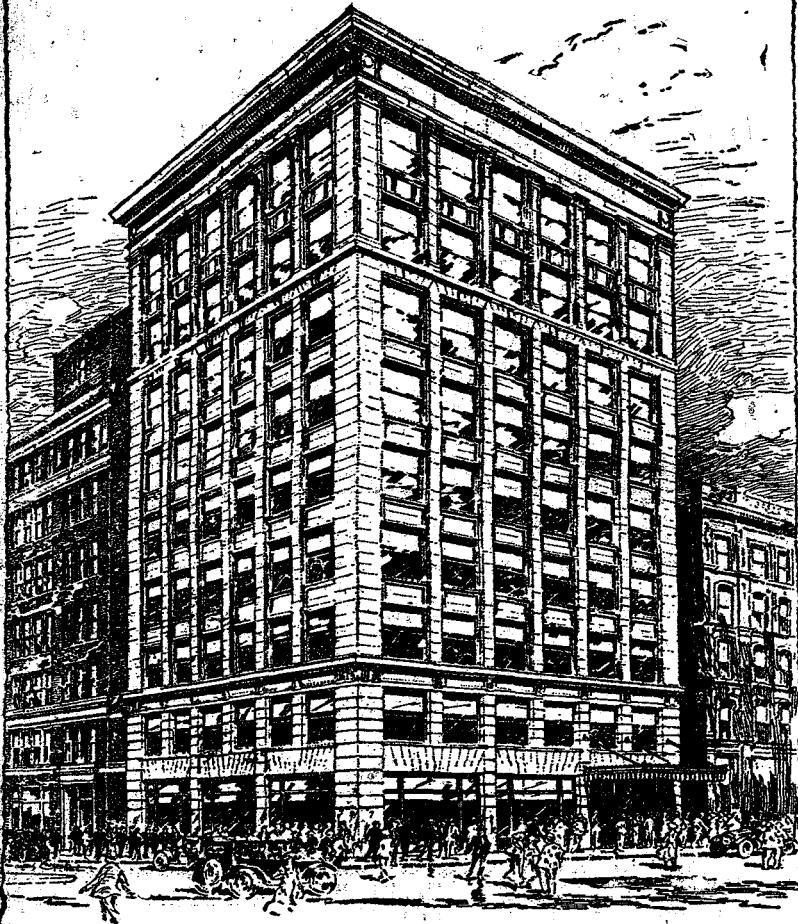
FOURTH RACE—Six and a half furlongs:
Excuse Me, 105 (Lang), \$29.10, 4.40 3.00 ...
Hullabaloo, 105 (Thomas), \$2.40 2.10 ...
John Morrill, 109 (Morris), \$2.50 ...
Time—1:22.2-3. Troubler, Honorable an
Rajan also ran.

START WORK ON

BOSTON'S NEXT BIG BUSINESS STRUCTURE WILL COVER THE ENTIRE BLOCK BOUNDED BY ARLINGTON, BERKELEY AND PROVIDENT STREETS AND ST. JAMES AVENUE; WILL BE 11 STORIES HIGH AND OF THE MOST MODERN CONSTRUCTION AND EQUIPMENT. ARROW POINTS TO MAYOR CURLEY.



MAYOR BREAKING GROUND FOR NEW PARK SQUARE BUILDING



George W. Harvey Will Erect Nine-Story Office Structure at
Kilby and Doane Streets

GEORGE W. HARVEY has bought of Frederick E. and George W. Johnston the brick and stone building at 14 Kilby street, corner of Doane street, through the office of Frank J. Hallora. The tax value is \$85,000, of which \$73,000 is on the lot of land containing 921 feet. Mr. Harvey will raze the old structure and

will build on the lot in connection with the adjoining property at 1620 Kilby street, recently purchased by him, a nine-story office building. This will also connect with the building at 5-23 Doane street, purchased a short time ago by Mr. Harvey of Holdstorth & Farrington. Several floors in the proposed new building have already been leased to large insurance interests.

\$5,000,000 Apartment Hotel for Brookline



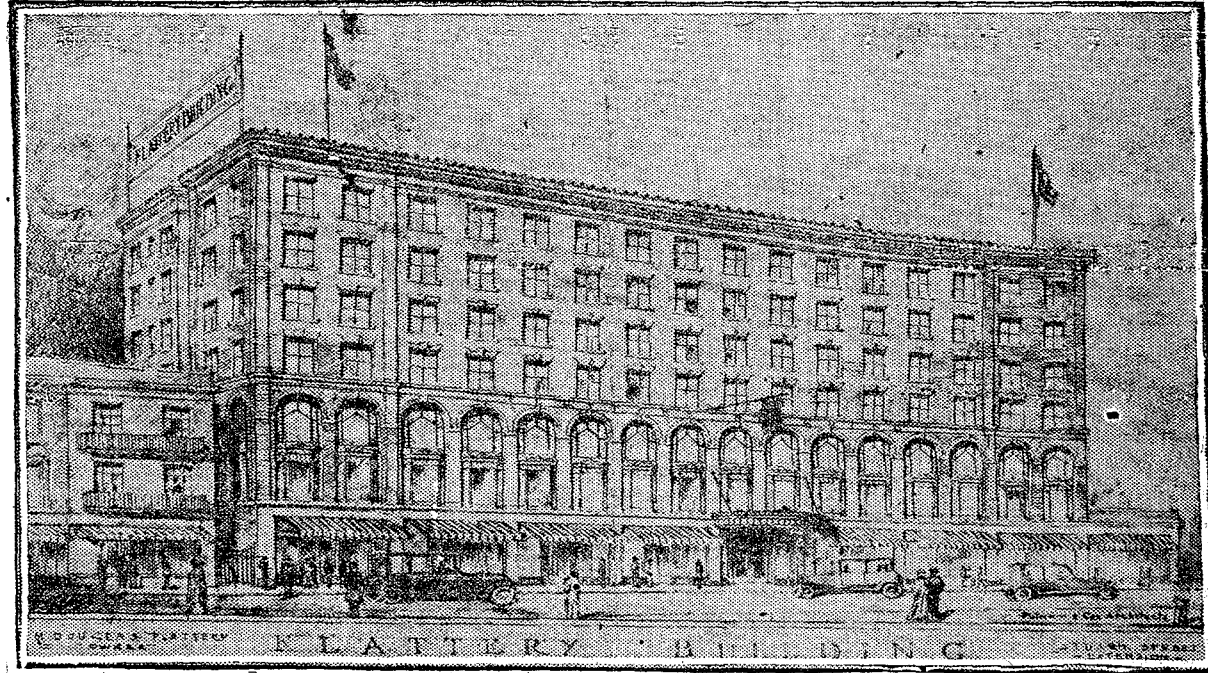
(Parker, Thomas & Rice, Architects)

Arrangements Are Said to Have Been Completed for Construction of Handsome Building With Nearly Eight Hundred Rooms in the Longwood District

ARRANGEMENTS have been completed for the construction of a ten-story apartment hotel, to be known as The Chatham, in the Longwood district of Brookline, facing on Chapel street. The cost of the land, building and equipment is estimated at nearly \$5,000,000. The site is bounded by Longwood avenue and Chapel and Colchester streets, with the Sears Chapel lot on the other side, comprising more than four acres.

Parker, Thomas & Rice are the architects of the hotel, which will have nearly 800 rooms. The ballroom will be in a semi-detached building at the left facing the front of the hotel. The building contract has been let to the Longacre Construction Company of New York. Henderson & Ross handled the transfer of the real estate on behalf of the purchasers, and Watson G. Cutter & Sons represented the grantors. The American Bond & Mortgage Co. of Chicago and New York has underwritten a \$2,700,000 first mortgage serial bond issue, to be secured by the land and building. On the grounds there also will be a one-story garage large enough to accommodate 150 automobiles.

WORK PROGRESSES ON STUART STREET BUILDING



NEW FLATTERY BUILDING ON STUART STREET WILL BE READY FOR OCCUPANCY ABOUT FEB. 1. THIS HANDSOME STRUCTURE WILL CONTAIN 14 STORES ON STUART STREET, 10 STORES ON THE RAILROAD SECTION AND 180 OFFICES. THE ANNEX WILL CONTAIN FOUR STORES AND 12 OFFICES

Another spot in the city's real estate development is the new Flattery building on Stuart street between Dartmouth street and Huntington avenue, now in process of construction. This magnificent structure, being built by the J. F. Boston, is of a structural steel frame, with brick and ornamental cast stone trimmings, and is being sponsored by M. D. Flattery, managing director of the Loew Theatre of Boston, whose ingenuity and vision was wholly responsible for the construction of the State Theatre building on Massachusetts street, is one of the biggest real estate developments of recent years.

The new Flattery building will contain 14 stores on Stuart street, 10 on the railroad section and 180 offices. It will have an annex containing four stores and 12 offices. It is quite likely that the building will be ready for occupancy by the first of the year.

PROPOSED \$8,500,000 HOTEL AND THEATRE BLOCK



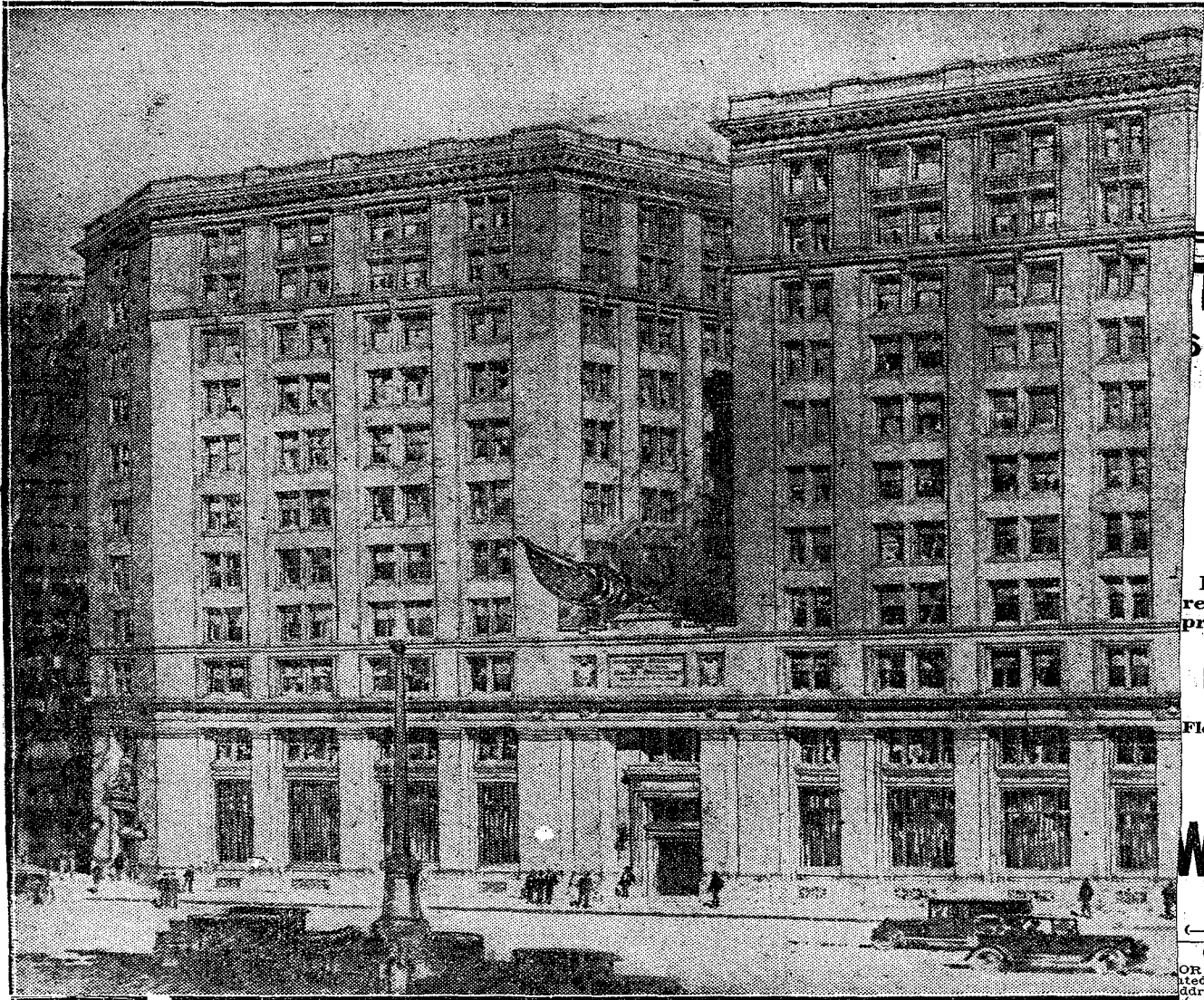
THIS 12-STORY BUILDING, TO COMPRISE A 500-ROOM HOTEL AND A THEATRE TO SEAT 4200 PERSONS, WILL BE ERECTED BY A LOCAL SYNDICATE, ON THE SITE SURROUNDING THE WILBUR THEATRE. THE LAND PURCHASED CONTAINS 55,000 SQUARE FEET, AND IS BOUNDED BY TREMONT, HOLLIS, DILLAWAY, AND DORE STREETS

Cash.

Cr.

Feb. 7/1923-

New Bank Building Opposite Post O



Sketch Shows Eleven-Story Building That Will Be Occupied by the Fourth-Atlantic National Bank and Offices, Possibly Slight Changes May Be Made in the Exterior Design.

First F

Suitable for
sides. The buil
fireproof constr

(—)SW8t

TO

50-68 CH

Corner Be

Entire top flo
skylit

Entire Sec

Store and
From Jun

Each 5600 ft.
eight elevators
sprinklers

17-23 B

COR.

Floor in modern
Passenger and f

And Other

W. B. P

8 CONG

(—)W8tc

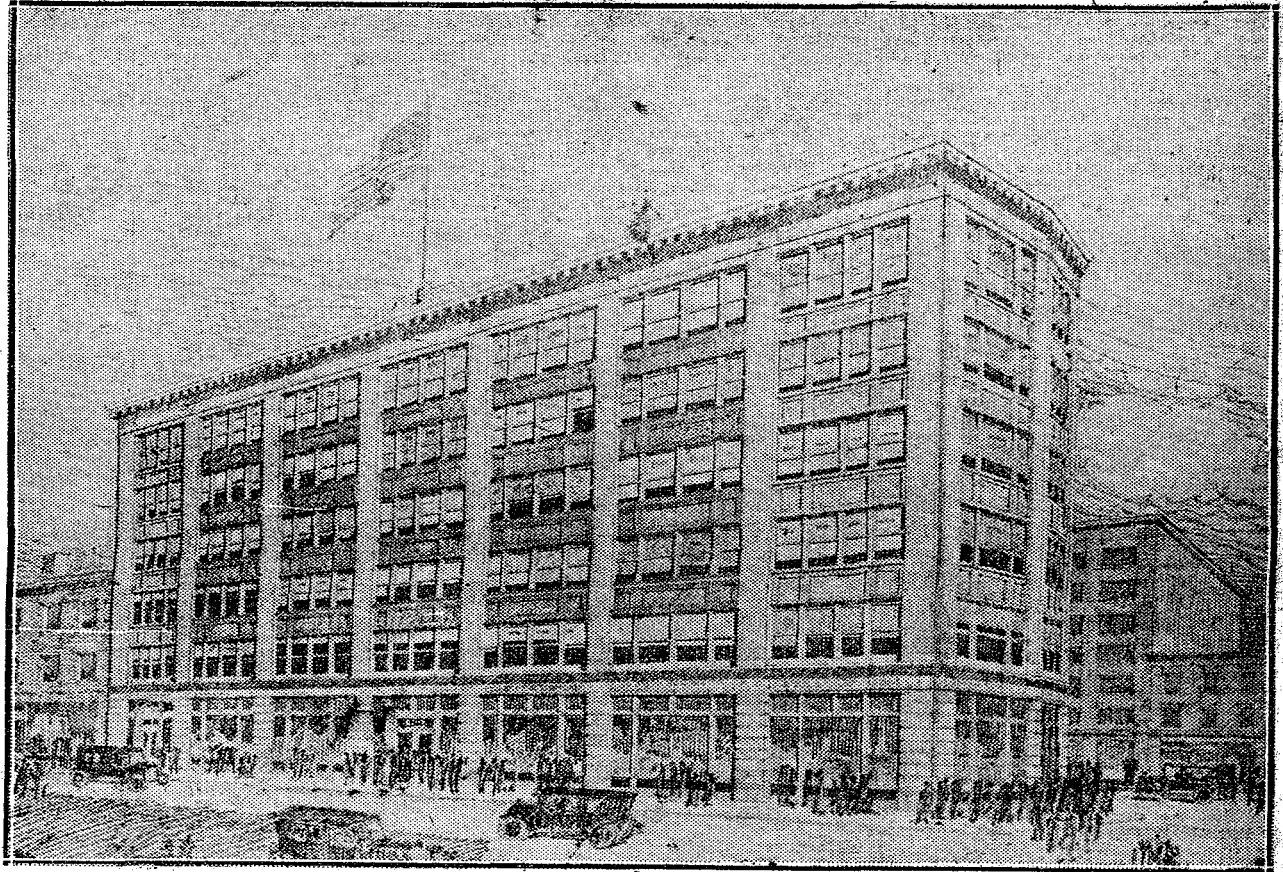
OSTEOPATH

OR RENT. Of path
ted, fully equip
address P. B. K. P. D.
(—)SW8t

LITTLE B

Desk room in Bldg
Nosto. Common. Tel. 5
Room 1007.

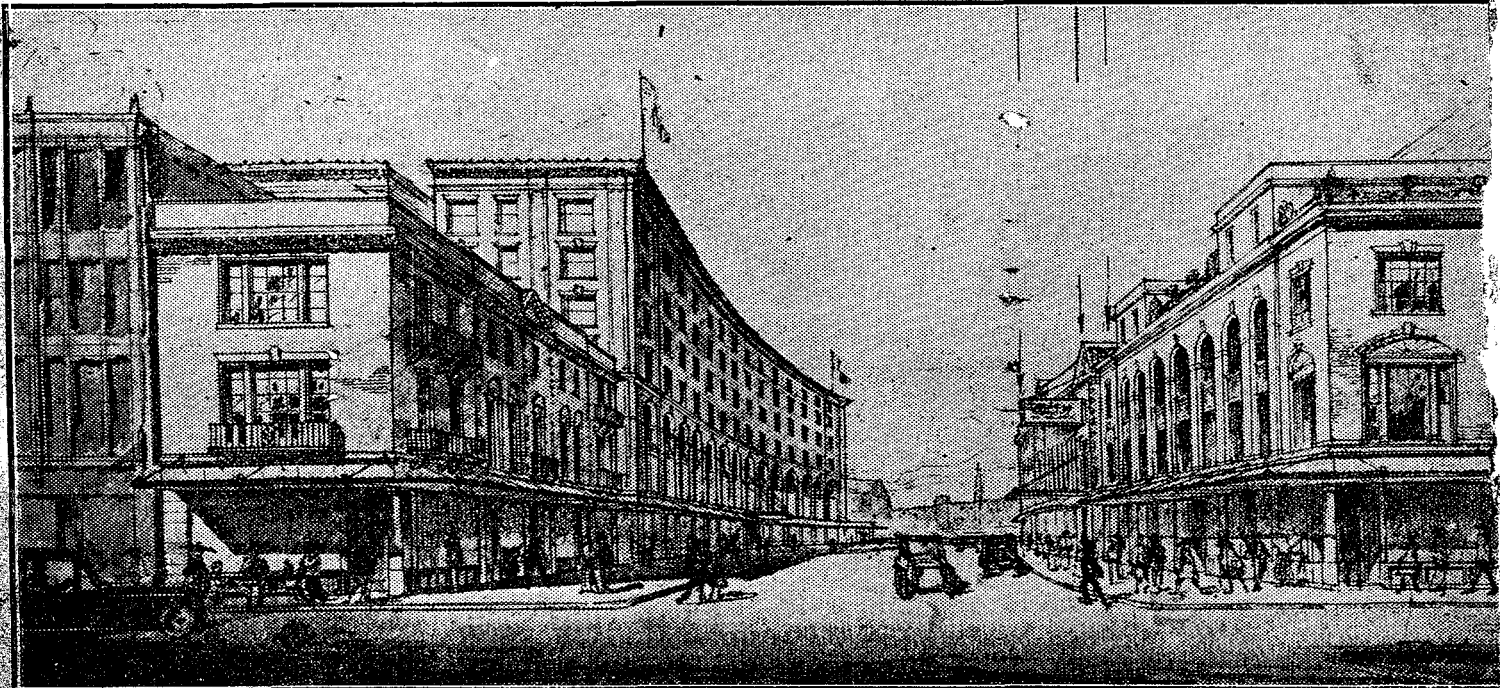
Six-Story Building for Columbus Avenue



Site Is at Corner of Clarendon and Buckingham Streets

Interesting and Distinctive Features in Flattery A

Feb. 1923



About 200 Shops, Studios and Offices on the Upper Floors and Forty Shops on the Street

ONE of the most distinctive sections in Boston now under construction, will be the new Flattery Arcade. This is a part of the real estate development on the Stuart street extension at

the street, between Dartmouth street and the avenue will be taken up by the Flattery building and annex. On the northerly side the block will be occupied by the Dartmouth-Stuart building, the Copley Theatre, Copley Theatre Building, and

The Flattery Arcade will contain forty shops on the street floor, and about 200 shops, studios and offices on the upper floors. There will be a six-foot marquise the length of the street. The basement of the Dartmouth-Stuart building will be oc-

Copley Theatre. An stores and offices, w room on the third fl a dancing academy. The architects are the general contrac

NEW CONVERSE HEADQUARTERS

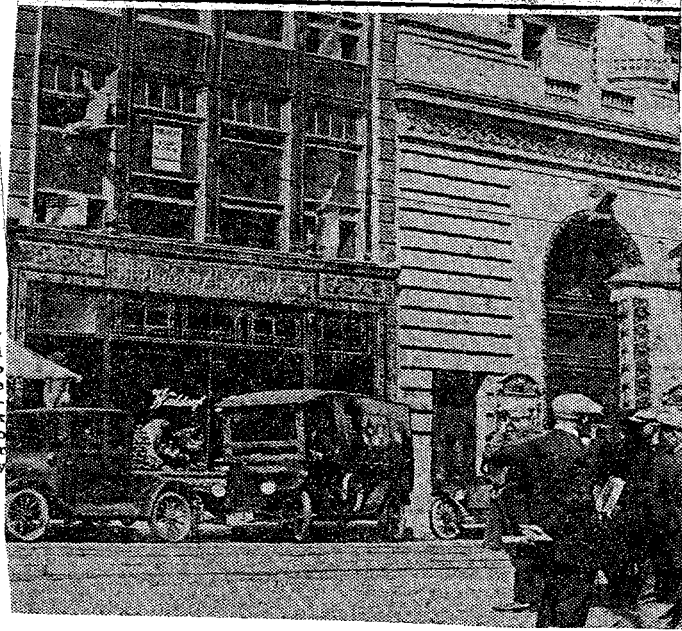
Rubber Shoe Company of Malden Will Establish Eastern Sales Department at 169-177 Purchase Street

The Converse Rubber Shoe Company of Malden has leased the four-story and basement building at 169-177 Purchase street as Boston headquarters for its Eastern sales department. The building is being remodelled and all the departments involved in marketing Converse rubber footwear and Converse tires, in New England and central New York, will be housed here after Feb. 12.

The district sales office of the company, which has been located at 23 Lincoln street, will be discontinued, and all matters of stock, sales, shipping, etc., will be taken care of in the new headquarters, under the direction of C. B. Pearson.

Not only will this Boston branch greatly facilitate dealings with local dealers, and those who come to Boston periodically to transact their business, but the floor space thus acquired permits the Converse Rubber Shoe Company to carry adequate stock and make prompt shipments, as well as to house the necessary clerical force for better conduct of their business in the territory mentioned.

WALDORF'S NEW RESTAURANT



OPENS ITS 100TH LUNCH ROOM

Waldorf System Inc. Adds New Restaurant to Chain at 225 Tremont Street

ALL APPOINTMENTS OF LATEST DESIGN

Reaching the century mark in the number of restaurants it operates, the Waldorf System, Inc., yesterday opened its new store at 225 Tremont street.

The new restaurant is a testimonial to the rapid advances that have been made in the art of feeding people quickly, and its appointments reflect the modern tendency to extreme care in the matter of cleanliness combined with beauty and convenience.

ARTISTIC DECORATIONS

The construction and decorative scheme of the new Waldorf makes the restaurants of former days seem far away. The front is pastel tinted tile. A wainscot of mahogany, relieved here and there by plate glass mirrors, runs about half-way to the high ceiling. The remainder of the wall is finished in warm mottled tints broken by artistic bits of color in the form of mural decorations. The furniture is in harmony with the room, being also of mahogany, and the clock, which is set into the wall, has a mahogany dial.

Behind the scenes, where the food is prepared, the same care has been exercised. Here there is no color, nothing but the dazzling white of glazed tile and glistening nickel. Much thought was directed toward making arrangements for handling food with surgical cleanliness.

As a whole, the new Waldorf represents the best of all that is new in restaurant design. It is the work of the Waldorf System's own architect, John M. Gray. No detail has been omitted, and it is complete from the snowy white of the patrons' washroom to the important detail of ventilation, which leaves no trace of the odors of cooking and assures a constant supply of fresh air.

rcade



loor

...in addition to the...
...have a modern ball-
...oor which is leased for
...Putnam and Cox, and
...tors and engineers are



Important New Vantage-Group Inc



The Lawrence Building Adds 90,000 Square Feet of Floor-Space

Chandler & Co., to Provide for Future Expansion, Buys the Entire Lawrence Building at Tremont and West Streets — The Story of a Century's Continuous Progress in the Magic Train of "One Lace Dress"

Chandler & Co., or a little more than double the room now occupied by the firm in the adjoining buildings at 151 and 153 Tremont street.

The assessed value of the property now bought from the Lawrence Building, Inc., is \$1,775,000, of which \$1,312,000 is on the land and \$463,000 on the building. Sleeper & Dunlop were the brokers in this sale.

For Highest Type of Development

Commenting on the transfer, a well-

space existing departments whose steady development during recent years has clearly shown the need of larger accommodation. In this, the same principles of slow, sure and sturdy growth according to highest standards of quality which have marked the history of the firm for more than a century will govern the present extension.

Section by section, as the leases expire, the floors of the new building will be taken over. Doors and wide passageways will be cut through the old party-walls, and the future enlarged quarters will be carefully coordinated with those now existing, so as to give the best possible attention for each department.

It is possible to attend in the best possible way to the comfort and convenience of customers. Some elaborate plans

must have impressed it did many fair ladies rare and exceptional visits

A Great Business Foundation

The possibilities which the train of this single mind keenly and quickly decided to make a specific fine quality for women of the best dress goods, not only the commercial, also the guiding standard constantly maintained by the firm, culminating in the possession of firms, Johnson & Co., That "one lace dress of a century has multiple."

In 1815 Thomas Brewster partnership with Samuel Johnson later the two partners in goods business to New Washington street. In 1840 Thomas Lynch Mayo and conducted for several years of Johnson & Mayo. It withdrew, and Mr. Mayo partnership with George name of Mayo & Hill.

Famous Names in the L

The old ledgers of the family name. For example devoted simply to the name of Mrs. Judge. Rev. Mr. Ripley. No dress and postal station when Boston was just be-

June 7 - 1923

At Marlboro and Berkeley Streets



Seven-Story Co-operative Apartment Building for Back Bay

ON the site of the Joseph G. Minot properties at 41 Marlboro street and 301 Berkeley street will be erected a cooperative apartment house, from plans by Parker, Thomas & Rice of Boston. It will be seven stories high, with broad frontages on both streets, and will contain eight suites, two of the suites to occupy the ground floor. It will be known as 301 Berkeley street and is an enterprise of Goggin & Ripley, Inc., of New York who have been identified with the cooperative apartment movement in that city. The building will be fireproof, well constructed and modern in every respect. The exterior will be of limestone and Dutch red brick. Each apartment will

have thirteen rooms with four bathrooms, including four servants' rooms. On the ground floor the two apartments each have six rooms and two bathrooms.

The design will be Italian, modified by Adam influence in order to break the simplicity. The entrance on Berkeley street will be of carved stone with wrought-iron and glass doors. The entrance vestibule will be in keeping with the character of the building, with floor and steps of marble. Glazed French doors will lead to the entrance lobby, the walls of which will be of suitable and substantial material with pilasters and panels and an ornamental cornice and Adam ceiling.

The suites throughout the building are

so planned that there will be no inside rooms. There will be fireplaces in all living rooms and dining rooms, and there will be two elevators, one passenger and one service.

The property will be owned and controlled solely by its tenants under a cooperative plan that has proved successful and economical. Each application for ownership is subject to the approval of those who are already owners. The cooperative ownership idea has come to Boston under the auspices of Richard de B. Boardman, of T. Dennie Boardman, Reginald and R. de B. Boardman, which office will conduct the enterprise until completion.

First Boston Building With "Step"

THE contract has been let for the new building on Cornhill which is to serve as an addition to the main building of the Old Colony Trust Company. The bank will occupy all the floors and basement and will connect its present building with the corresponding floors in the new building.

Arthur C. Whitney, who built the present building in Court street, has been given the contract for the building in Cornhill, and the cost is estimated at about \$800,000 above the land.

One feature of the new building, planned by Coolidge & Shattuck, will be a setback at the ninth floor with additional stories rising behind and back of the street line. This is made necessary because Cornhill is a narrow street and the law does not permit a greater height than two and one-half times the width of the street, unless there is a "step."

The building will be considerably higher than adjoining buildings and thus will assume an almost tower-like appearance, especially when viewed from the vicinity of Dock square.

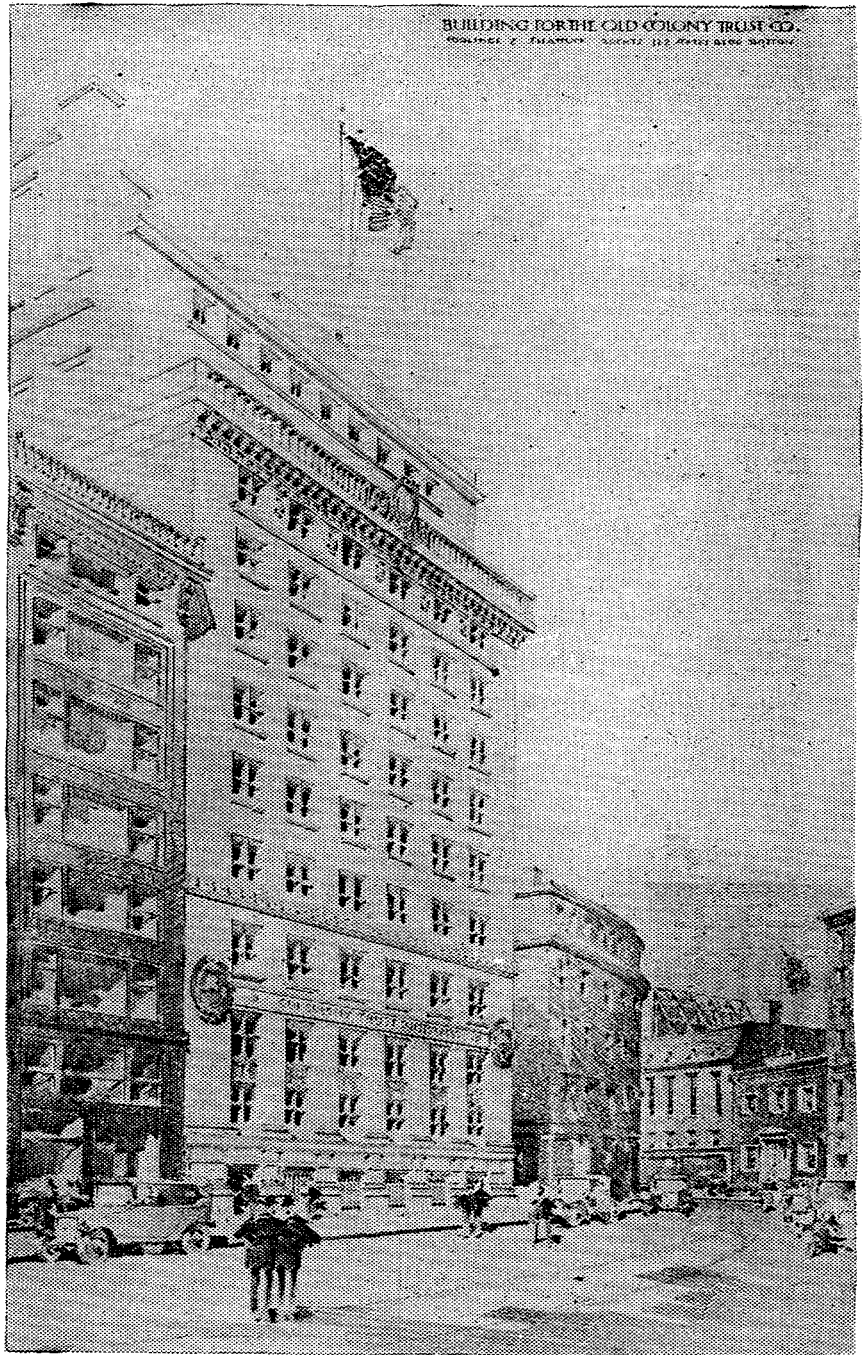
The design is largely determined by the harmonious size and grouping of the window openings, which indicate also the uses of the various floors -- the ground floor having strongly barred windows expressing the location of the safety deposit vaults, higher windows at the first floor denoting the main banking room, and the windows above coming in the offices and various departments.

The main cornice is unusual, being crowned with a balustrade which permits the light to enter the windows of the offset stories behind. The high parapet above the main cornice encloses the tenth floor.

The character of the architecture will be modern, inspired by classical and Renaissance precedents. The material will be light brick and limestone.

On the first floor will be the offices, the banking and bond departments and the messengers' quarters, with the bond traders and bond department clerical force in the mezzanine. The trust, transfer, real estate, foreign, auditors', interest, bookkeepers, publicity, new business, commission and charge, library, statistical, mailing and stencil departments will occupy other floors and there will be a large assembly hall, rest and luncheon rooms on the top floor.

New vaults are to be built in the basement and they will be somewhat larger than the present vaults. This will make available for rental to the public one of the largest vaults in New England. A well-equipped first-aid room will be a feature of one of the upper floors.



(Coolidge & Shattuck, Architects)
Old Colony Trust Company's Addition in Cornhill, to Cost \$800,000,
Will Have Setback at Ninth Floor

Cr.

PREDICTS GREAT BOSTON TERMINAL

Park Ave. - 1923

Real Estate Man Says Huntington Avenue Location Will Supplant North and South Stations

"I am willing to wager a considerable sum of money," said a prominent real estate man yesterday, "that within 15 years a striking change will take place in the railroad terminal system of Boston. This will undoubtedly have a profound influence upon real estate development of the city.

"Without any question, there have been for years deep-laid plans for a new terminal station on the land bounded by Huntington avenue, Exeter street and Boylston street. All the development that has taken place in the Park square district has pointed directly toward this end. Certainly, the widening of Stuart street and the putting through of the Clarendon street bridge, and other improvements, are directed toward that end.

"Mayor Fitzgerald was in favor of placing a terminal station here; Mayor Peters indorsed that plan; and Mayor Curley is also in favor. The big real estate interests of the city have been quietly pushing this idea for several years.

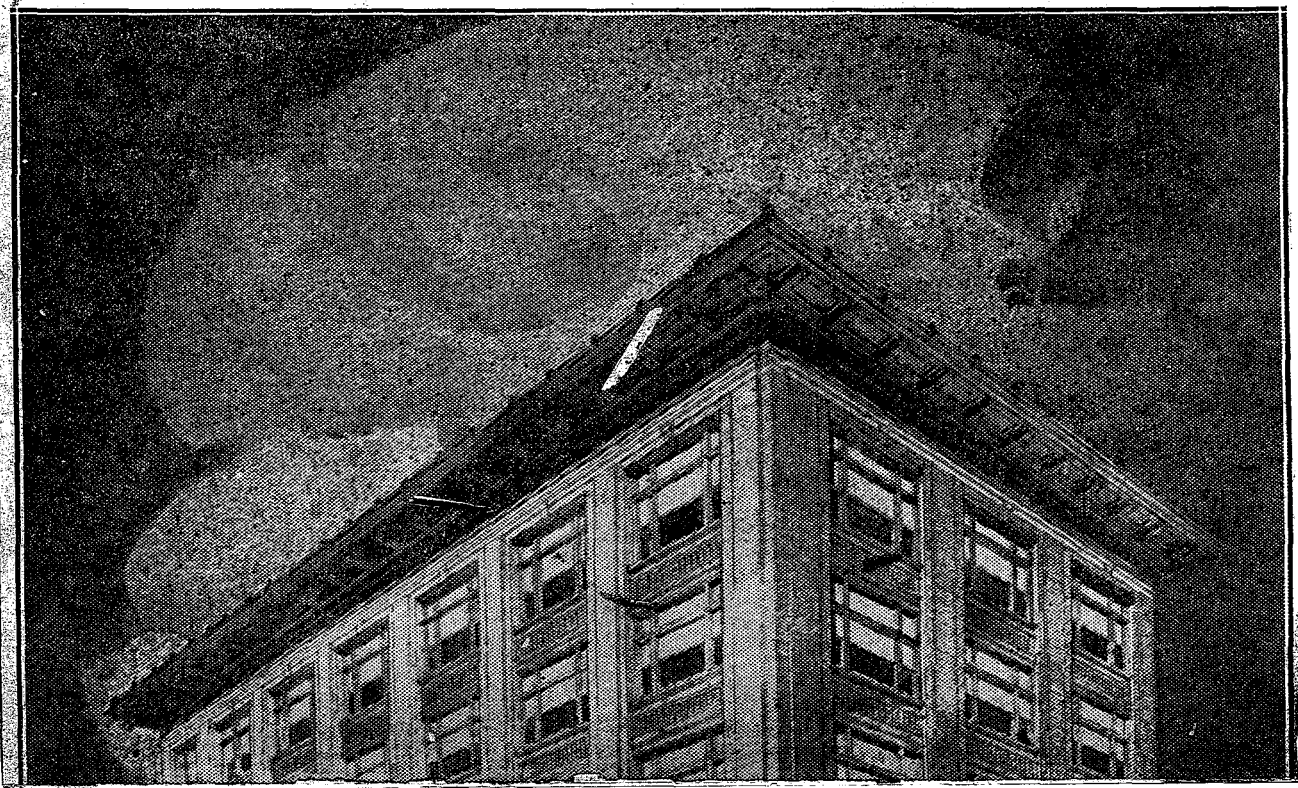
"It would mean the abandonment of the South Station and the North Station, and the routing of traffic through from New York and the West to northern New England without a change of cars.

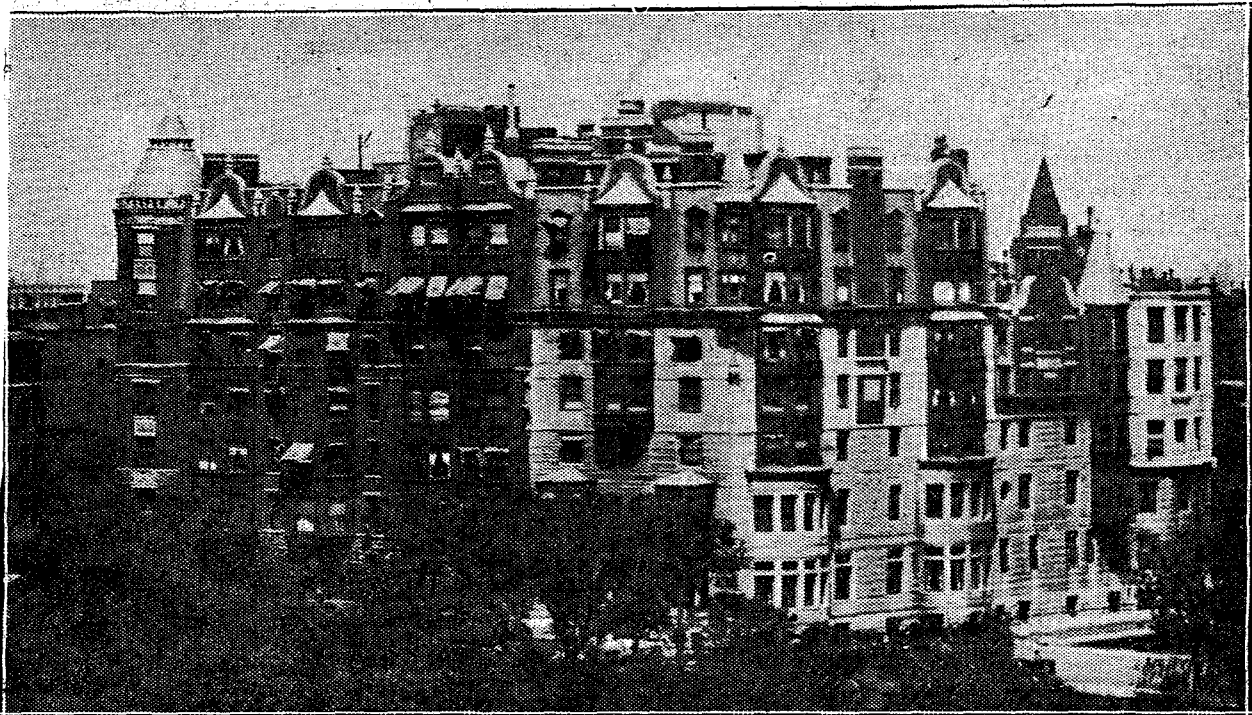
"The opposition to this idea is very strong, and for that reason the proponents have made but slow progress. Still, powerful factors are at work to bring this about, and there is no question in my mind but what they will succeed in the end.

"It would mean, of course, the taking down of the Hotel Lenox and the Mechanics Building, and the clearing out of property in back of the Mechanics Building practically up to Massachusetts avenue. It would mean the beginning of a new business centre for Boston. Naturally, the real estate people are strongly in favor, because it would mean a great boom in the real estate business. It would cause a great change in the character of the section near the old terminals, and a great shift of business."

It will be interesting to see now if this prediction is verified.

New Post Office for Hanover Street





Photograph by C B Webster & Co.

Back Bay Apartment House Bought by Herbert G. Summers

AMONG the more important Back Bay transfers of the year is the sale of the Hotel Charlesgate, at the junction of Beacon and Marlboro streets and Charlesgate East, to Herbert G. Summers of Boston, manager of the hotel. Papers in the sale have gone to record. The prop-

erty consists of a seven-story brick apartment building, containing seventy-five suites, and 19,603 feet of land. It has attracted the best type of patronage and has always been owned by the grantor, H. P. Hayden, trustee, of New York. The hotel has an assessed valuation of \$520,000, of which \$180,500 is on the lot of land.

In the transaction the brokers were Henry J. Savage, Inc., representing the grantors, and A. Dudley Dowd, representing the grantees.

Mr. Summers, who has been the owner's agent for fifteen years, purposes to conduct the hotel in the same high-class manner as in the past.