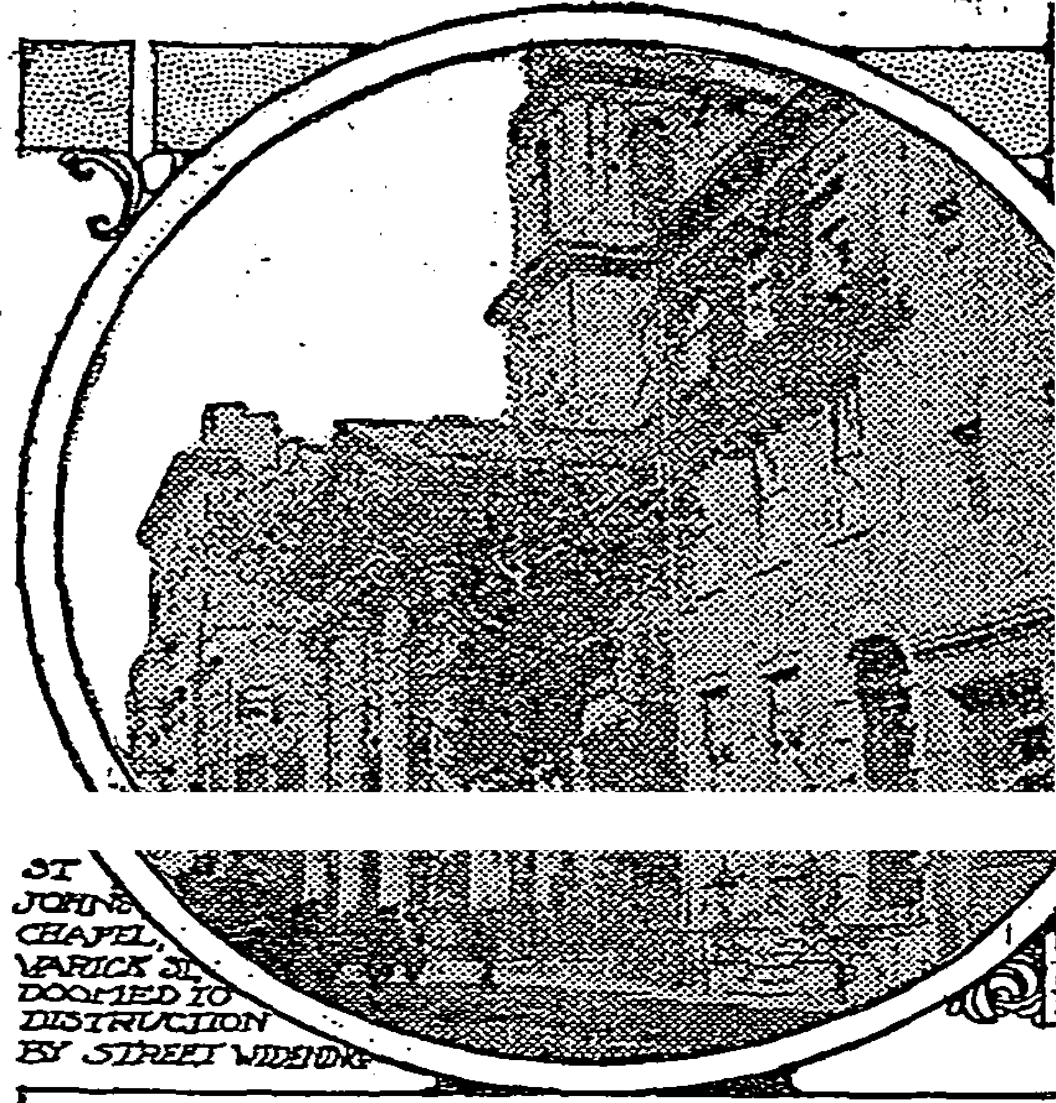
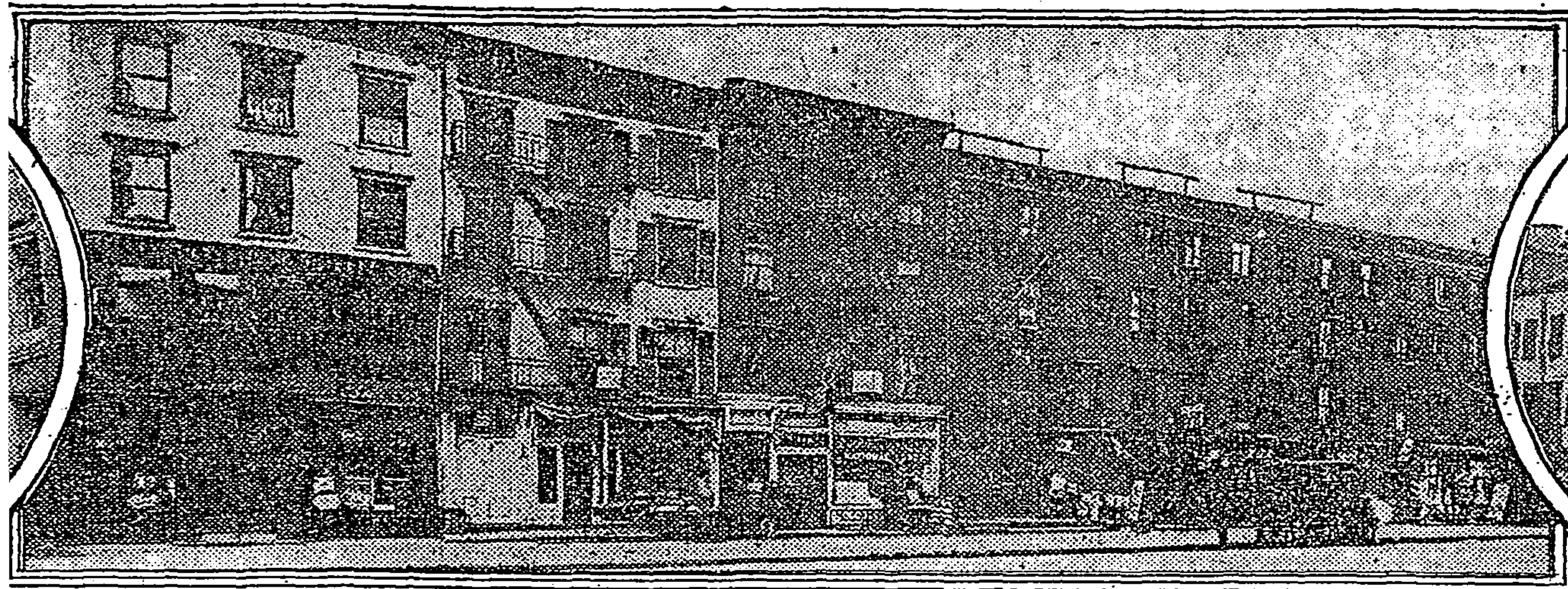


SEVENTH AVENUE EXTENSION WILL CREATE GREAT BUSINESS REVIVAL IN OLD GREENWICH

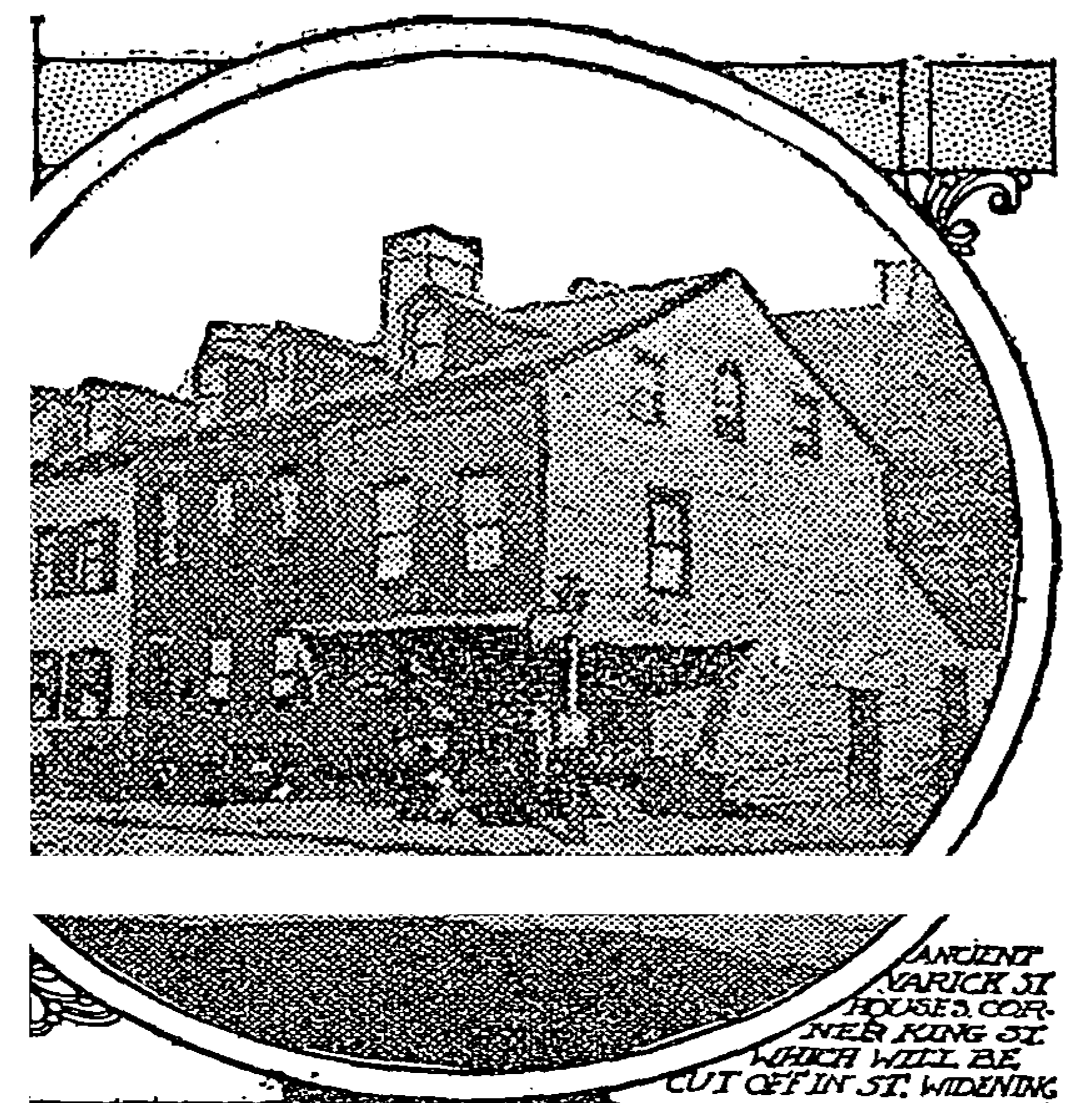
Actual Work in Making a New West Side 100-Foot Thoroughfare to Begin Next Year—Will Mean the End of St. John's Chapel—Many Varick Street Landmarks Doomed to Destruction—Beneficial Effect Looked for in Upbuilding of Territory Around Pennsylvania Station.



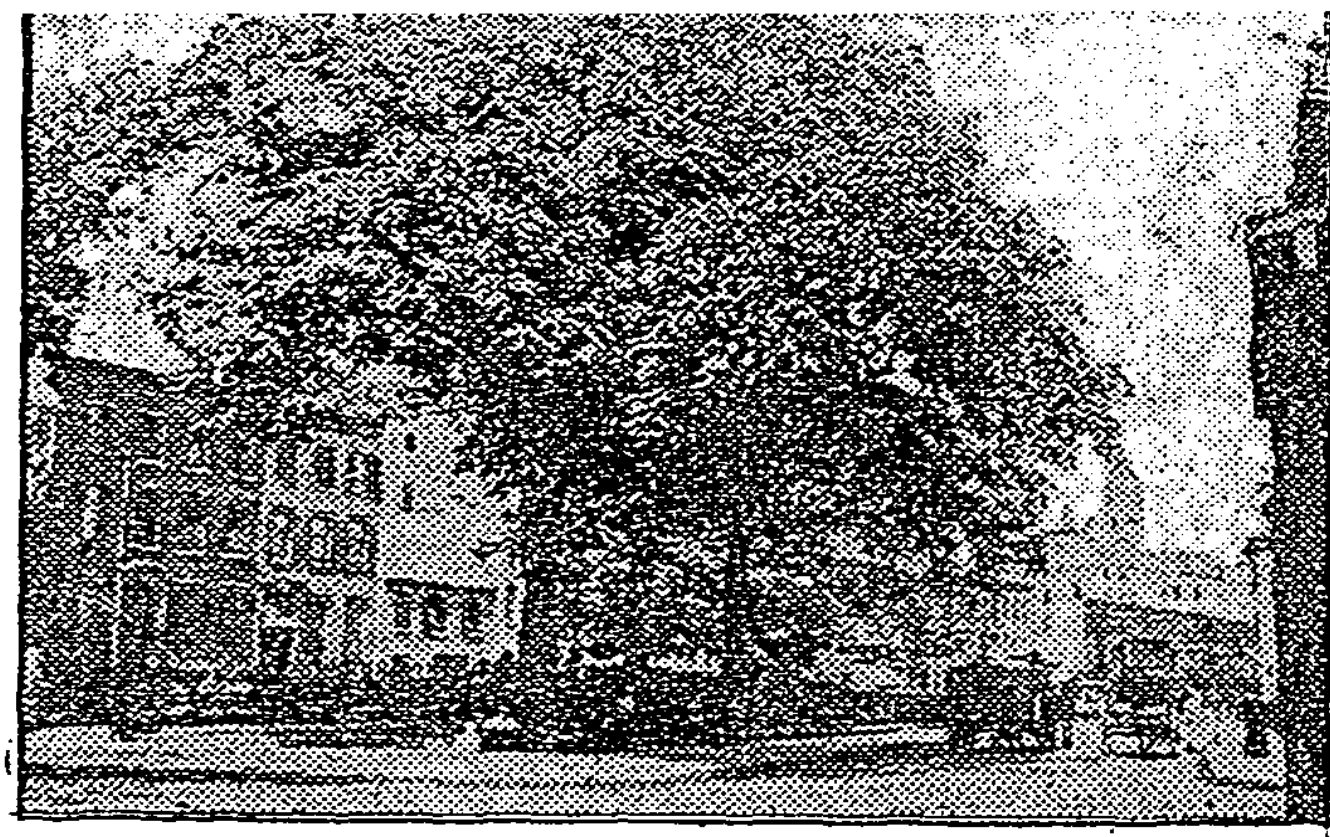
ST. JOHN'S CHAPEL, VARICK ST., DOOMED TO DESTRUCTION BY STREET WIDENING.



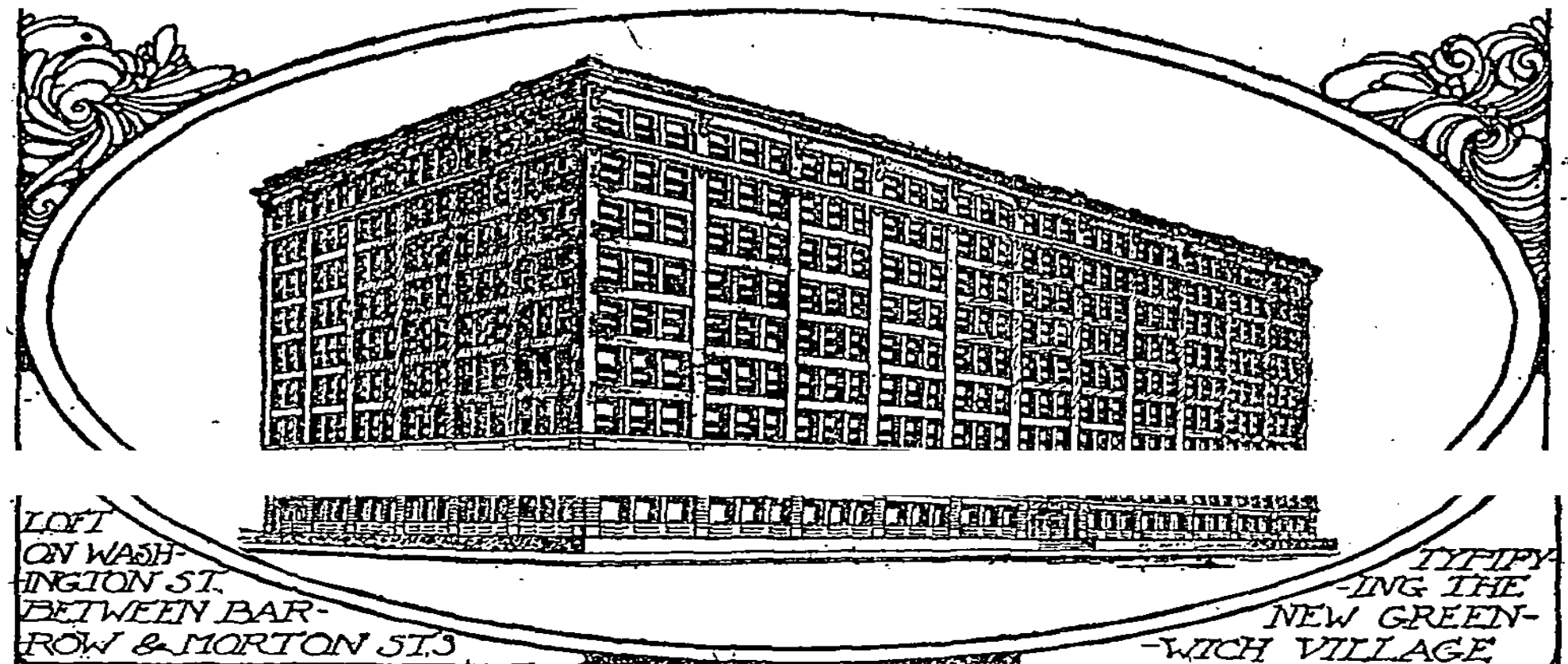
TYPE OF 7TH AVENUE BUILDINGS RAPIDLY DISAPPEARING, WEST SIDE, BETWEEN 24TH AND 25TH STREETS.



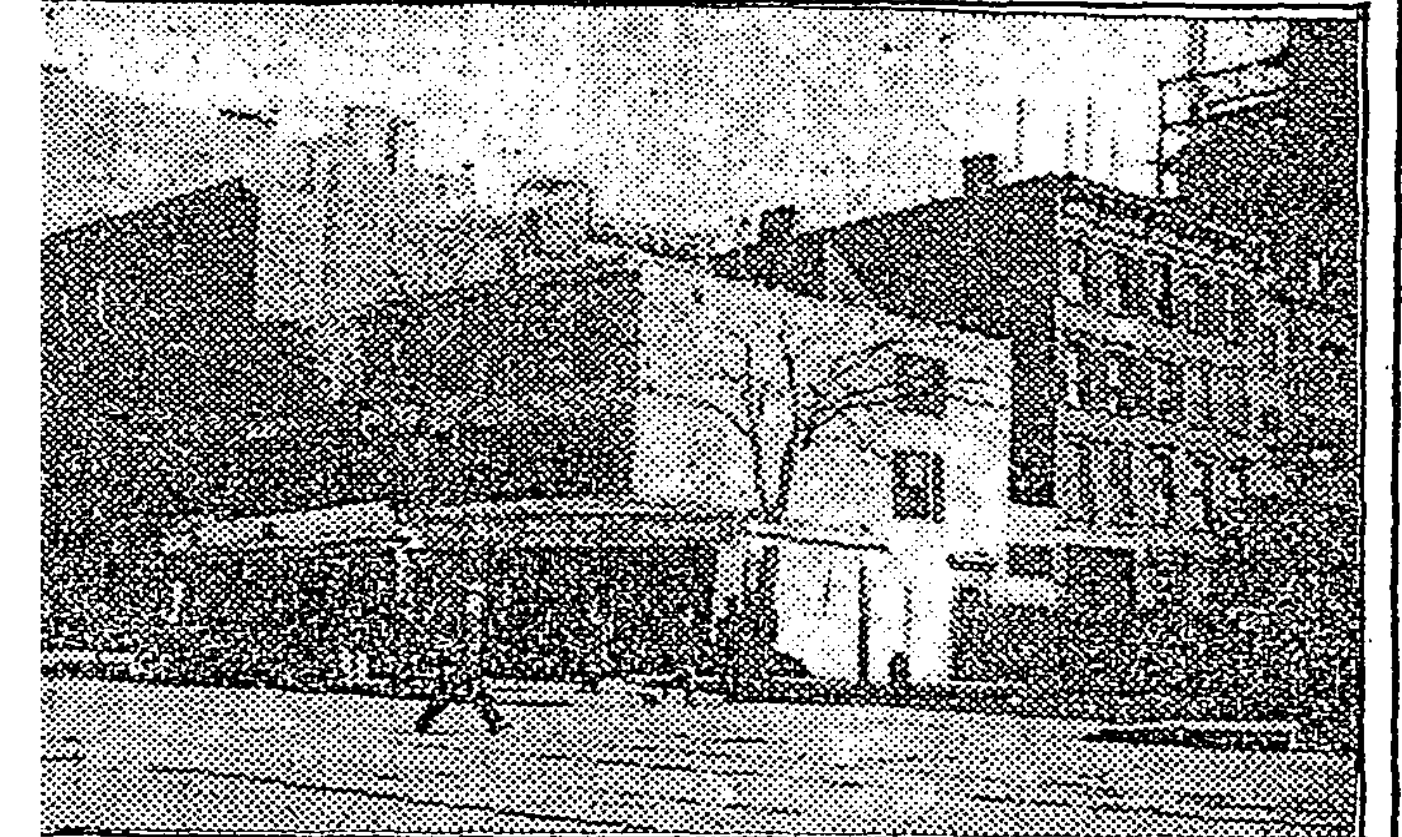
ANCIENT VARICK ST. HOUSE, CORNER WHITE ST., WILL BE CUT OFF IN ST. WIDENING.



GROVE STREET PARK, GREENWICH VILLAGE.



LOT ON WASHINGTON ST. BETWEEN BARROW & HORTON STS. TYPIFYING THE NEW GREENWICH VILLAGE.



OLD FRAME HOUSE, N.E. CORNER 20TH ST.

With the appropriation last week of \$3,000,000 by the Board of Estimate for the extension southward of Seventh Avenue from Eleventh Street to Varick and the widening of the latter thoroughfare to West Broadway and Franklin Street, this long-awaited improvement on the west side is now virtually assured. The subject has been before the city authorities for several years, and various taxpayers' and civic associations have urged the adoption of the plan as necessary to meet the needs of the rapidly growing commercial interests of the old Greenwich Village district.

The feasibility of the plan has also become more evident since the opening of the Pennsylvania station, and although some objection has been made by individual property owners, the need of providing a new west side thoroughfare giving quick connection between the midtown business section and the industrial centre west of Broadway and north of Franklin and Canal Streets has been universally recognized.

This Seventh Avenue extension also will undoubtedly exert a marked effect in hastening final action toward a Seventh Avenue subway southward from Times Square. Such an improvement is earnestly desired by the Pennsylvania officials, as better transit is required in the immediate vicinity of the station.

It is this lack of quick transit facilities that has retarded, in the opinion of large property owners and business men in the Pennsylvania loft section, the prompt development of the blocks surrounding the station with high-class buildings. The side streets in the vicinity of the station have been well improved with loft structures, but beside the altering of some old buildings around the station nothing of great importance in new structures has yet been completed.

There is practically no property for sale in the locality of the station except at high figures. There has been very little speculative buying during the past year, most of the deals of that nature having been concluded just before or immediately after the opening of the station. The land owners, however, are holding on for the good times coming, as there is unbounded confidence, and it seems to be well placed, in the future of the district, but from present indications it may be at least two years before the much heralded building boom arrives in earnest in the Pennsylvania section.

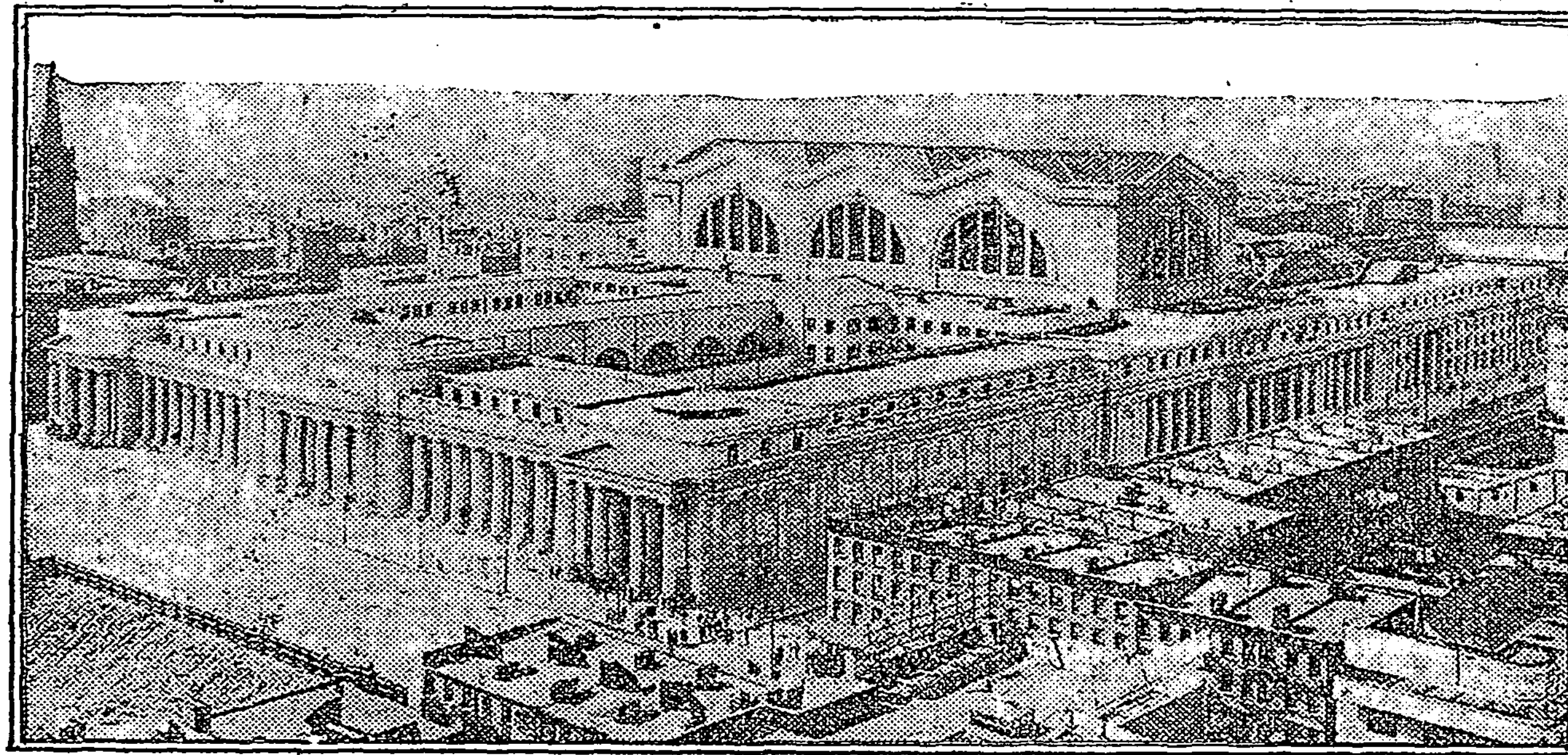
If one might venture a prophecy, this new thoroughfare which will make a grand continuous 100-foot road from upper Seventh Avenue to Franklin Street and West Broadway will undoubtedly, at first, contribute to greatly enhanced activity in the Greenwich zone. Within the past five or six years a great revolution has taken place in that once quiet and almost forgotten portion of the city.

The new policy of Trinity Corporation in tearing down its useless tenement houses and replacing them with substantial lofts and factories, fireproof, and equipped with all modern conveniences, has brought scores of new firms with large financial interests to the district. Several individual speculators and building operators have also been active in

similar lines. James H. Cruikshank has been, outside of Trinity, the most notable figure in Greenwich, and of twenty or more high-class lofts which he has erected during the last five years, all but one or two have been sold to investors and rented on long terms.

any of these transforming movements. Hudson Street, just to the west, has undergone the greatest change. It is a wide street and the surface car line contributes somewhat to its accessibility. With the widening of Varick Street a realty and building movement may be looked for on that thoroughfare in the

near future. The west side of the street is ripe for improvement, as the proposed work will not affect that portion. The eastern side of the thoroughfare will be cut off by forty feet, making the street 100 feet wide from Carmine to Franklin Street instead of sixty feet, as at present. Actual work will hardly begin before



BIRD'S EYE VIEW OF THE PENNSYLVANIA STATION, SEVENTH AVE.

the Fall of 1912. The appropriation of \$3,000,000 by the city is the first real step toward its accomplishment. The city engineers are now preparing the detailed map, but it will be practically the same as the plan prepared over two years ago by Nelson D. Lewis, chief engineer of the Board of Estimate. All of the necessary public hearings have been held, so there will be no more delay in that respect. Commissioners are now to be appointed to condemn the necessary property. The area of assessment has been determined upon.

The entire work will cost, it is figured, about \$5,000,000, and the additional \$2,000,000 will come from the assessments on neighboring property owners, the area extending from Fifty-ninth Street to the Battery. After the Commissioners are appointed and the detailed maps prepared, contracts will be advertised. According to Chief Engineer Goodrich of the Bureau of Encroachments of the Department of Highways, it will not be possible to let contracts for portions of the work before July 1 at the earliest, and it may be later. Borough President McAneny, however, intends to have the work started at the earliest possible moment.

For the greater part of Varick Street, the improvement will affect only a lot of ancient two and three story brick and frame houses, which have long been landmarks of the locality. The only modern loft of importance that will be seriously injured will be the Gray Building, just below Lighthouse Street. The most interesting landmark that will be damaged will be the old St. John's Chapel with its hospital and parish house, occupying the greater part of the block between Beach and Lighthouse Streets opposite the New Haven freight depot.

The attractive colonnade front and part of the famous tower will have to go. When the work of destruction does commence it will spell the death knell of the old church, for it has long outlived its usefulness as a church centre, and when the combined Seventh Avenue and Varick Street becomes a reality the ancient St. John's Chapel site will doubtless give way to a huge commercial structure devoted to the interests of many trades.

Other interesting landmarks that will suffer by the change will be a portion of the quaint Grove Street Park, the old Bedford Street Methodist Church on the southeast corner of Morton and Bedford Streets, which will be entirely obliterated, and the big yellow painted brick building which has stood for nearly half a century at the foot of Seventh Avenue, fronting 144 feet on Greenwich Avenue and 112 feet on Eleventh Street.

The heart of this great building, now used as Monahan's main express office, will be torn out, leaving but a small triangle on Eleventh Street and a slice on Greenwich Avenue. The building was erected for the Tracy & Russell brewery, and its was forty-two years old in 1904, when the brewery ceased to exist. The Monahan Express Company has a lease of four years more on the property, but in anticipation of the coming removal the company has purchased a large plot running through from Seventeenth to Eighteenth Street, 100 by 200 feet, just west of Seventh Avenue, where a large building for express uses is to be shortly erected.

In all, about ten blocks will be cut through south from the present end of Seventh Avenue to the head of Varick Street at Carmine Street. The new avenue will run just to the east of Hudson Park, and it will probably be necessary to cut away a portion of the public bath building on Clarkson Street, adjoining the park.