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G. A. PARKER

THE
EAST PARKWAY

AND

BOULEVARDS,

IN THE CITY OF BROOKLYN.

NEW YORK:
BAKER & GODWIN, PRINTERS,
No. 25 PARK ROW.
1873.



REPORT
1861

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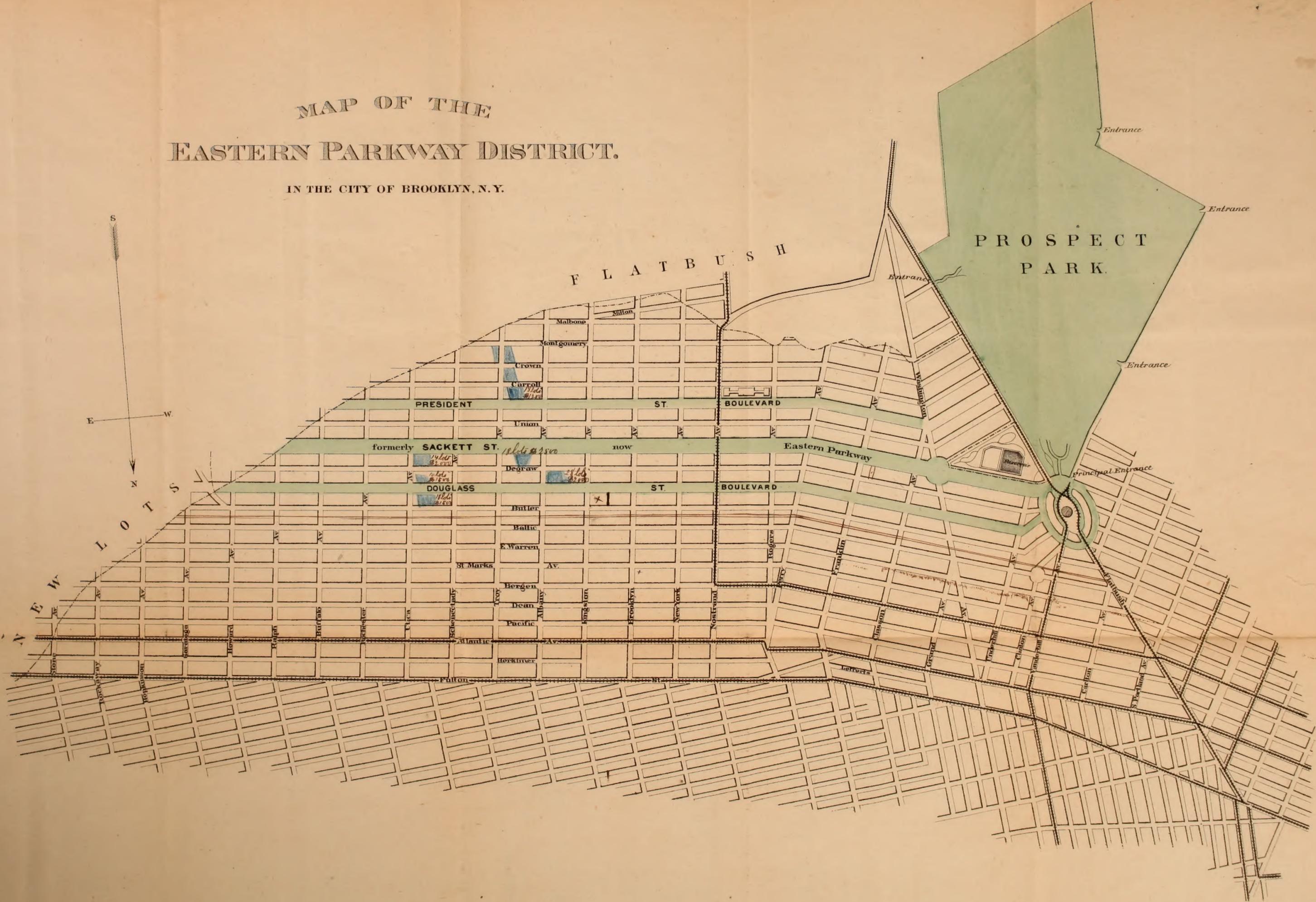
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MAP OF THE EASTERN PARKWAY DISTRICT.

IN THE CITY OF BROOKLYN, N. Y.



THE EAST PARKWAY

AND

BOULEVARDS,

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NEW YORK:
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THE EAST PARKWAY

ROBERT ANDERSON

IN THE CITY OF BOSTON

PRINTED BY

W. B. ALLEN

1873

THE EAST PARKWAY

AND

BOULEVARDS.

THE East Parkway, with the President street and Douglass street Boulevards, as well as the region adjoining and contiguous, is one of the most beautiful, and is destined to become one of the most celebrated, in the world. After perusing the brief description set forth in these pages, and considering the few suggestions therein presented, if the reader shall devote a portion of some day to making a tour of the locality indicated, the result will most amply reward the effort involved.

THE PARKWAY BOUNDARIES.

The Parkway district embraces all that portion of the city of Brooklyn situated eastwardly of Prospect Park, and between the township boundaries of Flatbush and New Lots, and the limits of Fulton street and Flatbush avenue. Five of the most important thoroughfares pass through it, and the same number of the most direct main routes of double-track horse

railways, including the Fulton street, the Atlantic street, the Flatbush avenue, the Nostrand avenue, and the Franklin avenue lines, furnish the best facilities extant for passenger transit. Infinitely superior accommodations, speed, and time, are yet to come in the underground railway and rapid transit scheme, which has been organized in corporate form and real vitality. The undoubted guarantee of the success of this organization may be found in the fact that the projectors, stockholders, directors, officers, and friends of the company, are among the most eminent and wealthy citizens and extensive landowners, builders, and residents of the territory affected.

DISTANCE AND TIME.

The bulk of the land is but slightly more than two miles from the South, Wall street, and Fulton Ferries; and the street railway trip time is about thirty minutes; but by the rapid transit and East River Bridge route it will be within twenty minutes time of the City Hall Park in New York.

ADVANTAGES OF LOCATION.

The location of the district is upon the most elevated ground in the city of Brooklyn. The soil is of gravel and sandy earth of the clearest consistency; there is an utter absence of either marsh or swamp lands, and in all of the few sections that have been graded, only the pure virgin soil has been used for filling. The inclinations of the streets are very admirably adapted to the necessary natural surface drainage, as well as for subterranean sewerage, water and gas conduits. The atmosphere is remarkably salu-

brious, the surroundings exceedingly superior, and the entire array of considerations, whether sanitary, social, or financial, can not be excelled—if, indeed, they can be equalled by any similar galaxy of facts of any other locality.

CHARACTER AND VALUE.

The Parkway district possesses many and varied charms that can not be detracted from by any accidents of the times. Very prominent in this regard is the fact that it had a character established before the public improvements had been commenced. A large number of the best known and most desirable citizens of Brooklyn, including prominent business men or retired merchants and capitalists, nearly all of them of large means, had invested extensively in lands, laid out streets and avenues on a scale of extraordinary grandeur, and erected themselves magnificent residences. Of these may be mentioned New York, Kingston, Nostrand, and Brooklyn avenues, Pacific, Baltic, and Dean streets, and St. Mark's place; all of which, especially the latter, are lined with costly, substantial, and grand family mansions, environed with lawns, gardens, parterres, terraces, flower beds, and shade trees of the most beautiful variety. The public roadways are well paved; the sidewalks are well flagged, sodded, and planted with trees, thrifty and umbrageous in their season; and everything is maintained in the most complete and ample order; thus rendering the vicinity a marvel of enchantment to all who view its many attractions. All this is a sample of what the Parkway and the Boulevards, in close proximity, are soon to be. In reality, the Parkway is an arm or extension of the Park itself.

THE PARKWAY ATTRACTIONS.

The pre-eminent attraction of this entire Parkway region, is, unquestionably in its immediate contiguity to Prospect Park,—the loveliest and most luxuriant place of artificial beauty possessed by any city in our land, and is yet to be one of the principal excelling places of the sort, in all the world. It is of easy access, of a few minutes walk, a fewer moments ride by public or private vehicle, from the remotest streets of the section. Any attempt to picture by pen or in type, the numerous beauties of the Park would be but effete mockeries of what the visitors' eyes and mind would comprehend and enjoy. The task will not be undertaken in these pages. It may not be amiss however to briefly mention that the view now embraces a diversity and scope of ocean, bay, river, lake, brooklet, hill, dale, woodland, lawn, meadow and plain, far in advance of any other Park in this continent. The most elevated point at the summit at "Lookout Hill," has a height of 185 feet above mean high water. The drives, walks, groves, lawns, water-courses, children's play-grounds, deer-paddocks, plazas, bridges, walls and masonry are of the most superior kind.

THE EAST PARKWAY.

The East Parkway commences at the grand plaza, (which is the main entrance to the Park), on Flatbush avenue, and hugging the easterly side of the great distributing reservoir of the Ridgewood water-works, extends in an almost direct line to the city limit, near the "Hunterfly road," a total distance of about two miles. The original and present plan involves its continuance (at some not far distant time), to join the upper East

River Bridge, at Astoria or Ravenswood, and thus afford a direct drive between the Central Park in New York, and the Prospect Park in Brooklyn. Provision is also made for other boulevard branches, at certain intervals, leading to the more remote country towns on Long Island, and to the seaside at Coney Island, Canarsie, Rockaway, and Jamaica.

This Parkway is really an enlargement of Sackett street from its former dimensions,—of seventy feet,—to a uniform width of two hundred and ten feet, with court-yards between the street front lines and the building foundations, of thirty feet on each side. Thus a grand total space of *two hundred and seventy feet!* is preserved from building front, to building front, across the street. [The specific distances, etc., are enumerated in the legislative special acts, contained in another portion of this pamphlet.]

THE CHARMS OF THE PARKWAY.

The Parkway will consist of three separate and distinct roads, and four walks, all luxuriantly shaded by choice trees, of the American elm, the sugar maple, the Norway maple, the European linden, and the tulip, to be planted in rows at intervals of twenty feet along the curbs. By law the courtyards can only be used to display shrubbery, flowers, fountains, or statues. The central roadway will be gravelled and rolled, as is the case in the Park. It is to be fifty-five feet wide, and devoted exclusively to pleasure driving. On each side will be a walk twenty feet wide, which will be curbed, sodded, and flagged, and along which are to be double rows of shade trees of the varieties before named. On either side of this central roadway are narrower roads,

twenty-five feet in width, respectively, and laid with the Belgian pavement: they will be used by all business or other vehicles approaching the private mansions. The sidewalks are twelve and one-half feet wide, curbed, flagged, turfed, and planted with single rows of trees, similar to the others.

FIVE YEARS PROGRESS.

It is estimated that about five years growth to the trees will attain a growth of thirty-five feet upward, and a branching forth of twenty feet in extent. It is therefore not unreasonable to calculate that within seven or ten years hence, in the summer season, the eastern Parkway and Boulevards will be over-arched by a canopy of dense luxuriant foliage, and therefore will be a bower of beauty and delicious refuge from the blazing rays of the midsummer sun. Thousands, and tens of thousands of the people;—men, women, and children will seek this leafy tunnel, with its fresh cool breezes, and kaleidoscopic display of dress, character and fashion. In many respects it will excel the Park in attractiveness. There will be an avenue, drives, and promenade, unequalled on this continent, and scarcely excelled in the wide world. The mansions will present a variety in architectural taste design, and beauty; while the grounds, conservatories,—and especially the courtyards will present a diversity in display of fountains, statues, ornaments, flowers, shrubs, etc., not only brilliant and charming, but wonderful and rare.

THE GRAND BOULEVARDS.

The Douglass street and the President street Boulevards are situated on either side of the Park-

way. Stable streets, each thirty-five feet wide, intervene. The Boulevards are one hundred feet in width, while the sidewalks are twenty feet in width. The roadway is paved with the Belgian stone, and the sidewalks are flagged; on either side of the latter are single rows of trees. The other peculiarities and advantages of the Parkway prevail, viz.: the courtyards are, by legislative act, to be thirty feet from street line to house front, making a total space from house to house across the street of one hundred and sixty feet. These magnificent Boulevards will be scarcely less desirable, for the location of houses and homes, than the Parkway itself. They will have all the density and luxuriance of foliage, all the elegance of courtyard and lawn display (and the lots on one side will enjoy the same stable street privileges) of the grand "Way" itself.

PROTECTION AGAINST NUISANCE.

It is a fact, as some of those who read this may have sadly experienced, that some of the best of people, who have exercised the utmost care in the selection of residences, find themselves either hemmed in, environed, or affected disastrously with nuisances, which are immovable, and ruinous to their comfort and welfare of property.

The supreme law of the State protects this whole district from the possibility of any nuisance. Even the mere semblance to an offense can be crushed and annihilated, as may be seen in the acts of the Legislature, contained in another part of this pamphlet.

THE EFFECT ON PROPERTY.

The effect of what has already been done by the improvements has been to more than quadruple the value of a certain portion of this land, and we have thus an expression, of the most simple character, in regard to the commercial estimate which, at this period in the history of towns, is placed upon the circumstance of convenient access from a residence to a public pleasure ground, and upon the sanitary and social advantages of a habitation thus situated. The advance in value, in this case, is quite marked at a distance of a mile, and this local advantage has certainly not been attended by any falling back in the value of other land in Brooklyn.

If we analyze the conditions of this change in value, we shall find that it is not altogether, or even in any large degree, dependent upon mere vicinity to the sylvan and rural attractions of the Park, but in very large part, in the first place, upon the degree in which these attractions can be approached with security from the common annoyances of the streets, and with pleasure in the approach itself. If, for instance, the greater part of the Park were long and narrow in form, other things being equal, the demand for building sites, fronting on this portion of it, would not, probably, be appreciably less than for those fronting on the broader parts. Secondly, the advance in value will be found to be largely dependant on the advantages of having near a residence, a place where, without reference to the sylvan attractions found in a large park, driving, riding, and walking can be conveniently pursued in association with pleasant people, and without the liability of encountering the unpleasant sights and sounds which

must generally accompany those who seek rest, recreation, or pleasure in the common streets.

There are other things to be valued in a Park besides these, but these are the main positive advantages which would make the value of a residence, if upon the Parkway, much greater than if at a distance from it.

AT HOME AND ABROAD.

Of course, those who have travelled abroad will make comparisons as to the magnitude and grandeur of the Eastern Parkway and Boulevard.

We come, then, to the question of the means by which such a comparison can be made. Although no perfect example can be referred to, there have been in Europe a few works by which a similar end, to a certain extent has been reached. Of these, the most notable is the Avenue of the Empress, in Paris, which connects a palace and a pleasure-ground within the town, with a large park situated far out in the suburbs. This avenue, with its planted border, occupies so much ground (it is 429 feet in width) that it may be considered to constitute rather an intermediate pleasure-ground than a part of the general street system. It is lined with a series of detached villa residences, and building lots facing upon it are much more valuable than those facing upon the Park.

The celebrated Linden avenue, at Berlin, leads likewise from a palace and palace grounds, to a great rural park on the opposite side of the town, through the very midst of which it passes. The finest private residences and hotels of the town, as well as many public buildings, such as art galleries and museums, front upon it, and it is equally convenient for all the ordi-

nary purposes of a street with any other. It nevertheless differs essentially from an ordinary business street, in that the process which we have described, by which wagon-ways were introduced into the old streets, has been carried one step further, the wagon-way having itself been divided as the foot-way formerly was, and a space of ground having been introduced, within which there is a shaded walk or mall, and a bridle-road, with strips of turf and trees. The Champs des Elysées, Paris, may also be quoted as a sample in point.

NATURAL INCENTIVES.

To this region will be drawn by all the irresistible force of early associations, the self-made men of the land; men who have come from "pastures green" in the rural districts, and *from nothing* made their fortunes in the great metropolis.

Such a neighborhood would not merely be more attractive, to the prosperous class generally of the metropolis, than any which can be elsewhere formed within a much greater distance from the commercial centre, but that it will especially meet the requirements of an element in the community that is constantly growing larger, and that is influenced by associations and natural tastes that unquestionably deserve to be fostered and encouraged. A typical case, for the sake of illustrating the class in view, may be thus presented. A country boy receives a common school education, exhibits ability, and at a comparatively early age finds himself engaged in business in a provincial town; as his experience and capacity increase, he seeks enlarged opportunities for the exercise of his powers, and being of superior calibre, ultimately finds himself drawn by

an irresistible magnetic force to the commercial cities; here he succeeds in becoming wealthy by close attention to his specialty, and the sharp country boy becomes the keen city man. Trees and grass are, however, wrought into the very texture and fibre of his constitution, and, without being aware of it, he feels day by day that his life needs a suggestion of the old country flavor to make it palatable as well as profitable. This is one aspect of the natural phenomena with which we are now attempting to deal; no broad question of country life in comparison with city life is involved; it is confessedly a question of delicate adjustment, but we feel confident that whenever and wherever, in the vicinity of New York, this delicate adjustment is best attended to, and the real needs of of these city-bred country boys are most judiciously considered, there they will certainly throng. We do not, of course, mean to argue that the tastes to which we have referred are limited solely to citizens whose early life has been passed in the country, but only that the existence of the special social element thus typified gives one of the many assurances that such a scheme as the Parkway neighborhood would be successful, if judiciously carried out within the lines suggested, before the demand is more or less perfectly met in some other locality.

RAPID TRANSIT.

It is needless here to show what Brooklyn and Long Island have lost in population and wealth for the want of rapid transit from the great ferries through the city and suburbs, as well as beyond, to the country districts of the island. Every intelligent person must realize that the aggregate of such losses, is immense.

It is as obvious also, that ample amends are being made by the recently organized, "*Brooklyn Steam Transit Company*," incorporated under the liberal Act of the Legislature, passed June 1, 1871. The first arrangements for surveys and estimates were concluded early in May, 1873. The cost of construction is estimated from \$3,000,000 to \$4,000,000. The first piece of road to be built will begin at or near the Fulton ferry, connecting with the great bridge at Sands street, following Adams or Washington streets, with a depot or station near the Court-house, and from thence, by the best route, to the junction of Flatbush and Atlantic avenues, to the Flatbush city line, with stations wherever desirable, and from the city line to East New York. It is certain that the enterprise is not only going forward directly to consummation, but that it is practicable at less than half the cost per mile of any underground railway of equal importance yet projected in this country, while it is known that for some *half miles* of the London road, where private property was taken, more money was expended than the probable outlay of this line from Fulton ferry to East New York.

It is assumed that the road will be for the most part underground from Fulton ferry to the city line. The distance is three and one-half miles. The construction will be in general by streets so wide that there will be comparatively slight disturbance of previous constructions, and it is known that no rock excavations are to be encountered. Recent improvements demonstrate that the excavation of streets can be accomplished in such manner that there will be no interference with any ground except that actually occupied by the width of the tunnel.

The salient features of the proposed work are its

obvious feasibility and its vital relations to the future growth of Brooklyn. We dismiss the first point with the simple remark, that it is perfectly apparent to the observation of any who will take the trouble to walk over the route, that the question of construction involves no more serious problems than the removal of a certain number of square yards of earth and the building of the required masonry.

BRILLIANT PROMISE OF THE FUTURE.

As to its important immediate or ultimate relations to the future of the city of Brooklyn and suburbs, whether we consider these with reference to the present convenience of the 26,143,500 passengers transported by the Brooklyn City Railroad alone in 1870, or the 3,000,000 yearly visitors by rail to Coney Island, or the 25,000 daily visitors to Prospect Park, or to the fact that with the present ratio of increase the travel on all these lines will double in about eight years, or whether we add to these considerations reasonable estimates for the very great accelerated growth of business always realized in populous cities and districts with increased facilities for rapid transit, we shall reach results both remarkable and surprising. Couple with these the conspicuous power which the great bridge will bring to all Brooklyn interests, and we have startling estimates of future growth.

If we look a little further on to the day sure to come, when the Hudson river and New York Central, Harlem, and New Haven Railways, traversing a bridge which can be easily built at or near Randall's Island, will find more convenient and cheaper terminal facilities and store-houses in Brooklyn than elsewhere for their

immense freights of cereals and manufactured goods, and add this more remote but immeasurable influence to the rest, we shall find the motive to the enterprise most irresistible.

The growth of population along the Hudson river, the Harlem, and the New Haven Railroads in Westchester county, and along the lines of the New Jersey steam roads, predict for the great and beautiful area about Prospect Park a more rapid upbuilding than has been realized anywhere in the vicinity of New York.

IRRESISTIBLE CONCLUSIONS OF FACT.

The real terminus of the New York Central and Hudson River Roads for passengers and mails will be at the post-office, City Hall Park, in two or three years. At or about that time, with the completion of the great East River Bridge, and the Brooklyn rapid transit railroad, the territory in the vicinity of the Prospect Park will be within twenty minutes' time of the New York City Hall, and of far more easy, direct, and expeditious access than any other place of residence within a radius of twenty miles of New York. Prospect Park then will be as accessible from the lower portion of the city of New York as the Central Park, and the journey to the former will in all respects be far preferable.

These facts demonstrate that the "East Parkway and Boulevards," with all the region adjoining, are to have a rapid and steadily increasing advance in population, enterprise, and wealth. It requires no extreme foresight to realize that the district indicated will have a population of about half a million of people.

Perhaps the best evidence as to the present and prospective value of the lands in the "East Parkway and

Boulevards" region is the simple fact that the majority of the largest owners are among the most eminent, liberal, and wealthy of the business men and residents of New York and Brooklyn, and that most of them reserve choice sections whereon to build and dwell permanently.

A TRIP TO THE PARKWAY.

A trip to the "East Parkway and Boulevards" region is worthy of the brief time required. In no other way can the reader obtain such a complete and satisfactory knowledge of the subject. Three hours' time will afford an ample opportunity for viewing the whole ground. From the Fulton Ferry house, in Brooklyn, the Fulton street, Atlantic street, and Flatbush avenue cars respectively start at intervals of a few moments daily. The two former connect with the cross-town routes—the Franklin avenue and the Nostrand avenue cars—both of which can be taken successively, and afterwards the Flatbush avenue cars to the Park. This will reveal the entire scope of territory to the visitor, who can then "best judge for himself."

OPINIONS OF THE PRESS.

The Eastern Parkway and Boulevards have attracted the earnest attention of the press, from the inception of the scheme. Not only the local newspapers, which naturally should be, and always are, promptly interested in all proper local improvements,—but the great New York dailies, and other prominent journals in various places in the country, have expressed the most exalted opinion of them. The "*Brooklyn Daily Eagle*," one of the largest, ablest, and, perhaps with one exception,

the most extensively circulated evening newspaper in the United States, says, in its issue of March 30, 1870, in the course of a long and elaborate descriptive article: "These lines of Boulevards will in time afford the finest drives for the equipages that Prospect Park will attract, and will go far towards making the suburbs of Brooklyn the most attractive resort in the country. With the completion of these attractions, no city in the world can compare in driving facilities with Brooklyn. Wealthy residents pay a large share of the taxes, and the more they pay, the less will be taken from those who live by daily labor. By these driving facilities, wealthy persons will be attracted to Brooklyn, and there is room enough for the class that toil, and for those who neither 'labor nor spin.' Those persons who are disposed to think that the park, situated westwardly of Flatbush avenue, will not be large enough for the requirements of Brooklyn in the future should bear in mind that this Parkway and Boulevards will rival the park itself in attractiveness."

[From the "*Brooklyn Daily Union*," March 30, 1870.]

The Eastern Parkway (an enlargement of Sackett street), from the east side of Prospect Park, runs along the main and high ridge of ground, or the table land which forms the backbone of the island; and from it, or the cupolas of the mansions that will be built there, can be seen the view of the slope toward the ocean on the east, and the cities of Brooklyn and New York and vicinity on the west. There is probably no more salubrious site in the United States, it having the advantage of sea breeze, drainage, and also a good pressure of water from the reservoir adjacent. The proposition is to extend this widening of Sackett street from the park to the city limit, being a distance of two miles and a half, so that drives will be taken from the park through the Boulevard as a part of the park pleasures.

[From the "New York World," April 9, 1870.]

———, The Eastern Parkway when completed, will be the finest street in the world. This is probably the grandest attempt ever made by force of law to make a district of a city fashionable and exclusive. The act forbids any property owner erecting anything but a mansion on the Boulevards, or anything but stables and outbuildings on the back streets. It is a bold and enterprising attempt on the part of the property owners in the high lands of the Ward to make that location prominently eligible for the residence of the wealthy and the fastidious. Unlike most of the recent schemes for local improvement, this one asks no aid from the city treasury, but proposes to levy all the cost of the improvement upon the property benefitted along the line of the proposed grand drive from the Park to the city line. It is reported that already some of our most eminent representative, professional, business men, capitalists, and financiers have purchased choice lands for their permanent personal residence. This is an important augury of the future character and value of the real estate in that vicinity.

[From the "New York Herald," Jan. 24, 1870.]

In the course of an elaborate descriptive article, the *Herald* said :

ADVANTAGES TO BROOKLYN.

Having fully described, in its principal aspects, the question of the desirability of developing in Brooklyn a plan of public improvement of the general character indicated, the Superintendents inquire whether the broad streets which are proposed to be opened on New York island under the name of Boulevards during the next few years are calculated to interfere with the probable success of such a scheme. In arriving at a negative answer they quote from a report of the Park Commission regarding the limitations that are recognized in New York controlling the designs of the commissioners, and add that it is clear that there is no intention of carrying out any such scheme, as the parkway in New York. Although the plots of ground appropriated to the Brooklyn and Central Park are entirely different in shape, while their landscape opportunities and general possibilities of design are equally dissimilar, a generic family resemblance will yet be found between the two pleasure

grounds, simply because they are both called into existence to meet the same class of wants, in the same class of people, at the same metropolitan centre. The Brooklyn Parkway, on the other hand, will, if executed, be a practical development, particularly applicable to the city of Brooklyn, and which are considered by those in authority to be unsuitable for development in the city of New York; it will consequently have no such family resemblance to the New York Boulevards as exists between the two parks and its attractions will, for a time at any rate, be of a special and somewhat individual character.

[From the "New York Times," Oct. 21, 1872.]

A NOVEL IMPROVEMENT IN BROOKLYN.

We believe that to Mr. Frederick Law Olmstead, is to be credited the first successful application, in part, at least, of the idea that the growth of American cities can be judiciously guided; and that we need not necessarily sit patiently by, and see the most beautiful portion of them overrun by various occupants whom it is very difficult and very expensive to dislodge. Mr. Olmstead, has frequently had occasion to point out that in Brooklyn a special opportunity was offered, by early improvements, to determine beforehand that certain very beautiful quarters of the city should be taken up by first class residences, and be owned and occupied by men whose dwellings and grounds would be continually made more and more attractive. Luckily, this argument was addressed on the one hand to a class of property owners, intelligent and enterprising enough to see that their own interest lay in carrying out Mr. Olmstead's idea, and on the other to the Brooklyn Park Commissioners, a body of gentlemen of great foresight and energy. The result is that a definite and well considered plan is now being put in execution with the intent we have referred to.

The entrance to Prospect Park, in Brooklyn, lies at the junction of Union street and Flatbush avenue, at the summit of a broad ridge, which, east and north of that point, spreads into a more or less irregular upland for a number of miles. The city line of Brooklyn crosses this ridge some four miles east from the entrance to the Park. By an Act passed in 1868, five streets running along this broad ridge from the Park to the city line, were directed to be laid out in the following manner; the central one of the five, Sackett

street, was widened to 210 feet; the outside streets, President and Douglass, were widened to 100 feet each; the intervening streets, Degraw and Union, were narrowed to 35 feet each. On the streets which were widened, the buildings were required, when erected, to stand at least 30 feet from the street, and on the narrow streets no building is to be allowed, to be used for anything but a stable, carriage-house, conservatory, or green-house. The effect of these restrictions is evident. The lots will be sold, running through from the wide streets to the narrow ones, and will be improved according to their size and location. As a further inducement to this, all business "dangerous, noxious, or offensive to the neighboring inhabitants," are prohibited by law, "on any land affected by said widenings."

The region included between these streets is very finely situated. It lies high above the rest of the city, can be readily and perfectly drained, can also be supplied with a good head of public water, and commands, at almost every point, extended views. It only remained to determine the attractiveness of the streets themselves. This has been done by the plan adopted for them. Through the centre of the main street, which is called the "Eastern Parkway," runs a macadamized road. On either side of this is to be aliberal space planted with trees. Beyond these again come pavements of Belgian block, and then wide walks, with trees at the inner and outer edges. The side streets are to be paved with stone, (block,) with broad walks, fringed with trees on each side.

The work is now going on. Its progress cannot be seen from the Park entrance, though an excavation going on at the left of the entrance marks the terminus of the Parkway at that point. But, from East New York avenue both ways, rapid progress is being made, steam machinery of a very ingenious and effective sort being employed. Any of our Brooklyn readers can reach this point from Atlantic avenue, and a visit will amply repay them. This is one of a series of public works, which have been carried forward in Brooklyn under great difficulties, and at heavy expense, but which are already having a marked influence on the growth and prosperity of the city. When a steam underground railway is added, as we believe it will be ultimately, the extension of the population of the city, until it equals that of New York at present, is only a question of time, and of no very long time at that.

A GRAND CROSS-TOWN DRIVE.

BROOKLYN AVENUE.

One of the most delightful cross-town drives is through Brooklyn avenue, which intersects the Parkway and Boulevards. It is *one hundred feet wide*, and extends from the Flatbush entrance to the Park, through Brooklyn and Malbone avenues, (both 100 feet wide,) to Fulton street. Nothing can exceed the grandeur of this thoroughfare, which is the site of elegant family residences.

T H E L A W .

The following Act of the Legislature in reference to the "Eastern Parkway and Boulevards" will be found of interest :

AN ACT TO OPEN AND WIDEN PORTIONS OF SACKETT, DOUGLASS, AND PRESIDENT STREETS, AND OTHERWISE TO ALTER THE COMMISSIONERS' MAP OF THE CITY OF BROOKLYN. Passed May 6, 1868.

The People of the State of New York, represented in Senate and Assembly, do enact as follows :

SECTION 1. Sackett street, in the city of Brooklyn, is hereby widened from Washington avenue easterly to the southerly limit or boundary line of the said city, to the width of two hundred and ten feet, and shall be opened to that width by adding seventy feet in width to each side of the said street, as now laid down on the Commissioners' map of the said city ; and President street and Douglass street are hereby also widened from New York avenue easterly to the said city line, to the width of one hundred feet ; and shall be opened to that width by adding fifteen feet in width to each side of the said several streets, as now laid down on that map.

§ 2. So much of Degraw street as lies easterly from New York avenue, and extends to the said city limits, is hereby narrowed to the width of thirty-five feet, by taking away thirty-five feet in width on the southerly side thereof ; and so much

of Union street as lies easterly from the said avenue, and extends to said city limits, is hereby also narrowed to the width of thirty-five feet, by taking away thirty-five feet in width from the northerly side thereof; which said southerly side of Degraw street, and northerly side of Union street, are hereby abandoned for street purposes, and shall be stricken from the said city map.

§ 3. No buildings or other erections, except porches, piazzas, fences, fountains, and statuary, shall remain or be at any time placed upon any of the lots fronting upon either of the said streets so to be widened, within thirty feet from the line or sides of the said several streets respectively. The intervening spaces of land on each side of the said several streets shall be used for courtyards only, and may be planted with trees and shrubbery, and otherwise ornamented, at the discretion of the respective owners or occupants thereof. And no building now standing, or that may be hereafter erected, on any lot fronting or to front on either Union or Degraw streets so narrowed, shall ever be used for any purpose other than a stable, carriage-house, conservatory for plants, or green-house; but no livery or railway stable, or car house, shall at any time be erected or maintained upon any of the said lots. And at no time shall there be erected, established, or carried on, in any manner whatever, upon any land to be affected by the said widenings, or either of them, any slaughter house, tallow chandlery, furnace, foundry, nail or other factory, or any manufactory for making starch, glue, varnish, vitriol, oil, or gas, or for tanning, dressing, repairing, or keeping skins, hides, or leather, or any distillery, brewery, or sugar bakery, lime kiln, railway or other stable, or depot, or any other manufactory, trade, business, or calling, which may be in any wise dangerous, noxious, or offensive, to the neighboring inhabitants.

§ 4. The Commissioners of Prospect Park are hereby directed to take proceedings, within sixty days after the passage of this act, to open, grade, and otherwise improve the said

several streets described in the first and second sections of this act. And for the purpose of determining the amount to be paid to the owners of the lands and tenements required to be taken for the purposes of the several changes and improvements contemplated by this act, the said Park Commissioners shall cause application to be made to the Supreme Court in the Second Judicial District, at a special term thereof, upon a notice to be personally served upon the counsel of the said city, and to be also published ten days successively in the corporation newspapers, for the appointment of three commissioners to estimate the expense of such widenings and openings, and the amount of damages to be sustained by the owners of land, and all other persons to be affected thereby, and to apportion and assess the same as hereinafter directed, and the court shall thereupon proceed to make such appointment.

§ 5. Before any assessment for such widening or opening is made, the Commissioners of Prospect Park shall, by resolution, fix a district of assessment, beyond which the assessment therefor shall not extend.

§ 6. The commissioners so to be appointed by the court shall, after having been duly sworn, proceed to estimate such expenses and damages; and in making the estimate, they shall include the damages, if any, to be sustained by any person or persons for being so obliged to build back from the line or sides of any of the said several streets, or for being restricted in the use of the lots fronting on said streets, as specified in the third section of this act; and after their report thereon shall have been confirmed by the said court, they shall apportion and assess the amount thereof, in such manner as they shall deem just and equitable, upon the lands and premises in their judgment benefitted by the improvement, within the district of assessment so to be limited, by the said Park Commissioners.

§ 7. All laws now in force relative to widening, opening, and improving streets and avenues in the city of Brooklyn, subsequent to the appointment of Commissioners of Estimate,

and the proceedings thereon, and the duties of the several persons to be employed therein, substituting the Commissioners of Prospect Park in the place of the Common Council, and also in the place of the Street Commissioner of said city, and substituting the said Commissioners of Estimate and Assessment, in place of the Board of Assessors of said city, so far as relates to the opening of streets and avenues, including also payment for the work, and the levy and collection of the assessments for such improvements, and the lien thereof, so far as they are not inconsistent with the provisions of this act, shall apply to and regulate all proceedings that may be had or taken under this act. But such proceedings shall continue to be under the direction of the Commissioners of Prospect Park, who shall stand in the place of and act when required as the Common Council of the city, or the Street Commissioner thereof, would be required to act in the premises; and they shall employ an attorney and counsel, and all such clerks, surveyors, and other agents as may be required for the purposes of this act.

§ 8. The said Commissioners of Estimate and Assessment shall be allowed to make use of any maps on file in any of the public officers of the said city; and shall each receive five dollars a day for every day actually spent in the discharge of his duty. Which expenses and compensation, together with the room hire, stationery, and other necessary expenses of the said commissioners, as well as the expenses and compensation of all other persons necessarily employed under the foregoing provisions of this act, shall be included in the general expenses to be incurred herein.

§ 9. The streets specified in the first and second sections of this act shall be laid out according to a plan to be devised or adopted by the said Park Commissioners. The said streets shall also be graded, paved, curbed, and guttered, in such manner as the said Park Commissioners shall direct, and may be re-named, and planted with suitable shade trees, or otherwise improved, in their discretion; and they may construct such

roads and walks through the said streets, or any of them, and make use of such materials of construction or pavements as they shall deem best. And Sackett street shall be graded, within one year after the confirmation of the report of Commissioners of Estimate and Assessment.

§ 10. All expenses incident to the improvements specified in the ninth section of this act, with the exception of so much thereof as shall appertain to one hundred and ten feet in width in the middle of Sackett street, after having been duly certified by the said Park Commissioners to the Board of Assessors of the city of Brooklyn, shall be by said board apportioned and assessed as other local improvements are by law directed to be apportioned and assessed in the said city. The residue of the said expenses appertaining to the improvement of the said one hundred and ten feet in width, through the middle of Sackett street, shall also be apportioned and assessed upon the district of assessment, to be fixed by the said Park Commissioners as directed in the fifth and sixth sections of this act; and the said assessments shall constitute liens upon the several parcels of property to be charged therewith, and shall be levied and collected in the same manner as other local assessments are levied and collected in the said city.

§ 11. After Sackett street shall have been opened, so much thereof as lies eastward of Prospect Park shall be under the exclusive control and management of the said Park Commissioners; and they shall make and enforce proper rules and regulations for the use thereof, and after it shall have been improved as hereinbefore directed, its subsequent maintenance shall be provided for in the same manner as the public parks now under the charge of the said Park Commissioners are provided for.

§ 12. This act shall take effect immediately.

