

# Suburban Development Making Rapid Strides

## Anneslie, Built On Farm Land, Now A Community Of Pretty Homes---Located In County

Of all the suburban developments around Baltimore, there are few, it is claimed, that can boast of the rapid growth that marked the development of Anneslie, the project of Charles H. Steffey, Inc. In July, 1922, work was started on the Anneslie tract, which comprises almost 100 acres.

In one and one-half years 50 per cent. of the property has been prepared for sale, 373 lots have been sold and 50 houses have been erected, sold and occupied. The value of the tract is said to have been considerably enhanced by the erection of 2,700 feet of concrete road by the county along Register avenue.

### WAS FARMING LAND.

A few years ago the Anneslie property, which is on York road between Walker and Register avenues, was nothing more than pastures and farm lands. Now it is a hustling community—the first development of its kind to be made along the York road. The tract is bounded on the south by the Elisha H. Walker estate, on the west by the Riegan estate, on the north by the development of Stoneleigh and on the east by John J. Hurst's development of Idlewyde.

Anneslie lies wholly in the county.

The city line passes through the Walker estate, which gives residents of Anneslie the advantages of county taxes.

Charles H. Steffey, who has superintended the work of developing Anneslie, outlined his plans for the development.

### CATERING TO MIDDLE CLASS.

"With our community of Anneslie we are catering to the middle class," he said. "We don't attempt to compete with Roland Park or Forest Park. In order to prevent overcrowding we have specified that no house is to be built on a lot that is less than 50 feet in size.

"Due to the high cost of construction it has been very difficult for realtors to give to the people a lot they can use at a moderate price. To bring about this result we have done away with many expensive features that are not absolutely necessary. For example, we have laid gravel roads instead of concrete ones. The former serve the purpose almost as well and are far less expensive."