

GRAB IS FEARED IN NEW MADE LAND ALONG RIVERSIDE

Railroad, Not Public, May Reap Benefit of the Addition to Waterfront Park.

IS COSTING MILLIONS.

Filling In Along Hudson Above Eighty-Third Street Adds 48 Acres to City's Property.

How much of the reclaimed waterfront along the North River will actually be used for park purposes? A reporter from The Evening World sought for this information to-day, but so tangled up are the city's interests with the "great waterfront improvement" of the New York Central lines that it is quite probable that a large slice of the area now being filled in along the western edge of Manhattan will eventually slip into the possession of this private corporation.

Both Dock Commissioner Calvin Tomkins and Park Commissioner Charles B. Slosser account the suggestion that there is mystery in the problem. They declare that posterity will laud the present city administration for having put through a scheme to add 48 acres to the city's park system. Somewhere under the enlarged Riverside Park will be added the railroad tracks, all covered over with green grass and children's playgrounds.

A more practical city official, who is acquainted with the entire project, but who declined to permit the use of his name, said: "The people of New York City will find that if the projected New York Central improvement from Eighty-third street to Spuyten Duyck requires additional width—say four tracks instead of two tracks—the city officials will probably lease to the railroad company from the reclaimed area between the present water's edge of Riverside Park and the new water's edge beyond the new bulkheads now building."

Already construction of a rip-rap embankment in order way. Crushed stone from the aqueduct tunnel is being used for this initial marking of the outer edge of the future park proper. Later materials of all sorts from excavation work will be used to fill in the area inside the old shore embankment. The rip-rap embankment extends from Eighty-third street to One Hundred and Twenty-ninth street with a gap from One Hundred and Fourteenth street to One Hundred and Twentieth street to be occupied by the Robert Fulton Memorial and the Columbia University Stadium.

ADDS FROM 70 TO 230 FEET TO THE PARK. The new outer edge of the park varies in distance from the shore. Some places the intervening space is only 70 feet, while at others it widens to 200 feet. The depth of water to be overcome averages about 30 feet.

According to officials of the Dock Department, the work began with the digging out of a trench along the bed of the river where the new embankment was to be located. The trench was of the depth of a hand-sounding rod. The began the dumping in of the crushed stone, 100 feet being completed at One Hundred and Twenty-ninth street, 200 feet at Ninety-ninth street, and 150 feet at Eighty-third street. The embankment proper begins at Eighty-third street. There is no work planned south of that.

When the embankment is finished it will stand ten feet above mean low water with a natural slope inshore. Stuart, Smith & Hoobar are the contractors dumping below One Hundred and Fourteenth street, while the Pittsburgh Contracting Company has the dump above One Hundred and Twentieth street. They complain that they are seriously hampered by the fact that there are only three approaches to the water from the mainland, at Seventy-ninth, Ninety-sixth and One Hundred and Twenty-ninth streets.

Permits for work are issued by Dock Commissioner Slosser, but Dock Commissioner Tomkins has supervision of the work. When the rip-rap embankment is finished the area toward the shore will be filled in.

CLUBHOUSES WILL HAVE TO BE MOVED OUT. These clubhouses will be wiped out because they stand in the area to be added to. They are the Hudson Boat Club at One Hundred and Twenty-ninth street, the Columbia University Boat Club at One Hundred and Fifteenth street, and the Columbia Yacht Club at Eighty-sixth street. They stand on piles driven into land owned by the city, and exist through yearly permits issued by the Park Commissioner, who says they will have to move out to the new bulkheads.

In 1888 the United States Government defined what should be the open channel in the North River. Building out beyond the pierhead bulking was prohibited. According to the Dock Department there still remains ample space for the boat clubs at various points along the enlarged Riverside Park, as the rip-rap embankment for a good deal of the way is considerably within the proscribed federal line. This ought to prove good news to the aquatic clubs. But there still remains the question as to what use the added area will be put. Whether it will be all park or partly park and partly used for commercial purposes, has not yet been determined. Poes of "Death Avenue" say that a New York Central Railroad grab plot lurks in the whole project. This may or may not be true. Both the present dock and park commissioners will have long ceased their labors as integral parts in the Gaynor administration when the "water lot" area has been finally reclaimed. They are working in the interest of increased park acreage. To their successors will be left the final disposition of the added property.

Romantic Love Retains Its Hold on All Mankind Declares a Wise Woman

"I Don't Believe We Are Shedding Our Illusions," Says Mrs. Louise Hale, in Disagreeing With Mrs. Gertrude Atherton, Who Asserts Romantic Love Is on Its Last Legs.

Marguerite Mooers Marshall. Will women cease to love?

Mrs. Gertrude Atherton, the celebrated novelist, is convinced that they will. Writing in a current magazine, Mrs. Atherton asserts: "Romantic love may be said to be on its last legs. The fight for the vote has nothing to do with it, being as it is but a symptom of the general development of the female mind toward independence. It requires no gift of prophecy to see that the time is at hand when woman will weigh man before she falls in love with him."

Man won't like this state of affairs, Mrs. Atherton admits, "for man is incurably romantic, old-fashioned, idealistic." But the coming marriage, as she sees it, will be "without a spark of romance and almost as Hills passion. There will be no high flights, no period of glowing anticipation, of dreams and idealizing."

I do not know whether a frank inability to appreciate the paramount claims of love is indigenous to the feminine literary temperament, or whether the attitude is simply characteristic of "the years that bring the philosophic mind." But in support of Mrs. Atherton's hypothesis, two women writers have recently informed me that a solitary life on a desert isle would suit them perfectly well if they were sufficiently supplied with pens and paper pads. I confess I can't agree with them.

GRADUAL DISAPPEARANCE OF LOVE IS TOO MUCH.

Neither can Mrs. Louise Creech Hale, whose recent novel, "Her Soul and Body," marks its author as an eager romanticist.

"I admire Mrs. Atherton immensely," she told me, "but I confess I can't follow her on this matter of the gradual disappearance of love."

"The most romantic woman in the world is the woman in business or professional life. Like the shortest busy, she wears defensive armor to protect herself from readily searing hands. But inside there is plenty of sweetness and tenderness waiting for the person who succeeds in getting past the protection."

"Yet, according to Mrs. Atherton, the prickles themselves—that is, a downright manner and freckles on one's nose—are doing their part in extinguishing romance," I objected. "She says they are disillusioning and unattractive."

Mrs. Hale laughed shrilly. She, by the way, shows no "prickles," despite her years of achievement as actress, writer and editor. Her cheeks are as pink and her figure as slender as those of the white-mustained heroine of the three-volume novel, and there is nothing the least bit aggressive in her voice or manner.

"But don't you know," she was explaining, "that a man never falls in love with a woman for the graces she actually possesses, but only for those with which he endows her? What does it matter if her manner is downright to the point of bluntness? Her lover will rave about her 'fine sincerity,' if she has large, brown, numerous freckles all over her face he'll write a sonnet to her 'sun-kissed smile.' No, it will take stronger evidence than this to prove that romance is near its last gasp."

"I do think the character of romance is changing, just as I think human nature is changing. We're growing more intelligent all the time. But I don't believe we're shedding our illusions, or, at least, we don't stop with shedding them. We build more beautiful and truthful ones. Our ideal need not be silly, not even if it is the ideal one form of one's lover. It may be a help and a comfort both to the one who loves and the one who is loved."

IT IS DIFFICULT TO GET AHEAD OF NATURE.

"Mrs. Atherton very truthfully observes that it is difficult to get ahead of nature. I'd go even further and say that it's next door to impossible. I believe tremendously in woman's power of development, but I believe she is making herself man's mental equal, if she has not already reached that stage. I believe, of course, that she will short-

ly attain the fullest economic and political equality. But there's one thing nature won't let her do. She cannot, except in rare and isolated instances, equal man in physical strength. That means that she will always instinctively seek a mate who she feels is somewhat stronger than she—and I suppose that this feeling is the essence of romantic love.



LOUISE CREECH HALE

Just out of Auburn prison, William Knobloch says the food there is too good and the inmates have too many privileges.

Ulster County trapper who made a living catching skunks files a claim against the city for \$500, alleging the building of the Ashokan dam has ruined his business.

Joseph Marold, a Chicago carpenter, who did not use tobacco or drink liquor, is dead at the age of one hundred and ten. He quit intoxicants when thirty years old and stopped smoking when one hundred and five.

Philadelphia boy was given the alternative of going to jail or to Sunday school. After some hesitation, he chose Sunday school.

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News Oddities

Along with the stingless bee comes the stinless bunny bug and the unstained turkey trot.

Vouchers in the State Comptroller's office show these costly linen items bought for Gov. Dix's use in the Executive Mansion: Bed sheets, \$47.35 each; pillow cases, \$17.35 each; table cloths, \$47 a cloth, and napkins \$12 a dozen. William Sulzer, please write.

BUILDS 30 BRIDGES SO WEDDING NEED NOT BE DELAYED.

SANTA FE, N. M., Oct. 21.—Thirty improvised bridges along the Mexican line of the Honora Railway Company were hurriedly erected that a special train might carry H. J. Temple, General Superintendent of the company, to Santa Fe, N. M., where his fiancée, Miss Clementine Knelling, of Chicago, awaited him. They were married in Santa Fe soon after he arrived.

Within a few hours Mr. and Mrs. Templeton were speeding Eastward on a honeymoon that will include Chicago and New York and other cities.

The old bridges had been destroyed by Mexican rebels.

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All fabrics here for selection, together with samples of the lining, and many extra men to quicken the service. And three model coats for style.

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