

CITY BEAUTY SPOT PLANNED IN BRYANT PARK

Somewhat Neglected To-day, It Is Proposed to Make It Worthy of New York's New Library

Ever since the New York Public Library was built there has existed a feeling that something should be done to make Bryant Park suited to its present surroundings. It should, in the opinion of more than one person with a desire to see New York made as attractive as it can be, represent something more than the backyard of the library. Yet it could not be frankly said to represent anything else to-day.

It is moreover rather an unkempt and bare backyard, patronized largely by hoboes and other stragglers who are altogether different from the white capped nurse maids and the laughing children for whom the park was first intended largely.

That purpose of the park dates back to the time when it stood in the centre of a residential district. The houses on three sides of the park were the homes of wealthy New Yorkers. Now there are but few homes left, while the preponderance of business in the neighborhood grows daily more apparent. Bryant Park will never again be anything else than a business center. So the sort of park that was suited to the region years ago is altogether out of place there at present.

First Plan Rejected.

Carro & Hastings, architects of the library, were the first to agitate in favor of some new use of the park ground which should adapt it more to its present situation adjoining such an ambitious structure. It was from this firm shortly before the death of Mr. Carro that there came a plan to make this part of the city the centre of its artistic enterprises.

In order to do this, with the library as a central point, it was suggested to give the western side of the park with the Sixth Avenue sidewalk from Fortieth street up to Forty-second to the Academy of Design. Here there would have been only thirty feet taken of the park and the sidewalk would have served as an arcade and flower market. The central part of the park would have been devoted to the statues and memorials of various kinds which are at present without appropriate sites in this city.

Although the plan contemplated a beautiful use of Bryant Park, "Hands of the Parks" was the slogan that ended this proposal. Curiously enough it was Thomas Hastings who a Park Commissioner who invented this defence which has done so much to keep all the park lands free from encroachment.

But this did not serve to discourage Mr. Hastings and he succeeded in interesting Commissioner Stover in the present plan. Yesterday the Park Commissioner refused to discuss the plan with a SUN reporter until the money which is the only obstacle to its immediate execution shall be forthcoming. It is plain, however,

that he hopes to see carried into effect the changes which will make Bryant Park one of the most beautiful in the city and recover it in a way for the purposes for which it was originally intended.

Higher Level Proposed.

It has other uses than to serve as a breathing spot. It should also serve an aesthetic purpose if it is to be used to its best possibilities. Yet nobody could say that the forlorn windswept spot that the park is at present does answer any such end. It in reality serves only as a short cut from Fortieth to Forty-second street.

The plan of Mr. Hastings and Charles Downing Lay, landscape architect of the Park Department, looks to a beautiful use of material which is now but scantily employed. The surface of Bryant Park lies some feet above the level of the sidewalks about it, and this point will be favorable to the raising of the level of the ground which is indicated on the plan.

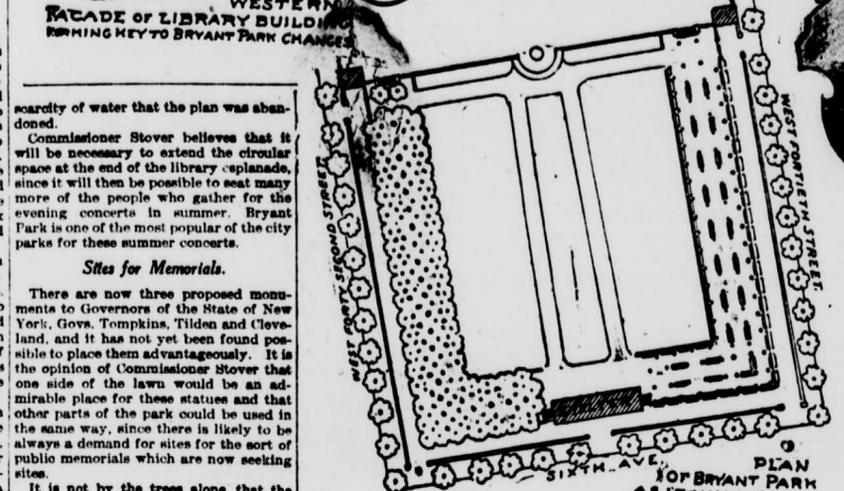
To describe the changes which the new plan provides for in the simplest language it may be said that a high fence will be run about the three sides of the square not opening on the library. Behind this high iron fence there will be built a hedge which will serve to separate the park from the street. About the park on the three sides that face the street will be a gravel walk inside the hedge and the grill. Facing the iron fence on the opposite side of this walk will be a stone embankment similar to that copied from an old street in Bath. This will be surmounted by a balustrade.

Three Lawns Inside.

Against the stone wall there will be benches, and it is hoped that these benches so near the street may prove attractive to some of the present citizens who take advantage of the park facilities and would be more appreciated by other visitors to the park if they remained on the benches about the terrace. It is proposed to make the embankment about seven feet high. The ascent to the upper level will be made by means of stone steps on Fortieth and Forty-second streets and Sixth Avenue and at the eastern extremities of the park on the same streets. This will surround the upper level of the park.

This upper level, as Mr. Lay's plan shows, is divided into three large lawns. They will be separated by gravel walks. The new planting will make the shade so thick that all of the benches will be covered by the trees. They will also accomplish the purpose of blotting out the sight of the elevated railroad, which has always been one of the serious detriments to the beauty of Bryant Park.

It was at one time proposed to build in the central lawn a pool to be fed by the Josephine Lowell memorial fountain, which Charles A. Platt has designed for the park. But pools in the city are difficult to manage and there is so often a



Besides Its Aesthetic Purpose It Would Also Serve as a Site for Statues and Public Memorials.

desired obliteration of the elevated road will be accomplished. At a point about half distant from the two cross streets forming the northern and southern boundaries of the park a house will be built which shall serve as a place for storing the park tools and for other park uses and will fill in the spaces between the trees on the western side of the park.

Mr. Lay, who is responsible for the landscape work on the new plan, says that the so-called naturalistic style of which Bryant Park is an example may have been all very well in its day, but the purpose for which the park was laid out is now so different that another style is demanded now.

Park Architect Approves.

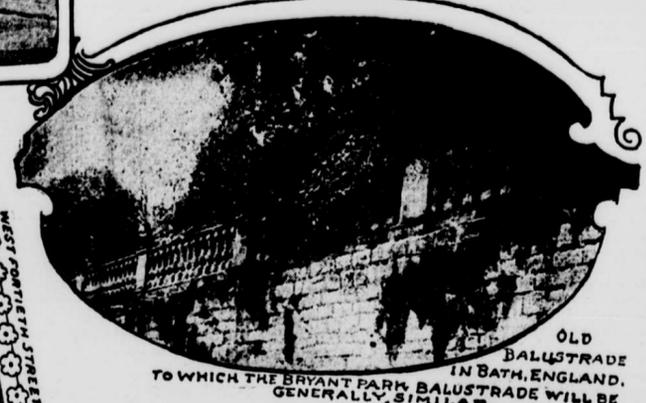
"There will doubtless be many to deplore the change in the appearance of the park," he said, "and I heard only the other day of somebody who looked out over the park and asked if there was any truth in the story that New York was to be deprived of the beautiful trees there. As a matter of fact there are but few trees in a healthy condition

the city's property. Commissioner Stover will not commit himself regarding plans which are not yet certain to be approved, and above all it is necessary for the money to be in hand before they may be regarded as a certainty. But in the present case there seems more likelihood than usual that this method of beautifying the park will be carried to a consummation.

Estimates of the Cost.

There is in the first place a fund of about \$75,000 remaining over from the money voted for the library. That could be added to what the alterations in the park suggested by Thomas Hastings will cost. It may be that the changes could be made for this amount. On the other hand there are estimates that require almost twice as much. The real cost of the improvement probably lies between these two extremes.

The proposed planting of trees and shrubs in the park will make it shady and cool in summer, and elevated from the level of Forty-second street it will be above much of the dust and dirt of traffic. Then the purpose of the new



and it will be necessary to plant many more to carry out the plan of beautifying the park as it will be. But it will be a great improvement over the present state of Bryant Park."

Mr. Lay believes that the present plan is the best that has been proposed, and he was opposed to the suggestion made a year or more ago that the Academy of Design should be allowed to build on

plan is, with the iron fence backed by the foliage and the shrubbery, to obtain some sort of quietude and freedom from noise. So the result should be a beautiful park adapted for rest and a relief from the sights and sounds of a city. Above all the new Public Library would be appropriately near a park worthy of its beauties and not abut on a neglected and bare backyard.

WOMEN FOUR-IN-HAND WHIPS BOLD AND CLEVER

More New York women than ever are interested this spring in driving four-in-hands, and a surprising feature of this phase of the sport is the fact that in the last year or two many very young women have developed an ambition to handle the ribbons in expert style. On the word of not one but of three or four disinterested critics certain of these new recruits can tool a coach in far better style than certain of their men friends and relatives.

One male critic went so far as to say: "When it comes to four-in-hand driving the New York men, generally speaking, are away back. With few exceptions those formerly counted among the best four-in-hand amateurs have been so taken up of late with the newer motor vehicles, including air ships, that they have had no time left for coaching and the number of young fellows taking up the sport is not large."

"With women it is just the other way. It is the young women particularly who are taking special interest in four-in-hand driving, and although women in general are interested too in up to date motors, so far they haven't let this interest interfere with their driving lessons. For one thing, four-in-hand driving is a comparatively new sport for women."

"We shall see some very pretty four-in-hand driving this spring, just as soon as the weather is decent," said another authority, "and some of the youngest of the women on the driver's seat are going to set a new standard for women's four-in-hand driving. They have done that already, for that matter."

"In one or two cases women formerly conspicuous as drivers have refused of late to drive four-in-hand in New York for fear of comparison with several younger drivers, who have done and are doing a tremendous lot to raise the standard of the four-in-hand driving among women. To hold the ribbons over a perfectly broken double team over a straight open road no longer meets the test, but all unconsciously of course by some of the young girls who are now among the chief coaching enthusiasts."

Spread of the Sport.

Still other critics who love the sport tell with satisfaction that the enthusiasts are not confined to any one circle of society, as was more or less the case a dozen years ago.

"Before then," said a New York woman who learned all she knows about driving in France, "some New York women who wanted to learn to drive four-in-hand took lessons in Europe, and when they came back and showed off a little in Newport and in New York their friends watched them enviously, almost with awe. It was not till about 1900 that New York women took it into their heads to make four-in-hand driving popular."

As told by some of the New Yorkers who at that time and since decided to put a lot of time, money and study into driving lessons, the history of the progress of the four-in-hand fashion among women is interesting. At first anything like real enthusiasm for the exercise was confined to fashionable society, and when this enthusiasm really burst out there was such a run on the two instructors then in town that more than one pupil had to get up and take a lesson at 8 o'clock in the morning when it was barely daylight or else go without instruction. The instructors got thin from overwork, but their bank accounts grew; so did the enthusiasm of their pupils, who found the sport even

better worth while than they expected, for a time anyway.

An outcome of all this was the organization two years later of the Ladies Four-in-Hand Driving Club, first of its kind in this country, which has done a great deal to increase the interest in four-in-hand driving not only among New York women but among women in nearby cities.

Ladies Four-in-Hand Club.

Everybody gives Mrs. Thomas Hastings praise for the initiative she showed in starting the club and for the interest she has since taken in its affairs and in maintaining the highest standard of four-in-hand driving. Twenty-five members were enrolled at the start, among whom were Miss Gulliver and Miss Barney, who are named as among Mrs. Hastings's most ardent supporters at that time.

To-day the club has about forty members and its president is Mrs. Arthur Iselin, daughter of Col. William Jay, who

in general, and so far it has amply filled its mission. A woman's coaching parade was the first entirely novel scheme it projected, not only projected but brought to a successful climax, as admiring thousands of spectators lined the route, up Fifth Avenue and through Central Park. Taken by the eight or ten coaches in line. Such a thing had never been seen before, but it was seen again the next year, and the next and the next after that.

The Annual Exhibitions.

Something more original was proposed for the following year. It would never do to continue in a beaten track, Mrs. Hastings and some of her equally interested associates declared. That was how it came about that four years ago the Ladies Club set up its own coach. The Arrow, to be run daily for three weeks between the Colony Club in Madison Avenue and Dryden street, starting at 10:30 o'clock and getting back at 12:40, with three changes

returning there at 4 P. M., with four changes of horses en route and a stop of nearly two hours for luncheon in Bronx Park, the outgoing terminus of the drive. As before members of the club took turns in driving. By this time some of the public had learned the good points of this and that driver, and the style of driving exhibited by Mrs. Hastings and Miss Marian Hollins and Miss Harriet Alexander and Miss Angelica Gerry and Mrs. Arthur Iselin was discussed almost as much by strangers to these ladies as by their own friends.

Famous Women Whips.

Naturally there is a difference of opinion in the club as to the relative skill of the drivers, each member having her special favorite among the acknowledged top or so best drivers; but one authority did say emphatically that the youngest members, including Miss Pyne, Miss Alexander and Miss Hollins, were making

already, away ahead of her father in my opinion. What is more, that young woman isn't going to stop where she is."

To go back to the Ladies Club, the programme last year was again changed. Instead of running a daily coach it was decided to have only one outing, an all day trip covering fifty-nine miles, the drive terminating at the E. C. Benedict place at Greenwich, Conn., where the twelve ladies on the coach, who were Mrs. Hastings, Mrs. Arthur Iselin, Miss Alexander, Miss Hollins, Miss Gerry, Miss Pyne, Mrs. J. E. Davis, Mrs. Charles Sheldon, Miss Lella Haven, Miss Kate Carey, Miss Rogers and Mrs. Clifford Harman, were the guests of Mrs. Hastings over night in her father's house. The next day the return trip was made, the terminus as usual being the Colony Club.

The club's public programme this year is under discussion and has not yet been given out. Several of the members are enthusiastically in favor of a parade

woman, all coming being eligible for the competition, and she offered a similar cup for the year following and one last year.

"Of course the club members won all three cups," a New Yorker who does not belong to the club explained, "Mrs. Iselin the first, Miss Alexander the second and Miss Hollins the third."

Mr. Howlett when asked for an opinion regarding the present and the future status of four-in-hand driving by women answered without hesitation that the increase in the number of young women who were showing ambition to really do good work was a very promising sign.

"The standard of excellence has gone up and some of the best women whips by the way, I have ever seen are right here in New York," he said. This could not have been said a dozen years ago.

"Before then the New York woman's four-in-hand driving was a pretty tame thing. A reason it has changed is this: The style of teaching has changed. For instance I tell the ladies who come to me for advice that a perfectly broken double team is the worst thing in the world to use after the first few lessons for the reason that this sort of team gives beginners no chance to get experience. In giving lessons, it is better to take any four that comes along, horses maybe that have not been in the habit of pulling together. This is what is done now."

"Also it is recognized that to continue taking lessons in a very quiet spot is not going to promote much skill in steering a coach in a crowded thoroughfare, or say a populous thoroughfare, and one can't always drive four-in-hand in a quiet lane."

"The younger women who have recently taken up four-in-hand driving have more daring than women formerly had, and after the third or fourth lesson they prefer to take a lesson going through the lower part of New York, even penetrating to Chinatown, as one young woman I know likes to do. The streets down there are narrow, affording some turns which give only a few inches of space to the good."

Women Easy to Teach.

"Unless a woman is really enthusiastic I don't encourage her to take lessons in four-in-hand driving. If she does, merely because some of her friends are doing it I can't promise that she will ever develop any style or distinctness in handling the reins."

"And it's a mistake to suppose that unless a woman knows how to drive one horse she can't or ought not to try to drive four horses. That is an exploded idea. Take a complete novice and ten to one she will make a better driver than a woman who thinks she knows a little about driving and who may have a lot of bad tricks to unlearn."

"That is why, as a rule, women are easier to teach than men. They will put up with a strict teacher's orders more complacently and patiently than a man will. The man takes three or four lessons, assumes an 'I know it all' attitude and refuses to be told anything more. Speaking generally, the technique of driving can be gained in two or three lessons, by which I mean how to handle the reins under different circumstances to get this and that result. From that point on there is a wide divergence in the capacity of one and another woman to learn how to drive, and it is practice alone which will give the best results."

"Some women after learning how to hold the reins lose interest, and if I can help it these are the pupils I will never teach. In all my experience I have only known two women really in earnest who could not learn to drive four-in-hand creditably. The strange part of it was that both women were first rate critics, knowing exactly what ought to be done, but neither could do it herself."

"As for saying that English women are better whips than New York women, that is no longer true. I know several women of the English nobility who are praised highly over there as accomplished whips who if they came to New York wouldn't have a show beside some of the young girls now practicing four-in-hand driving here."

Mrs. J. E. Clark, daughter-in-law of Senator Clark; Mrs. James Winslow, Mrs. Henry Worth, Mrs. H. Sherman and Mrs. R. E. Thedemann are among the New Yorkers who are making a reputation at four-in-hand driving, and Mrs. Edward McLean of Washington, who is coached by New York's chief instructor, is also spoken of as an enthusiast.



is always counted among the dozen or so really fine whips the club boasts of.

When the club was organized practically all the New York women who know little or much about four-in-hand driving were enrolled, but to-day there are some equally fine whips outside of the club. For instance, Maurice Howlett, New York's authority on questions of the sort, says that there are about seventy-five women in New York who understand technically at least the art of four-in-hand driving, which gives almost as many outside as inside of the club. Some of the outsiders are not old enough for membership. This is one of the surprises of the year's statistics.

But it is the club which is depended on to stir up the enthusiasm of women whips

of horses en route and three members of the club taking turns driving.

As matter of fact this daily feature starting April 19 did more to create a vogue for four-in-hand driving than anything which had gone before. The news of it went all over the country and dozens of women came from other cities simply to see how well or how ill the drivers acquitted themselves. As a rule there was not a great deal to find fault with, the club being wise enough to keep its show drivers to the fore for the most part.

The year after that, in 1910, to be exact, the club determined to improve on this programme. The Arrow was put into commission again for a daily trip extending over three weeks, Sundays excepted, starting from the Colony Club at 10:30 A. M.,

some of the older women look to their laurels. It was a man, who, speaking of the driving of Mrs. Hastings, said: "But Miss Hollins is a wonder. Why, I have seen her drive into the stable, turn and drive out again without turning a hair or scratching a door post."

As Miss Hollins has been only a short time out of the schoolroom this fact had impressed him immensely.

Much the same criticism was given by another observer concerning the fifteen-year-old daughter of Otto H. Kahn, the financier. Said the critic: "To see that young lady take a coach and four round corners in a crowded thoroughfare and wind up with a sharp turn safely inside the stable door is quite worth while. She is a wonderful whip

with ten coaches in line; an equal number are in favor of a daily coach run between the Colony Club and Bronx Park, extending over at least two weeks. A third party, it is said, want something more original than anything yet attempted, like, for instance, a long distance trip, with a change of guests as well as of horses at different points.

More Skill Exhibited.

Supplementary to the New York programme the Ladies Four-in-Hand Club has made a point for the last three years of taking a particular interest in the Piping Rock Horse Show. For instance Mrs. Thomas Hastings three years ago offered at that show a silver cup for the best exhibition of four-in-hand driving by a

FURNISS DRAWS GAYNOR OUT

Continued from First Page.

"Oh, well, much that we read about Washington," Mayor Gaynor answered, "is apocryphal, just as so many stories concerning a still greater man, Lincoln, are apocryphal. And Lincoln's biographers nearly all give you the impression that he was an ignorant man, brought up among ignorant people and of very poor stock. But such was not his case. He came from the very best of stock. He had ancestors who were Judges and Governors and holders of other important offices. He was himself eight terms in the Illinois Legislature."

"At 21 he wrote things of great merit and showing a fine literary style. When he was elected President he was a public man of great eminence and experience. He was also a lawyer of learning and experience. He lived at Springfield, Ill. He was one of the chief lawyers for the Illinois Central Railroad Company, and when they had a hard case up at Chicago and they used to send for Lincoln to come up there also."

"There is very much misunderstanding about Lincoln. He was a well educated man. The people among whom he was brought up were all educated people. They had to work hard, but they had good antecedents and a good solid education."

But as to politics, national, State or municipal, Mayor Gaynor had not a word to say. An effort was made to draw forth his views on the subject of American snobs, a subject suggested by the epistolary discussion of the Great American snob going on among SUN readers, with the hope that Mr. Gaynor would add to the gaiety of the discussion with his usual humorous comments. Further than to remark that America has "a great many snobs" the Mayor would not go. Attempts to draw him out on other subjects also showed that his Honor preferred to decline on that particular forenoon to go in for extensive discussion, and when Mr. Furniss had finished his sketches and was saying good-by one left the Mayor's office with the impression that he had largely been the interviewer and not the interviewed.