

WESTCHESTER LINE. A 'ROAD BEAUTIFUL'

Inspection Trip Shows a Railway
Built on a "Public-Be-
Pleased" Plan.

WILL BE OPENED ON MAY 29

Stations and Roadway Made Attract-
ive—Extension Connection with
the Battery Planned.

On the first train to run over its recently completed roadbed, President S. Miller of the New York, Westchester & Boston Railway escorted a group of railroad officials yesterday on a trip of inspection.

The road, planned especially to handle commuter traffic, has a Bronx Park terminal and runs in two branches from a point just north of Mount Vernon to White Plains and to New Rochelle and Larchmont. The two branches are both electrified and built without a single grade crossing to endanger pedestrians and impede traffic. It is planned to extend the Bronx Park terminal this Summer to a connection with the Second and Third Avenue elevated lines at the Harlem River and to make a platform connection with the Subway at the Bronx Park station.

Many of those who went on the inspection trip expected to encounter merely a conventional railroad, much like all other new railroads. In this expectation they were disappointed, finding instead a series of unexpected conditions which they greeted in surprise.

They found that the railroad has built its line on decidedly a "public-be-pleased" plan. The railroad officials have become joint committeemen with members of town betterment leagues to fight down every effort to disfigure the landscape along the way with ugly signboards, or signboards of any kind whatever.

Stations Treated Artistically.

In conjunction with the citizens' committees, every station has received individual art treatment to make it a thing of beauty. Not a steel or wooden signal tower is out of harmony with the concrete and marble stations.

Acres of glass have been used in the stations, to give them light and air and a clean, sanitary appearance. An Italian Renaissance motif has been carried out in the design of every structure along the line, from tower houses to construction camps, even the signboards being forced into harmony with the prevailing design and gray color scheme.

The cost of living problem has been tackled in the construction of a three-decked station at 150th Street, near Bronx Park, one level of which is to receive freight cars carrying provisions and meat, to be sold in shops located on the level just below the freight cars.

The trip of inspection yesterday ended at a station styled Wykagyl, a little less than half way between Mount Vernon and White Plains. At this station the party was detained and escorted to the clubhouse of the Wykagyl Golf Club, where a group of citizens solicited the railroad officials upon the approaching completion of the new line at a dinner, at which President Miller was host.

Roses for the Roadway.

Alfred Feltheimer, an architect from the office of Reed & Stein, who designed and named the road's stations, explained how it came that the name "Wykagyl" was attached to that particular station. He said he had been very anxious to avoid prosaic names, and while making his map of the road had seen the golf club in the distance. He thought it would compliment the golf players to name the station after their club, and so it was done. He called upon the golfers to notice the dull gray color scheme of the concrete, the red tiled roof, the copper drains, built to match; the amount of glass in the station, the readiness with which the entire building could be "cleaned down with a hose," and the fact that there is no dark or dingy corner in it. The golfers applauded.

When the young architect announced that a rose gardener of New Rochelle had been employed to plant the right of way with roses of a hue to match the station and that steel pillars had been vetoed in favor of concrete in order to preserve still further the appeal to the eye the applause became enthusiastic.

The first stop after the train started on its way from Bronx Park was made at the old Morris Park race track, on property once forming a part of the financial schemes of Joseph D. Robins in the days when he was wrecking the Washington Savings Bank and his other banks. President Miller, after taking his guests through the station buildings, which are arranged on a belvedere plan, with backless benches, called their attention to the fact that the road paid no insurance upon them. Connected with the station is a number of rooms suitable for offices and shops.

"You see," he said, "we wanted to make it easy for the commuter, and not force a lot of overhead charges upon him that would make commuting rates difficult. We solved the insurance problem by making the buildings totally without anything to burn. So we don't have to insure them.

Offices and Shops to Rent.

"And then there is another thing. A real estate man wants to get into touch quickly with a possible buyer. We want home builders along our lines. We want to have the real estate men meet them. And we want our stations to run themselves with as low a cost as possible. So,

stations with a utilitarian purpose. Here you have a nice little office—just the thing for a real estate man. And from his nice little rent we will take the interest to cover the cost of building the attractive station. It's costless to the road—so far as maintenance goes.

"And you know the old eyesore station? Well, we figured out that the reason for dirty stations was cost of upkeep. Where a building is being kept up for paying tenants that is a different thing. It is easy to be clean under such conditions, and so our little arcade of shops will mean clean stations at all times. It all ties together, as we say, quite beautifully."

President Miller announced at the conclusion of the trip that the road would be open for traffic from Bronx Park to New Rochelle on May 29, and early in July to the Harlem River, where it is hoped to make a connection with the Second and Third Avenue elevated lines that will permit the running of through trains over these roads all the way from New Rochelle to the Battery. His investigation of conditions in Westchester has convinced him that a great body of people will soon be located in business centers along the Sound, living in northern Westchester and coming to Manhattan only for social reasons; their business being done entirely north of the Harlem River in the Bronx and Westchester. He said the road was built with this idea in mind, as there is an opportunity to build another Manhattan behind the Sound's water front. The stock of the new railroad is owned by the New York, New Haven & Hartford Railroad, of which the line is a subsidiary. It will operate, however, with its own organization under a separate management.

HOMEOPATHS MAY MOVE.

Plans for College and Flower Hospital
to be Told at Commencement.

A new site and plan for the New York Homeopathic Medical College and Flower Hospital, to cost about \$1,000,000, is being considered by the Trustees of the institution. It is planned to abandon the present location at Sixty-third Street and Eastern Boulevard and to move the college and hospital to a most accessible and more commodious site. The college has now the largest registration in its history, its present freshman class being as large as the total registration four years ago, and is the second largest medical college in New York State, the medical department of New York University alone exceeding it in size. Flower Hospital, which is owned by the college, is also experiencing a steady increase in the demands made upon it by the public.

Plans for the change will be announced next week at the annual meeting of the Alumni Association of the New York Homeopathic Medical College. The week will be given over to exercises by those connected with the college and hospital. Next Monday evening the nurses' training school will have its annual commencement exercises. Tuesday will be class day, and the members of the graduating class of the college will hold their exercises. On Wednesday evening the fifty-second annual commencement exercises of the college will be held at Engineers' Club Hall, 32 West Fortieth Street.

Thursday, Decoration Day, will be alumni day. There will be clinics at the hospital in the morning for the benefit of the visiting physicians, luncheon at 1 o'clock, with the alumni and the guests of the Trustees, the annual meeting of the Alumni Association in the afternoon, and the annual alumni dinner at the Hotel Astor in the evening. Dr. George Forrest Martin of Lowell, Mass., will preside at the meeting, and Dr. Henry A. Whitmarsh of Providence, R. I., will be the toastmaster at the dinner. The speakers will include Dr. Royal S. Copeland, dean of the college and director of Flower Hospital, Melbert B. Cary, President of the Board of Trustees; John Collier of the People's Institute, Bishop William F. Anderson of Tennessee, and the Rev. Harry Emerson Fosdick of Montclair, N. J.

BRADY DOESN'T WANT OFFICE

But Asks Court to Set Aside Actors'
Fund Election.

Nathan Vidaver appeared yesterday before Supreme Court Justice Blanchard in behalf of William A. Brady, the theatrical manager, in a motion to set aside the election of William Harris, father of the late Henry B. Harris, to the office of Treasurer of the Actors' Fund of America.

Mr. Harris was elected Treasurer on May 14. According to the by-laws of the association, the Nominating Committee must post the names of candidates to the fund's offices, five days prior to the election. It is Mr. Brady's contention that Harrison Grey Fiske and not Mr. Harris, was the committee's choice, and that a technical error entered into the election of Mr. Harris.

Mr. Vidaver told the court that although his client had run second for the position on an independent ticket, he was not making his technical fight to gain the office.

"If the court should declare this election void," said Mr. Vidaver, "and should declare Mr. Brady elected, my client would surrender his claim to Mr. Harris."

SHEAR CENTRAL PARK SHEEP.

Some 420 Pounds of Wool Will Be
City's Harvest.

The annual sheep shearing in Central Park was started yesterday morning, with two Scotch immigrants at work on the animals. There are seventy animals to be shorn, and it is expected that the men will finish on Thursday.

Headkeeper Billy Snyder, had some difficulty in finding expert men to shear the sheep, but finally located the two Scotchmen in a boarding house in First Avenue.

The wool, which will amount to about six pounds from each animal, will be sold in June, together with the extra ewes and other stock that has accumulated. The proceeds of the sale will go to the city to be used for the Park Department.