

PLEAS FOR OCEANSIDE PARK

CHARITY WORKERS REVIVE PLAN BEFORE ESTIMATE BOARD.

Panic of 1907 Interrupted Project Endorsed by Many Prominent Citizens and by Students of Conditions Among the Poor—Question to Be Considered at Meeting on Friday.

Plans for the establishment of an ocean park and bathing beach, owned by the city, with sites for hospitals and convalescent homes, have been revived by the New York Association for Improving the Condition of the Poor. The project was interrupted by the panic of 1907, prior to which the Board of Estimate began proceedings to condemn the so-called Rockaway property at Rockaway.

The condemnation proceedings were suspended, but not discontinued, on November 3, 1907. The question of resuming them will be decided by the board at its meeting next Friday, when it may, if it chooses, take such action as will give the city title to the property within forty-eight hours.

Signers of a petition sent to the board include Bishop Greer, Charles Loring Brace, secretary Children's Aid Society, the Charity Organization Society, Thomas M. Mulry, Charles B. Stover of the Out-Door Recreation League, W. Fellows Morgan, president of the Young Men's Christian Association; W. V. S. Thorne, treasurer of the Presbyterian Hospital; Gaylord S. White, president of the Association Neighborhood Workers; Homer Folke of the State Charity Aid Association; Frank Tucker, vice-president of the Provident Loan Society; Howard Bradstreet, secretary of the Parks and Playgrounds Association; John Greenough, Eugene Delano, vice-president of the City Mission and Trust Society, and Howard Townsend of the New York Hospital. Endorsers of the petition are Dr. John Winters Brannan, president of Bellevue and Allied Hospitals; Thomas Darlington, commissioner of health, and Robert W. Heberd, commissioner of charities.

R. Fulton Cutting, as president of the Association for Improving the Condition of the Poor, is the prime mover in urging the adoption of the plan.

IN THE PETITIONERS' ARGUMENTS. In the petition to the Board of Estimate is the following: You will recall that the demand for such a beach has been spontaneous, widespread, and increasingly insistent for seven years; that the demand has found expression at numerous public meetings and official hearings, as well as in the press; that it has had the unanimous approval of your honorable board, and that it has met no opposition your successors need hardly feel justified in acting without independent investigation into the same matters so carefully examined by you, thus occasioning a delay that would tend to the cost of acquisition, perhaps to a prohibitive amount; and such delay would certainly work serious detriment to public health by withholding from the poorer citizens health facilities that are so much needed.

Control and actual ownership in the ocean-front property wanted for the park are shared by the Realty Associates (three fourths interest) and Remsen Johnson. The Federal government is said to have some claim of interest.

The Lawyers Title and Guarantee Company reports the assessed tax valuations as follows: 1904, \$105,000; 1905, \$125,000; 1906, \$125,000; 1907 (assessed with other property), \$258,525; 1908, \$110,000; 1909, \$151,400. In 1900 the late Edward P. Hatch acquired the 256 acre in question, together with the present tract east, now known as the "Belle Harbor" estate—650 acres in all—for \$150,000 at judicial sale. In September, 1904, the chief engineer of the Board of Estimate and Apportionment estimated cost of condemning property in question at \$1,000,000. In January, 1906, the same officer estimated the cost of condemnation at \$1,250,000. In March, 1906, Mr. Hatch expressed in writing over his signature his willingness to sell the property to the city for \$1,000,000 in cash.

In January, 1909, at the instance of the charitable societies that were then trying to secure the establishment of the park, two eminent land appraisers independently valued the property at about \$50,000 and about \$1,050,000, respectively. Last February trustworthy information was received that the owners were willing to sell the property directly to, or for the sole benefit of, the city for \$1,500,000. In April it was said that the owners were willing to accept \$500,000 in cash, and allow the balance (\$1,000,000) to remain on mortgage.

Baby Fell From "L" Train Window. A three-year-old baby fell from the window of a Second Avenue elevated train near Ninety-ninth Street, yesterday afternoon, and landed on the structure close to the third rail. While the parents, Mr. and Mrs. Paul Binder, and other passengers were in a turmoil on the train, which ran southward to the next station, a seventeen-year-old girl and a ticket chopper went from the Ninety-ninth Street platform, and picked up the child, uninjured, save for two small bruises. The girl was Bertha Rosenthal of No. 265 East One Hundredth Street.

The 100,000 British residents of Argentina have decided to erect a memorial clock tower on some prominent site in Buenos Ayres to mark the first centenary of Argentine independence in 1910. A monument will be erected by the Spanish community in Argentina—a large and wealthy body—who the French, Italian, and other foreign elements have similar plans on foot.

PUBLIC SCHOOLS AND FOOTBALL

Possibility of the Reforming of the Game by School Authorities.

To THE EDITOR OF THE EVENING POST: Sir: The Board of Superintendents has recommended the abolition of football in the public schools. Its action will doubtless be commended by those not intimately connected with high school athletic affairs, but the writer feels that the unqualified suppression of the game will have consequences more far-reaching than were anticipated.

The Public Schools Athletic League embodies in its rules a commendable provision rendering ineligible for interschool competition all students who fail to attain a certain standing in their studies, the manifest intention being to prevent deficient students spending time in athletics which might better be employed in study, and by denying them the honor of representing their school until they improve in scholarship, to spur them on to renewed effort in their scholastic work.

All of which is fine—in theory. In practice, it has been the writer's experience that many such students, debarred from their own school athletics, at once join outside organizations, spend far more time in sports, often form undesirable associations, are deprived of intelligent training and supervision, and improve not one whit in scholarship. And so it will be with football. Abolish the sport, and you will drive all those desiring to play the game into the waiting arms of these mushroom organizations, with whom the game is in many instances far more dangerous physically, and always demoralizing.

The total, unqualified suppression of the game will work havoc with other activities of the schools. Football, directly and indirectly, furnishes the money to keep alive the track, soccer, lacrosse, basketball, and tennis teams, not to mention the musical and literary organizations. Baseball sometimes just manages to pay for itself. Football directly contributes to the school finances by the gate receipts; indirectly by the fact that reduced rates to the games offered to members of the athletic association of the school is in the vast majority of cases the prime incentive, stimulating students to contribute their dues.

Again, what will you substitute for the suppressed game? Surely the glorious fall weather should be taken advantage of for some outdoor sport. Soccer or lacrosse? Both are fine games. Soccer is especially good for track athletes; but you can no more popularize soccer than you can popularize cricket, doubtless because it is foreign to the genius of our people. Americans, players and spectators alike, enjoy a game rich in the unexpected. In soccer the ball is always in view, nothing in particular ever happens, and it becomes extremely monotonous after a short time. The writer has been present at some two dozen or more soccer games between high schools; never more than a handful of spectators could be induced to attend. Lacrosse has the same defects as soccer, and, besides, it is not without its element of danger.

That football under the present rules is too dangerous for high-school students is unquestionable. To argue that baseball, gymnastics, etc., take the toll of victims beside the point. It is an unfortunate fact that in the game as at present played the danger of serious injury is imminent. But for this the brutal and unorthodox mass play is primarily responsible. True, players have been injured by tackle in the open, but I feel sure that such injuries were caused by illegal tackling and by the recklessness of the players themselves in discarding their headgear. A player who does this can no more hope to escape injury than a baseball catcher who throws away his mask and chest-protector. But against the mass play is armor insurance safety. Abolish it beyond the possibility of revival!

The decision of the board seems to indicate its conviction that the game cannot be reformed.

It is conviction that the game cannot be reformed. If it looks to the interested legislator conference the belief may be well founded. But has the football policy of the New York schools to be dictated from New Haven? Basketball is not played under American Amateur Athletic rules; why should football be? There is the Public School Athletic League; there is the board of coaches; there are the high school principals; cannot they throw off the collegiate shackles and do a little reforming on their own account? At least it is worth the trial. The game has too many qualities of admitted value to be thus summarily prohibited. The dangers can be reduced to a minimum. Forbid the mass play, put a premium on kicking, allow extensions of the pass, both forward and backward, put the backs at least five yards back of the line, forbid any attempt through the line with more than one direct intertender, put restrictions on tackling. In short, reform the game—don't abolish it.

Brooklyn, November 22.

REPLY TO "FAIR PLAY."

TO THE EDITOR OF THE EVENING POST: Sir: You and I evidently agree in believing that a discussion should have two sides. I read the letter of one calling herself "Fair Play" in a recent issue of your paper. This epistle answered Mr. Appleton Morgan's criticism of Mr. Sidney Lee, by saying that Mr. Lee never pretended to be more than a writer of other men's findings, and it was incontestable that he was a good writer.

This is a curious answer, because, while seeming to reply, it completely dodges the issue. "Fair Play" leads one to infer that Mr. Morgan was criticizing Mr. Lee for being an excellent composer of résumés. Not so. Mr. Morgan criticized Mr. Lee, composer of résumés, for his tone of voice when he wrote to the Times begging them to suspend judgment for a while on Mr. Wallace's discoveries. Why there should be any call for a suspension of judgment on matters of fact—documents, in other words—caused Mr. Morgan's amazement, "Fair Play's" reply, and my present letter.

W. L. STODDARD.

\$3,000,000 IN CLAIMS PASSED.

Damages Against City Railway Co.—Judge Warns Other Claimants.

Judge Lacombe, in the United States Circuit Court, in a memorandum filed to-day, said that the special master appointed to investigate claims for damages against the New York City Railway Company had up to the present time passed on claims aggregating \$3,000,000, which were presumably substantiated, but there were still a number of claims filed long ago which had not yet been proved or passed upon. He also said that the same special master had before him other claims against the receivers of the Metropolitan Street Railway Company, presented by the Third Avenue, Fifty-ninth Street, Crosstown, and Second Avenue roads, which more than a year ago took back their lines.

Concerning the claims not passed against the New York City and Metropolitan Street Railway Companies, Judge Lacombe said: "It is not right that complete liquidation should be delayed because others whose claims are apparently not susceptible of ready proof, choose to be dilatory in gathering evidence which they hope to be persuasive to a conclusion in favor of their damages." He therefore directed the special master to file definite dates in each case within which claimants' prime facts must be completed, or the claim thrown out for failure to support it by persuasive evidence. In addition, Judge Lacombe said: "It is suggested to all parties in interest, all claimants, and the respective counsel, that the court does not regard the recoverability of this group of roads recoverable. The Supreme Court has indicated that judicial administration should cease at the earliest possible moment."

CRUISE TO SOUTH AMERICA. 81 Days, \$350 up. Visiting all the interesting countries to the Straits of Magellan. Superb Scenery—Magnificent Cities. Splendidly arranged cruises by the S. S. Bluecher (12,500 tons). ALSO CRUISES TO THE WEST INDIES AND ORIENT. Leaving New York, Jan. 22d, 1910.

Hamburg American Line. CRUISE TO SOUTH AMERICA. 81 Days, \$350 up. Visiting all the interesting countries to the Straits of Magellan. Superb Scenery—Magnificent Cities. Splendidly arranged cruises by the S. S. Bluecher (12,500 tons). ALSO CRUISES TO THE WEST INDIES AND ORIENT. Leaving New York, Jan. 22d, 1910.

ITALY AND THE NILE. Mediterranean Service. Splendidly arranged cruises by the S. S. Bluecher (12,500 tons). ALSO CRUISES TO THE WEST INDIES AND ORIENT. Leaving New York, Jan. 22d, 1910.

CRUISES DE LUXE TO THE WEST INDIES. "AVON" By New Twin Screw. TWO CRUISES: "EASTON" (18 days) and "WESTON" (18 days). Leaving New York Jan. 15 and Feb. 19, 1910.

CUNARD LINES. Quickest Route to London and Continent via Philadelphia. Wireless Telegraph, Radiophone Signals. From New York Wednesday, Dec. 8.

North German Lloyd. Largest, Fast, and Luxurious Twin Screw Steamships. Quickest Route to London and Continent via Philadelphia. Wireless Telegraph, Radiophone Signals.

Southern Pacific Steamships. New York—New Orleans. \$35.00 One Way, \$60.00 Round Trip. TEXAS, MEXICO, ARIZONA, CALIFORNIA. L. H. SITTING, G. P. A.

ORIENT. CLARK'S TWELFTH AND THIRTEENTH STREETS. NEW HAVEN LINE. PORTO RICO, U. S. A. Now flying the American flag Porto Rico is indeed a land between the old and the new.

HOLLAND-AMERICA LINE. PORTO RICO, U. S. A. Now flying the American flag Porto Rico is indeed a land between the old and the new. The Holiday Book Number of The New York Times, Sunday, Dec. 5th, will be not only the most important book number of the year.

Legal Notices

NOTICE OF SALE. Notice is hereby given that in virtue of the decree of the Court of the County of New York, in the matter of the estate of John J. ... The Master has power at the time named in the order to sell the premises ...