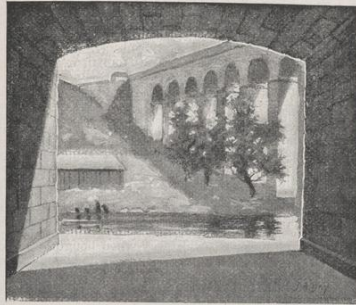




Yale University Library Digital Collections

Title	[Publisher's advertisement]
Date	1898 January 6
Rights	The use of this image may be subject to the copyright law of the United States (Title 17, United States Code) or to site license or other rights management terms and conditions. The person using the image is liable for any infringement.
Generated	2021-02-22 16:52:16 UTC
Terms of Use	https://guides.library.yale.edu/about/policies/access
View in DL	https://collections.library.yale.edu/catalog/2064511



AQUEDUCT BRIDGE.

of seeing something in motion: it is the track over which pass all the trains—more than a hundred a day—of the Hudson River Railway. This track is close to the river, so passing trains are never out of sight of the speedway. Although the new drive is supposed to have been constructed principally for rich men, it will be as free to the general public as any other road in the city. A man whose horse is his only property and who suspects the animal of speed can here try him against the costly trotter of any millionaire who chances to be near. The most numerous beneficiaries, however, of the speedway will be of the large class that has more taste than money and that admires both good horseflesh and the picturesque. As the speedway is easily accessible, by the

elevated and surface roads, from any portion of the city, it will frequently number scores of pedestrians to every driver. These people on foot will have special reason to be grateful for the sidewalk nearest the river, which was added to the original plan, as already explained. From the only sidewalk at first contemplated the visitor on foot could view the horses, their drivers and the least slightly side of the river; from the newer sidewalk they will see a picture of intense action with a background worthy of a grand battle-scene. No pedestrian need become weary, for the coping of the entire length of the retaining wall beside the river is of exactly the proper height for a seat.

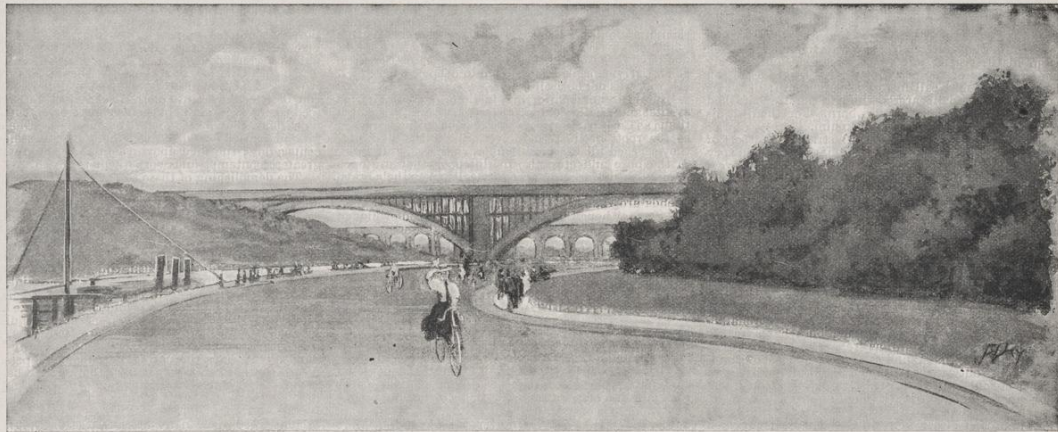
Should the observer desire variety he need walk but a few rods in either direction, for the background changes rapidly and with it the effects of light and perspective. The charms of the scene will be enhanced, during the milder seasons of the year, by floral color; for there are many narrow strips and coves adjacent to the sidewalks, that will be planted appropriately by the Park Department. As the speedway is never to be allowed to be dusty, the shrubbery and flowers will not become dingy, as shrubs and flowers do beside noted driveways of some other cities. Undoubtedly some portions of the slopes, too, will have their natural beauties enhanced by the landscape gardener's art, and as after mid-afternoon in summer the entire speedway will be shaded by rocks and trees from the sun, as portions of the slope will be at all times, there will be no more attractive park-bit in the city. If inclined for a longer view than either side of the river offers, the visitor can from the northern half of the speedway look up the valley across broken ground, toward the Hudson, and see portions of the Palisades beyond. It seems almost impossible that so much of natural wildness, beauty and grandeur can exist, unspoiled, at the geographical center of the largest city on the American continent.

Portions of the speedway proper are now fit for use; there is a stretch of nearly half a mile, most of it south of High Bridge, on which much work remains to be done, and while at the southern end and beyond Wash-



LOOKING NORTH FROM WASHINGTON BRIDGE.

ington Bridge the sidewalks are ready for pedestrians, portions being already concreted, communication between the parts is not easy nor at all times safe. The present lowest estimate of cost of the completed work is three million dollars, but should additional sums, to the extent of another million, be called for no one need be surprised. The results will be well worth any possible cost.



LOOKING SOUTH FROM UPPER END OF SPEEDWAY.

1898 COLLIER'S WEEKLY 1898

AN ILLUSTRATED JOURNAL OF ART, LITERATURE AND CURRENT EVENTS
ANNOUNCEMENT

Illustrations. Beginning with Vol. XX., No. 17, dated January 27, 1898, COLLIER'S WEEKLY will INCREASE the number of its ILLUSTRATED PAGES from SIXTEEN to TWENTY-FOUR. The Illustrations will not only be more NUMEROUS, but they will be the work of such FAMOUS ARTISTS as—

- | | |
|-------------------------------|-----------------------|
| FREDERIC REMINGTON, | HOWARD PYLE, |
| JOHN LA FARGE, | A. E. WENZELL, |
| T. DE THULSTRUP, | W. J. SMEDLEY, |
| ERIC PAPE, | PETER NEWELL, |
| ALICE BARBER STEPHENS. | |

In the same number will begin the publication of **Special Features.** HENRY JAMES's great serial,

"THE TURN OF THE SCREW,"

illustrated by John La Farge and Eric Pape, to be followed by stories by "Julien Gordon," I. Zangwill and other well-known novelists.

New Departments will be inaugurated on

- | | |
|---------------------------|-------------------|
| BOOKS, | THE DRAMA, |
| FADS AND FASHIONS, | ATHLETICS, |
| ART and MUSIC. | |