

Takes Only a Minute
To find a nice house
in The World's Real-
Estate Index.

The BROOKLYN COLORADO

Home, Sweet Home
Is all the sweeter when
found in The World's
Real-Estate Index.

PRICE ONE CENT. NEW YORK, MONDAY, APRIL 18, 1922.

BROOKLYN EDITION OF THE EVENING WORLD--ONE CENT.

LAST EDITION. IGNORING PATRONS.

Poor Policy of the Union "L" Road in Brooklyn.

A Big Feltion May Have a Good Effect.

More Cars to Trains Would Save Some Annoyance.

More care to the trains is one of the greatest needs of the Brooklyn Elevated railroads. It is also one of the most apparent needs. The non-action of the "L" roads in this regard is probably the source of as much or more complaint than any other one of the numerous "L" road shortcomings. Day after day and hour after hour the need for more cars is demonstrated, yet on the

FOR BETTER "L" SERVICE.

As a citizen of Brooklyn and a patron of your roads, I call your attention to the wretchedness of the service you give. IF YOU WANT TO ENJOY THE ACCOMMODATIONS OF A BETTER TIME SCHEDULE, GIVE US CARS ENOUGH TO CARRY US COMFORTABLY AT LEAST, AND ORDER YOUR ENGINEERS TO MAKE BETTER TIME. WHAT ARE YOU GOING TO DO ABOUT IT?

NAME.....
ADDRESS.....
Fill out this blank and send it to Brooklyn Improvement Editor, The Evening World, P. O. Box 3,364, New York.

Upon the trains of two, three and four cars and the limit. The same old scenes of crowding, pushing and squeezing occur every morning and evening, but no effort is made for the better.

In the evening the crowding begins at the bridge and continues all the way to the last station out. In the morning it continues throughout the trip the other way.

Mr. Crowley, who lives in the East New York district, relates an incident that occurred to him, which goes to show that it does not seem to be a good many passengers owing to an insufficiency of cars.

Mr. Crowley says he was in a Broadway train going home in the evening and wished to get out at Kosciuszko street. When the train reached that point he was unable to get anywhere near the door, the train being too crowded. By the time the train reached the next station—Stata avenue—he had managed to work his way to the door and was able to get out. He then had to wait for a train back.

Mr. Crowley's experience is very likely not the only one of the kind that has taken place on the overcrowded "L" roads.

Another passenger tells of a similar experience that happened to him on a Fifth avenue train. He was a little more fortunate than the other man, and managed to get out at his station, but it was only by fighting his way through the closely packed crowd of humanity. Being a little man, it was by no means an easy feat.

Such inconveniences as these, due to a want of cars, are not confined to the evening and morning rush hours. When trains get behind time, as they frequently do, in the middle of the day, enough people often collect at one or more stations to more than fill the two cars which normally compose the trains during these hours.

Last Friday afternoon a two-car Broadway train left Van Siclen avenue comfortably filled. When it left Chatham street, a station or two below, there was nothing left but standing room. At Gates avenue nearly every one changed for the East New York train, so the latter was filled before it had gone one-third of its trip down.

Like the Broadway train, that on the East New York line had but two cars attached, when the train was sufficiently heavy to warrant the use of at least three cars.

There is one peculiarity about Brooklyn "L" road traffic—it is that it is almost always down either to the bridge or to the City Hall station. Consequently passengers getting on at the various stations are not very apt to secure a seat.

If the lowest limit of cars to a train was three, this trouble of trains being crowded during the hours of lighter travel would not occur. There are times, of course, when two cars are sufficient, but as it may happen at any time that that number is not sufficient, it certainly seems as if the "L" company should make three cars to a train its lowest limit.

All "L" road patrons are aware that five cars to a train is scarcely enough in the morning and evening, much less four, which is the number now used on the Union line. There seems nearly always to be a great many cars lying idle at the East New York terminus, some of which it would perhaps be well if the company would either call into requisition.

It is frequently asked by patrons of the Union line why that road does not follow in the footsteps of the Kings County and put on smoking cars. That was one of the best moves made in Brooklyn "L" road service.

The failure of smoking and the monotony of the trip is partially alleviated by the use of most of a cigar. On the Union line, however, even this grain of comfort is denied the passengers.

If the long-suffering Brooklyn "L" patrons desire a better service from the "L" people they must take some action towards that end. They can do this by signing the appeal as printed in The Evening World.

It Will Be on Fifty-first Street, Near Fifth Avenue.

She Will Be a Neighbor of Mrs. W. H. Vanderbilt.

Residents of West Fifty-first street, between Fifth and Sixth avenues, are delighted because they are to have an ex-President of the United States living on their block.

Too Crowded Trains.

I came down by an East New York train at 7.15 this morning, transferred at Navy, waited nearly fifteen minutes for ferry train. One East New York train passed in the mean time. Ferry train arrived so crowded that one half could not get on, so I waited another ten minutes in the cold. N. R. ADMIRAL.

Those L Guards.

It would be a good idea for the Union L people to dispense with what they call "station guards" at Bridge street. When a Fifth avenue train comes along, every one makes a rush to get aboard. This is what you hear "Come, come, step lively now. What are you trying to do? Ain't you going any faster? We ain't going to stay here all night. Hurry up now." Then the conductors will ring the bell and the train starts with a man flinging

MRS. CLEVELAND'S NEW HOME.

Residents of Johnson County, Wyo., Warned to Take Flight.

Residents of Johnson County, Wyo., were warned to take flight from their homes because they are to have an ex-President of the United States living on their block.

25,000 BOOMERS IN LINE.

There'll Be a Grand Charge on New Oklahoma Lands to-Morrow.

JOHN L. SKIPS THE DRINKS.

Next He Will Skip the Rope—Then for Clever Jim Corbett.

LIQUOR KILLED THIS BOY.

He Was Only Fourteen and Was Found Dead Last Night.

THE MAYOR TOOK THE PLEDGE.

New York Socialist Fathers Make Temperance Converts in Montreal.

STRIKING FOR AN 8-HOUR DAY.

Walking Delegates Call Out 2,000 Men in the Building Trades.

ON ITS LAST LEGS.

April is fast passing away. By May 1 you will wish you had secured a home in the INDEX.

BYRNES MEANS WAR.

He Will Keep Up the Tight Sunday-Closing Crusade.

Let the Saloon-keepers Go to the Legislature, He Says.

MORE CENSURE FOR DR. COX.

Bellevue Doctors Charge Him with Cruelty to a Patient.

RAILROAD STRIKE IMPENDS.

Lehigh and Jersey Central Engineers in Angry Mood.

WRECKED BY A NORTHER.

The Steamship Orizaba Brings in a Bark's Rescued Captain.

DIED AFTER A FIGHT.

Edward Healey Found Bruised and Bleeding in a Box Car.

THREADMAKERS ON STRIKE.

Twenty-five Operatives Go Out of the Ling Company's Works.

MR. GILROY'S INVITATIONS.

Five Thousand Issued by Him for the Wedding of His Daughter.

Easter Monday.

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"EVENING WORLD" ILLUSTRATED PROVERBS--XLII.



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BILLY MCGLORY OUT OF JAIL.

Called from Prison to Appear as a Witness for His Wife.

The Dive-Keeper Becoming Proficient in Blacksmithing.

Billy McGlory, the first dive-keeper convicted as a result of The Evening World's exposure, who was sentenced to a year's imprisonment on Rikers' Island and to pay a fine of \$300, enjoyed a brief interval of liberty to-day.

He was temporarily released on a writ of habeas corpus issued by Judge Bookstaver, requiring the Penitentiary authorities to produce him at the Equity Court of the court of Common Pleas to-day, where he is to appear as a witness in an action brought by his wife against Carrie Schwartz to compel her to execute a satisfaction of a mortgage on the McGlory residence in Ninety-third street.

The ex-dive-keeper would be unrecognized to many acquaintances as he appeared in court to-day. The long, curly, iron-colored locks were shorn close to the scalp, and the lip that formerly grew such an abundant, silky crop of hair was closely shaved. There were lines of care upon his thin face, but his eyes seemed to be as bright and sparkling as of yore.

He was dressed in a plain, gray, well-tailored suit, which seemed to fit him in a stylish spring suit of dark blue-wool material and a blue Melton overcoat that fitted him perfectly. His feet were increased in size, which seemed to claim the greatest part of his attention as he sat in court. The outfit was brand-new and was sent over to the island for the occasion by his wife this morning.

McGlory, in charge of Hall-keeper Kennedy, came to the city on the 10 o'clock boat and was met at the pier by Mrs. McGlory. He was handcuffed to the keeper, the steel bracelet and chain being gently concealed in the folds of his overcoat. On arriving at the court-room the handcuffs were removed, but he was kept close to the keeper.

Keeper Kennedy says McGlory is a model prisoner and has got to be a skilled artisan, as which work he is employed in the penitentiary. He has got to be a good workman. He has got to be a good workman. He has got to be a good workman.

The case was called up before Judge Buchanan this morning at 10 o'clock and put over until 11 a. m.

The mortgage in question is for \$1,000, and was given to the McGlorys by the late Mrs. McGlory. When the note was paid, Mrs. McGlory refused to satisfy the mortgage. It is claimed by McGlory that he is entitled to the mortgage. McGlory refused to talk to his wife, who sat beside him, and her counsel.

WRECKED BY A NORTHER.

The Steamship Orizaba Brings in a Bark's Rescued Captain.

The Ward line steamship Orizaba arrived here this morning from Havana, having rescued her passengers. A. Lockwood, United States Consul at Tampico, and Capt. Hansen and Second Mate H. E. Newton, of a Norwegian bark, which was wrecked by a norther in the Bay of Campeche two weeks ago, were on board.

DIED AFTER A FIGHT.

Edward Healey Found Bruised and Bleeding in a Box Car.

The police of Jersey City are to-day seeking to unravel the mystery of the death of fourteen-year-old Edward Healey, of 272 Twelfth street, who was last night found unconscious in a freight car in the Erie Railroad yard and who died while being carried to a police station.

THREADMAKERS ON STRIKE.

Twenty-five Operatives Go Out of the Ling Company's Works.

Newark, April 18.—Twenty-five employees of the Ling Thread Company, at Greenville, went on strike this morning. The grievance alleged is tyrannical shop rules. The men also claim that they are underpaid.

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