

BROOKLYN USES ROLLER SKATES AND BICYCLES TO GET TO WORK

BICYCLES, ROLLER SKATES, ANCIENT VEHICLES, ALL HELP BROOKLYN IN RUSH TO WORK

Traffic Jam Worse Than Anything in Worst Battle of War, Says Veteran.

B. R. T. CARS EMPTY.

People Fight for Place in Line at the Interborough's Stations.

Brooklyn got under way with a semi-organized system of getting to the Flatbush-Atlantic Avenue section from remote places this morning. Private motor car drivers were assisted by thirty-six yard trucks, by trucks owned by the United States Shipping Board and by manufacturers and store owners.

Early in the morning men from the New York City Bureau of License, began to harass those trying to carry passengers. The drivers invariably declared that they were simply carrying friends and every one riding was willing to swear he was a personal friend of the truck or car owner.

One truck which had painted on the side, "Chocolates and Bon Bons" was loaded with twenty negro shipyard workers. Another hour's drawn truck had painted on it "Imported and Domestic Sardines." There were fifty-four persons on the truck.

A member of the Motor Transport Corps who had seen service in France said: "Never during the worst battles did I see such traffic jam as in Brooklyn this morning."

FARE IS SET AT "ALL THE TRAFFIC WILL BEAR."

In the busiest hours of the morning there were scarcely a minute when there were not 500 people gathered in the neighborhood of the 15th Street entrance to Prospect Park, at Ninth Avenue, Brooklyn, waiting for the first thing that might come along to give them a lift to the Atlantic Avenue subway of the Interboro.

In many cases the fare was "all that the traffic would bear," ranging from 10 cents to \$1. Middle-aged gentlemen scooped out on bicycles that they had been taken away in camphor about 1902. Once away in a while somebody shot past on Willie's roller skates. Everything imaginable in the way of automobile and horse-drawn vehicle was in the procession.

This is one of the busy spots of the B. R. T. lines and between 8 and 8:30 o'clock an Evening World reporter saw only six surface cars.

One was a car from Coney Island headed for Park Row by way of Smith Street. Three were Union Street cars, fresh from the nearby 20th Street car barn and destined for Manhattan. The two others were 15th Avenue cars for Borough Hall.

The reporter hopped onto three of these cars and on each rode as far as Flatbush Avenue and Seventh Avenue. There was no interference with the crews and no disorder of any kind.

From the Ninth Avenue and 15th Street entrance to Prospect Park one saw policemen standing on street corners in all directions. A squad was posted at the 20th Street barns.

Pedestrians simply had no chance to cross the streets near the Atlantic Avenue terminal of the Long Island railroad. There was one traffic officer at each corner and he was helpless. The cars would not stop and one aged man said he had been waiting 45 minutes to cross the street.

I. R. T. STATION SWAMPED; B. R. T. ALMOST DESERTED.

The first B. R. T. car to arrive in the vicinity of this traffic jam was a Bergen Street car that passed the station at 7:15 without a single passenger. The next car recorded was a Flatbush Avenue car that came into Atlantic Avenue at 8:10. Only four passengers were aboard and these were jeered.

The interborough station at Atlantic Avenue was swamped and there were but three ticket sellers at work at 7 o'clock. At 8:15 five more appeared. The crowd formed long lanes to enter the station and people fought for places on the line. One young woman appeared with a bird cage and canary, a suit case and an overcoat. "I'm going to stay in Manhattan until this is over," she said.

While the interborough had more people than it could handle, the B. R. T.'s Broadway line morning was the heaviest it had ever been, to his knowledge. Every kind of vehicle was used, buses from Rhode Island, New Jersey and other States having been pressed into service along with

trucks, jitneys and horse drawn vehicles. At times motor cars and trucks moved six abreast. Due to good handling at the Canal Street and there were few jams.

Coney Island residents made a lark of necessity by coming to town by water, and the Iron Steamship Company established a special service with its Taurus, which reached Pier 1, North River, at 9:30 o'clock this morning, bringing 187 passengers.

The vessel turned around and went right back to Coney for another load. The company published the announcement to-day that it had sufficient patronage to justify maintaining an hourly schedule between Coney Island and New York and that even though traffic should call for 1000 more persons waiting in service prices would not be advanced beyond the regular rate of 40 cents a trip because of the strike emergency.

Only the ancient big wheel bicycle was missing to complete the list of curios that appeared for transportation purposes in Brooklyn. At the West Shore Ferry there appeared the historic Guttenberg race track buses, with their signs still on them. They created a sensation but they worked.

SURFACE TRANSPORTATION FROM EAST NEW YORK

Long Island Trains Overcrowded; Brownsville Hard Hit; Buses Reap Harvest.

Surface transportation from East New York, Richmond Hill, Brownsville, Jamaica, Canarsie and points east was impossible. The Long Island trains were overcrowded. From points west of Richmond Hill there is no opportunity to use the trains. Brownsville in particular is barred from Long Island Railroad service on account of the tremendous traffic originating east of there.

At the Atlantic Avenue-Eastern Parkway Junction there were from 1000 to 1500 persons waiting at 8:45 this morning to crowd into trucks and buses working in the emergency. Fares mounted according to the demand and any number of persons paid \$3 for a bus ride to Manhattan.

On account of the traffic jams at the Flatbush terminal of the Long Island Railroad trains simply crawled along from East New York. It took forty-five minutes to make the trip on these trains. The morning slow service being the established slow service time.

STRIKE PICKETS WIN OVER 11 CREWS IN BRIDGE RAID

Men Agree to Quit Before Police Reserves Reach Williamsburg Bridge Plaza.

Strike pickets made a successful raid on the shuttle service on the Williamsburg Bridge at noon. The B. R. T. had been operating fourteen cars in this service. Before twenty-five reserve policemen reached the Williamsburg Plaza eleven of the fourteen crews had agreed to join the strike. The three remaining crews were placed under strong police protection.

Warning reached the Adams Street Police Station soon after noon that two trucks loaded with strikers were on the way to the B. R. T. offices in Montague Street. Six policemen were sent to receive them. The trucks, carrying about 100 men, passed the offices. Strikers shook their fists at the windows of the receiver's office and shouted: "Down with Garrison." The police motioned the drivers to move on and the drivers did.

When a Fulton Street car left the East New York depot at 10:30, accompanied by policemen, it was attacked near the depot by a large crowd and was turned back. Orders were then issued that no more cars were to be sent out on the Broadway, Reid Avenue, Fulton Street, Park Avenue or Jamaica lines, which center at this depot. At 12:30 the last car came in, having made the full run on the Jamaica line.

VIRGINIUS MAYO INDICTED ON THIRD WIFE'S CHARGE

Woman He Married in 1890 Alleged to Have Been Living at Time of Wedding.

Virgilius J. Mayo, wealthy manufacturer of radiators at New Haven, Conn., whose affairs received widespread publicity following the suicide in 1915 of Lillian May Cook, a stenographer, was indicted to-day for alleged bigamy. The manufacturer, who is out on \$2,500 bail, has been notified to appear in the Court of General Sessions before Judge Wadhams on Monday.

The indictment charges that when Mayo went through a marriage ceremony with Wilhelmina Meyer of Brooklyn, the woman whom he married in 1890 was living in Birmingham and their marriage still in force.

Wilhelmina Meyer Mayo, who is Mayo's third wife of record, is the complainant in the present case.

Miss Fannie J. Sparks, Missionary Worker, Dies.

BINGHAMTON, N. Y., Aug. 7.—Miss Fannie J. Sparks, one of the best known missionaries in the Methodist Episcopal Church, and who served twenty years as missionary to India, died at her home here yesterday.

Strike of B. R. T. Jams Brooklyn's Streets As Crowds Leave Long Island Railroad Depot



CROWD AT ATLANTIC AND FLATBUSH AVENUES.

AUTHORS PREPARE TO PLAY PARTS OF STRIKING ACTORS

Managers Promise to Open Theatres To-Night if They Have to Act Themselves.

Authors, playwrights and managers and chorus girls are scheduled to take the places of striking actors and actresses to-night at the 12 theatres which were closed last night by reason of the strike of 100 actors and actresses as the answer to the managers' refusal to treat with the Actors' Equity Association. All rehearsals were called off by the Equity Association to-day and the result of the managers' action will not be known until later in the afternoon, after their meeting at the Astor Hotel, which began at 1 o'clock.

But the managers declared they will open to-night, while the actors say that more theatres will be closed. "The Challenge," which was among those shut down, will be attempted to-night with Edgar Selwyn playing a small part, Willard Mack as one of the accessories and Eugene Walter, the author, playing a small part himself.

The Shuberts declare that if they can't get the actors for their plays they will substitute burlesque, having on hand a lot of chorus girls out of work. At all the box offices they were selling what seats they had left for to-night's show. George Cohan said there isn't the slightest doubt that "The Royal Vagabond" will be presented to-night.

"The laugh is on the other side now," said Frank Gilmore, Secretary of the Actors' Equity Association. "When we had a strike the other day on 'Chin Chu Chow,' the managers laughed at us and ridiculed our efforts. We will have a meeting later in the day and unless the managers get together with us, there is a strong probability that a lot of other houses will be dark to-night."

The plays shut down last night were: "PRINCESS—'Nightly Night," which was to have had its premiere; producer, Adolph Klausner; owners of theatre, Comstock & Gest.

SHUBERT—"Oh, What a Girl," a Shubert production.

PLAYHOUSE—"At 9.45," a William A. Brady production.

44TH ST. THEATRE—"Galeeties of 1919," a Shubert production.

LYRIC—"The Five Million," a Comstock & Gest production.

REPUBLIC—"A Voice in the Dark," A. H. Woods, producer.

ASTOR—"East is West," a William Harris Jr. production in a Shubert theatre.

GALETY—"Lightning," produced by Winchell Smith and John Golden.

BROADHURST—"The Crimson Alibi," George Broadhurst, producer.

SELWYN—"The Challenge," the Selwyns.

COHAN & HARRIS—"The Royal Vagabond," Cohan & Harris, producers.

KNICKERBOCKER—"Listen, Lester," John Cort, producer.

In most cases the audiences had been seated before the managers knew definitely the actors would make good their threat to walk out. Announcements were made from the stage and money refunded.

Magistrate Frothingham to-day in the West Side Police Court dismissed charges of disorderly conduct against eight actors who were arrested at 8:30 o'clock this morning at Broadway and 47th Street. They described themselves as Frank Fannin, George Greene, Daniel Wormer, Robert O'Brien, William Devere, Raymond Chitara, Sol Ginsberg, Nat Glaser and Roy Walker.

All said they had paused a minute to see what the trouble was and were arrested when they advised to a policeman that they were actors.

AMERICANS SEND AN ULMATUM TO ROUMANIANS

Threaten to Withhold Food Supplies—Roumanian King Enters Hungarian Capital.

LONDON, Aug. 8 (United Press).—American officials have sent an ultimatum to the Roumanians, asking that they modify the demands upon Hungary and threatening to withhold food supplies if the request is not complied with, according to Vienna advices reported in an Exchange Telegraph dispatch from Copenhagen.

ZURICH, Aug. 8.—King Ferdinand of Roumania arrived in Budapest yesterday, according to a despatch reaching here from that city.

PARIS, Aug. 8 (Associated Press).—The refusal of Roumanians to comply with the Peace Conference demands is causing great embarrassment to the Supreme Council.

Nicholas Misu, of the Roumanian peace delegation was called before the Council again to-day. He told them that Roumania still is participating in the Peace Conference, but that Roumanian officers at Budapest ignore the Supreme Council's orders.

BUDAPEST, Wednesday, Aug. 7 (Associated Press).—Gen. Holban, Roumanian commander in charge of the occupation of Budapest to-day told the Allies' representatives who inquired why he did not obey the wireless orders of the Peace Conference, that he was not obliged to consider them as authentic and that the occupation of Budapest would continue as long as he thought necessary.

He added that any conversations of a diplomatic character must be carried on with the Roumanian government at Bucharest.

The Roumanians are carrying out requisitions of supplies and material, demanded of the Hungarian Government in the armistice terms. Three hundred thousand crowns held by the police and several millions of soldiers' pay deposited at the Central Military Depot were said to have been taken, along with stocks of shoes and uniforms, cattle, hogs and chickens and being seized in the villages.

Complaints about the shooting of a number of civilians were said to have been answered by Roumanian officers with the admission that the killings were prompted by revenge.

A desire for revenge on the communists has resulted in a certain number of disorders. A number of such outbreaks have occurred in Budapest. Several of Bela Kun's friends, who were turned out of office when his administration fell, were reported to have been beaten.

BELGIAN KING TO MAKE LONG VISIT IN AMERICA

Expects to Sail About Sept. 15 and to Journey All Over Country.

BRUSSELS, Aug. 8.—Details of King Albert's trip to America have not yet been fully arranged, but it is probable he will start about the middle of September and will not return until his presence here is necessary because of the Belgian elections. According to present plans he will make a complete swing of the country and will be accompanied by his son, Prince Leopold.

Cardinal Mercier will start for America on September 4 or September 6, and will probably be gone until the end of October. He intends to visit Montreal and Quebec. He has been invited to go to British Columbia, but will hardly find time to make this extended trip.

Charges Against Dananora, Hospital Head Not Endorsed.

ALBANY, Aug. 8.—Recommendation that the charges of brutality and mismanagement made against Dr. John R. Rosa, Superintendent of the Dananora State Hospital, by Louis Greenpan of New York, be dismissed, was contained in a report submitted to Gov. Smith to-day by the Prison Survey Commission, which made an investigation.

WITH 8 WIVES HE'LL ASK MERCY IN BIGAMY CASE

Suffered Enough, Wilson Will Plead, and Has Reformed—Was Religious Wooer.

Charles Hugh Wilson of Barnesville, Mo., "the most married man in the world," has notified Howard Clark Barker of the Society for the Prevention of Crime, at No. 56 Union Square, that he will come willingly to this city next week and enter a plea of guilty to the charge of having married eight women in six different States between January, 1909, and November, 1916.

Wilson, Mr. Barker says, associated himself with religious circles, cultivated a devout mind, was a regular churchgoer and won all of his wives from among that class of women.

For seven or eight years, until 1908, he was an assistant physical director for the Y. M. C. A. in various cities, and from Nov. 23 to Nov. 29, 1909, acted as assistant physical director in De Witt Clinton High School in this city, though he was not actually appointed as such by the Board of Education.

All his wives are living and more than half of the hymenial octet are expected to face him when he appears before Judge Wadhams in General Sessions. Information has reached Mr. Barker from Waupun, Wis., where Wilson is serving a two-year term for grand larceny, that he will base his plea for mercy on the ground that he has reformed and intends to become "a blessing to men," and that, having been a temporary husband to so many women, he has suffered enough, anyhow.

The story of Wilson's marital experiences was learned from the records and from personal interviews and admissions obtained from Wilson by Mr. Barker, who has been investigating the case for more than a year, and who brought it to the attention of the authorities.

After having heard the man's confession and the stories of a number of his wives, Mr. Barker is unable to explain the mystery of Wilson's ability to "get away with it" so long, except to say that "he is a wonderful talker."

Every woman he married, however, did not become Mrs. Wilson. Among his aliases, some of which he married under, are Carl Wilson Hughes, Edwin C. Moore, James Henry Davis and W. C. Hughson. He is the son of a Canadian minister, is himself a thorough Bible student, quotes Scripture frequently, and, according to Mr. Barker, almost always carries a Bible.

In addition to the women he wedded, Mr. Barker asserts, Wilson tried to marry one other in Erie, Pa., in October, 1913, but was "blocked" by the eleventh hour when the prospective bride learned of some of his other matrimonial adventures. A tenth attempt is related by Mr. Barker, who has love letters written by Wilson to the sister of one of his wives, promising to wed the sister as soon as he could get rid of her sister.

Follows an authentic list of those who murmured "I do" as Wilson stood beside them at the altar: Jan. 23, 1909, Elizabeth May Stanton, Danversport, Ia.; July 13, 1909, Mary L. Bailey, Lynchburg, Va.; March 20, 1909, Ethel C. Moore, Huntsville, Ala.; Aug. 23, 1912, Louise F. Davis, Detroit; Oct. 24, 1914, Frances Davis, Pittsburgh; June 7, 1915, Katherine Morrison, New York City; Aug. 23, 1915, Wilhelmina C. Jaggard, Philadelphia, and on Nov. 11, 1916, Fay J. Zaff, New York City. It was the last of these who brought complaint against Wilson, charging with bigamy.

"I do not believe Wilson married for money," said Mr. Barker, "though in a number of cases he got away with some money and sometimes the jewelry of the last wife.

"Letters and the stories of some of the wives indicate that he was an ardent wooer. Sometimes he aroused sympathy by telling the woman he was wooing that he had been married,

but his wife and children had been burned to death. He had three children that I know of, all by his first wife."

Mr. Barker said that Wilson has been conducting a Bible study class in jail.

"After he lost his Y. M. C. A. work through his fondness for women, Wilson sold hardware and later insurance. For a long time he was a traveling salesman for novelties.

"He abandoned his first wife in 1914 because he had then married several other women. On Oct. 5, 1909, he applied to the Board of Education here for a position as physical director in the public schools but was turned down. How he managed to get the work at De Witt Clinton I never understood. While there, however, his first wife had him arrested for non-support. Later they got together again and lived at Bridgeport, Conn., where she got him work with an insurance company.

"In July, 1912, he worked for the Fidelity and Casualty Company in Detroit. When he married Miss Louise Davis there in 1913, they both left town at once. Afterward, it was discovered that he had stolen about \$2,000 at Ashland, Wis. As a result of this, Wilson will finish a two-year term in Waupun next Sunday."

HE GETS BURGLARS' AUTO; THEY BARELY GET AWAY

Garage Owner Saves His \$600 Worth of Tires and Has Free Car Besides.

"Measure for Measure, or the Bitter Bit," was staged on a side road in the little Bergen County, N. J., town of Dumont at 2 o'clock this morning when S. H. Freint was awakened by burglars who had broken into his garage.

As he pulled his clothes on Freint could see the burglars taking \$600 worth of tires from the garage and piling them into their car.

When Freint reached the road the burglars were ready to start. Their car was of a well known make that you can put out of business by pulling the choke. Freint pulled the choke.

The burglars jumped from the car and took to the woods and Mr. Freint is "in" one car.

MARCH OPPOSES ARMY BILL "PREPARED OVERSEAS"

Warns Against Measure That Makes General Staff Appointments Permanent.

WASHINGTON, Aug. 8.—Opposition to a bill which he said had been "prepared overseas" and which proposes that appointments to the Army General Staff be permanent, was voiced before the Senate Military Sub-Committee to-day by Gen. March, Chief of Staff. He said the result of the measure would be to set up a military bureaucracy and expressed the hope that the committee would oppose it, adding that it would be "strongly pressed."

War Department proposals that members of the General Staff be required to return to the command of troops after serving four years, were endorsed by Gen. March, who said the establishment of a bureaucracy was a thing to be avoided.

SUGGESTS SCHOOL FOR FORD

Lawyer Says Auto Maker Should Have Attended His Own.

MOUNT CLEMENS, Mich., Aug. 8.—A strong declaration that there was anything anarchistic in the utterances of Henry Ford, who is suing the Chicago Daily Tribune for \$1,000,000 damages on a charge of libel, was made to-day by Attorney Neil E. Heid, for the plaintiff.

William T. Hosner, for the Tribune, asserted that "if Ford had attended his own school, where American principles are taught to foreigners in his employ, he never would have permitted the propaganda which went broadcast in his name, nor would the Tribune ever have characterized him as an anarchist."

Arrested as a Sugar Peeficer.

PITTSBURGH, Aug. 8.—Charged with conspiracy to violate the Federal Food Laws, George W. Shoeban, Chicago, President of the Central Sugar Company here, was arrested by Federal agents here this afternoon.

Gov. Smith Goes Fishing.

ALBANY, N. Y., Aug. 8.—Gov. Smith left the capitol to-day for a week-end fishing trip to the Adirondacks. He will return Monday.

Seven-Hour Day for British Miners.

LONDON, Aug. 8 (Havas).—The House of Commons to-day adopted the bill providing for a seven-hour day in mines.

CREWS REFUSE TO RUN CARS BECAUSE OF VIOLENCE FEAR; WINDOWS BROKEN, FIRES CUT

B. R. T. Loyal Employees Say Mobs Pay No Attention to the Police Guard.

ROCKS PUT ON RAILS.

Motor Truck Loaded With Passengers Blocks Tracks on Atlantic Avenue.

Conductors and motormen on the De Kalb Avenue line of the B. R. T. were so thoroughly intimidated by the vigorous tactics of the strikers in that part of Brooklyn yesterday that they refused to take out cars to-day although Supt. Thomas R. Ryan volunteered to furnish an escort of six policemen to every car. The men said it made no difference how many policemen were on a car because the mobs pay no attention to policemen while they are able to pelt the cars with stones and bricks and other missiles hurled from sidewalks, windows and roofs.

A Union Street car left the 20th Street car barn at 20th Street and Ninth Avenue this morning bound for Borough Hall. Seven minutes later, at Ninth Avenue and 15th Street, a mob of 150 stopped the car. They climbed aboard and as they did so a half dozen passengers fled. The windows of the car were smashed and the fuses cut. Two policemen who were on the car began to club the rioters and as they retreated the conductor replaced the fuses, continued the trip to Borough Hall and announced there that as soon as he reached the car barn he would quit at once. The motorman shared his views.

Strike sympathizers dumped a big boiler on the tracks at Bergen Street and Underhill Avenue during the night. The services of a wrecking crew with derrick were required to remove the obstruction.

The first train started toward Manhattan from Coney Island on the Culver line ran peacefully enough until the station at 18th Avenue and Gravesend Avenue was reached. There a crowd made a rush, grabbed one of the guards and pulled him to the platform. Somebody rang the starting bell and the train moved on with the gates of the two cars handled by the abducted guard swinging open. A policeman of the train closed the gates but refused to open them at the next stop, saying he wasn't working for the B. R. T., and thereafter the passengers opened and closed the gates.

The discovery of an iron bar on the track in the Malbone Street tunnel last night led to extraordinary precautions for protection of the Brooklyn subway lines to-day. Loyal employees of the company not employed in the movement of cars or trains were drafted as track walkers and they patrolled the subway lines from end to end.

A trolley car, laden with passengers moving eastward in Atlantic Avenue,

was assailed by a mob of strikers on foot while a big motor truck, carrying young men stopped across the track. Motorman Fitzgerald stopped the car just in time to avoid a collision. Policemen George Grant and Frank Gentner of the West 57th Street Precinct, Manhattan, drew their revolvers and ordered the chauffeur of the truck to get out of the way, which he did. Another car which arrived at the spot in a few minutes was also held up by the mob. These cars were then run back to the Ninth Avenue depot and the crews quit. Motormen reported that the switches had been lamed with at several important junction points.

TROLLEY PULLED OFF AS CAR LEAVES BARN.

A Fulton Street surface car at 10:30 headed out of the East New York barns for Manhattan. There were two policemen on the forward end with the motorman and one with the conductor on the rear platform.

The car had taken the curve and gone possibly ten yards when it was blocked by about forty young strikers. Somebody pulled down the trolley pole and the car stopped.

The policemen on board appeared to be stricken with inertia. Nobody did anything. A dispatcher in the barn began yelling. Nobody could make out what he was saying, but policemen poured out of the barn. An Evening World reporter counted thirty-four of them.

One of the 24 patrolmen appeared to be more interested than his brethren. He was seen to borrow a pistol from another policeman and move forward, close up to the car. The man who loaned the revolver retired to the rear. All the policemen, except one made a sort of semi-circle around the car.

The conductor, whose stripes indicated long service, got down from his platform and readjusted the trolley pole.

The car went a few feet further and a fuse blew out. Then it was driven back to the barn. The crowd cheered. They yelled to the conductor: "That's the boy, Willie. Put her back and come out and join us. Don't be a fool. The next time we'll pull you off the car."

This was the fifth car to leave the East New York barn to-day and the first since 6 o'clock. At 6 o'clock one Fulton Street and three Jamaica Avenue cars departed, each with three policemen aboard. These cars do not return to the East New York barn ordinarily until the day's work is done. They had not returned at 10:30 o'clock.

All day yesterday there were reports of rioting on the streets of the Fresh Pond section. To-day, up to 10:30 o'clock, there were no such reports. Crowds of strikers and strike sympathizers held down the street corners in the neighborhood of Myrtle and Wyckoff Avenues and every time a truck or automobile went by, carrying passengers, the crowd cheered. Policemen on strike duty smiled. No one was angry. Everybody appeared to be in good humor.

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