

# B. R. T. Orders 2-Cent Charge For Transfers

## Receiver Garrison Follows Lead of Green Lines and Will Start Collecting Pennies on Friday Morning

## Court Action Expected

## Feeder Lines and Certain Divisions Are Exempted; Change Spots Reduced

Lindley M. Garrison, receiver of the B. R. T. system, yesterday gave official notice of the installation of the 2-cent transfers, to become effective on the B. R. T. Friday morning at 5 o'clock. Notices explaining the various changes were posted in all transfer points. Except to and from feeder lines and between certain lines at transfer points specified, passengers desiring transfers must at the time of paying cash fares notify the conductor that a transfer is desired and pay an additional charge of 2 cents.

It is estimated that the increase in revenue to the B. R. T. will amount to \$1,200,000 annually.

Corporation Counsel Burr, at the instance of Mayor Hylan, already has begun to sue for an injunction to prevent the order of Public Service Commissioner Nixon authorizing the extra charge for transfers on the green car lines in Manhattan.

**Expect New Court Test**

It is expected that he will take similar action with reference to the plans of the B. R. T. to collect the extra charge. Before the issuance of the order of the Public Service Commission the B. R. T. maintained 1,008 transfer points. There will be no charge for transfers on short lines which terminate at Borough Hall and transfers from elevated stations to trolley, or vice versa.

From the so-called feeder lines to connecting lines free transfer privileges will remain, as well as between certain other lines where a transfer may be required by the conditions of the franchise, or seems desirable for other reasons.

**Free Transfer Points**

Following is a list of the so-called feeder lines and the connecting lines between which free transfers will be exchanged:

Avenue C—At Avenue C and Coney Island Avenue, DeKalb Avenue, Coney Island, Franklin Avenue and Smith Street line, Flatbush Avenue and Avenue C to Flatbush Avenue line, Calvary Cemetery—At Greenpoint and Manhattan avenues to Cross-town, Graham Avenue, Lorimer Street, Tompkins-Culver, Union Avenue lines, at Greenpoint Avenue and Franklin Street, to Greenpoint line.

Cypress Hills—At Myrtle and Wyckoff avenues, to Bushwick Avenue, Flushing-Knickerbocker, Gates-Prospect Park, Greene and Gates Avenue, Myrtle Avenue, Union Avenue, Wyckoff Avenue and Wyckoff Avenue shuttle lines. At Myrtle and Seneca avenues to DeKalb Avenue.

Flatbush Avenue Shuttle—At Flatbush Avenue and Avenue N to Flatbush Avenue and Nostrand Avenue lines.

Grand Street—Broadway Ferry Shuttle. At Williamsburg Bridge Plaza, to Broadway, Bushwick Avenue, Franklin Avenue, Grand Street, Wilson Avenue, Metropolitan Avenue, Nostrand Avenue, Nostrand-Culver, Nostrand-Prospect Park, Ocean Avenue, Ralph-Rockaway Avenue, Reid Avenue, Sunner Avenue, Tompkins Avenue and Wyckoff Avenue lines. At Grand Street and Mary Avenue to Grand Street and Metropolitan Avenue lines. At Grand Street and Bedford Avenue, or Grand Street and Driggs Avenue, to the Cross-town line. Holy Cross Cemetery Shuttle—At Nostrand and Tilden avenues. To Nostrand Avenue line.

Jamaica Avenue—At Jamaica and Metropolitan Avenues. To Metropolitan Avenue line. At Jamaica Avenue and Myrtle Avenue. To the Richmond Hill line. At Jamaica Avenue and Crescent Street. To Broadway and Fulton Street lines.

Meeker Avenue Shuttle—At Meeker and Graham avenues. To Graham Avenue line.

Monroe Street—At Borough Hall to Cross-town line, Court Street, DeKalb Avenue, Flatbush Avenue, Flatbush-Seventh Avenue, Fulton Street, Greene and Gates avenues, Hicks Street, Myrtle Avenue, Putnam Avenue, Rogers Avenue, St. John's Place, Third Avenue, Union Street and Sixteenth Avenue lines. At Sands Street to Bergen Street, Flushing Avenue, Flushing-Knickerbocker, Graham Avenue, Park Avenue and Vanderbilt Avenue lines, and on trips from Fulton Ferry to the elevated line at Sands Street.

Nassau Avenue—At Nassau and Manhattan avenues to Cross-town, Green Avenue, Lorimer Street, Tompkins-Culver and Union Avenue lines.

New Lots Avenue—At Rockaway Avenue to New Lots Road. To Church Avenue, Ralph-Rockaway Avenue and Wilson Avenue lines.

Nostrand Avenue Shuttle—At Flatbush and Nostrand avenues. To Flatbush Avenue and Nostrand Avenue lines.

Ralph Avenue Shuttle—At East Ninety-eighth Street and Church Avenue to Church Avenue line. At Ralph Avenue and Church Avenue to Bergen Street, Ralph-Rockaway Avenue and St. John's Place lines.

Richmond Hill—At Myrtle Avenue and Fresh Pond Road to Bushwick Avenue, Myrtle Avenue and Wyckoff Avenue lines. At Fresh Pond depot to Flushing-Knickerbocker, Gates-Prospect Park, Greene and Gates and Union Avenue lines.

Utica Avenue Shuttle—At Church and Utica avenues. To Church Avenue and Bedford Avenue lines. At Utica Avenue and Avenue N to Flatbush Avenue line.

Wyckoff Avenue Shuttle—At Myrtle and Wyckoff avenues. To Bushwick Avenue, Cypress Hills, Flushing-Knickerbocker, Gates-Prospect Park, Greene and Gates, Myrtle Avenue, Union Avenue and Wyckoff Avenue lines. At Wyckoff Avenue and Halsey Street to Putnam Avenue line.

Eight Avenue—At Eight Avenue and Thirty-ninth Street. To Grand Avenue line. At Thirty-ninth Street and Fifth Avenue to Fifth Avenue line and Thirty-ninth Street Ferry-Coney Island line. At Thirty-ninth Street and Third Avenue to the Hamilton Avenue and Third Avenue lines. At Eighth Avenue and Bay Ridge Avenue to the Sixty-fifth Street-Bay Ridge Avenue line. At Third Avenue and Second Avenue to the Thirty-ninth Street Ferry-Fort Hamilton line.

Thirty-ninth Street Ferry

Thirty-ninth Street Ferry-Fort Hamilton—At Thirty-ninth Street and Second Avenue. To the Fifth Avenue line. At Third Avenue and Sixty-seventh Street to the Hamilton Avenue and Third Avenue lines. At Third Avenue and Bay Ridge Avenue to Sixty-fifth Street-Bay Ridge Avenue line.

Other Free Transfer Points

Following is a list of other free transfer points and the lines between which free transfers will be exchanged:

Bergen Street line on westbound trips to the St. John's Place line toward Borough Hall. At St. John's Place and Buffalo Avenue.

Bushwick Avenue line to the Flushing Avenue, Flushing-Knickerbocker or Union Avenue lines. At Bushwick and Flushing avenues.

Church Avenue line to the Eighth Avenue, Fifth Avenue, Ocean Avenue, Rogers Avenue, Ralph-Rockaway Avenue, Wilson Avenue or Thirty-ninth Street Ferry-Coney Island line.

Court Street line on eastbound trips to the Hamilton Avenue line toward Sixty-fifth Street.

Eighth Avenue line, to the Church Avenue line.

Fifth Avenue line to the Eighth Avenue or Thirty-ninth Street Ferry-Coney Island line.

Fifteenth Street line on eastbound trips to the Union Street line or Vanderbilt Avenue lines toward Depot. At Ninth Avenue and Fifteenth Street.

Flatbush Avenue line on westbound trips to the Lorimer Street line, on trips in both directions to Tompkins Avenue line.

Flushing Avenue line to the Bushwick Avenue line, Grand Street or Flushing-Ridgewood, and Greenpoint line at Flushing and Classon avenues, Flushing-Knickerbocker to the Bushwick Avenue line. At Flushing and Bushwick avenues, and Greenpoint line at Flushing and Classon avenues.

Flushing-Ridgewood line to the Grand Street line. At Flushing Avenue and Grand Street and the Flushing Avenue line.

Fulton Street line on eastbound trips to the Nostrand Avenue line toward Flatbush Avenue.

Grand Street line to the Flushing Avenue or Flushing-Ridgewood line.

Grand Avenue line to the Greenpoint line at Flushing and Classon Avenues.

Sixteenth Avenue line, on westbound trips, to the Greenpoint line. At Ninth Avenue and Twentieth Street.

Hamilton Avenue line on westbound trips to the Court Street line.

Hamilton Ferry line to the Smith Street line at Ninth Street and Smith Street.

Lorimer Street line, on westbound trips, to the Nostrand Avenue line toward Delancey Street; on eastbound trips to the Nostrand Avenue line toward Flatbush Avenue; on eastbound trips to the Flatbush Avenue line toward Bergen Beach.

Metropolitan Avenue line on westbound trips to Metropolitan Avenue, Metropolitan Avenue and Metropolitan Avenue.

Metropolitan Avenue shuttle line, on eastbound trips, to the Metropolitan Avenue line toward Jamaica Avenue.

Nostrand Avenue line, on westbound trips, to the Lorimer Street line toward Borough Hall.

Ocean Avenue line to the Church Avenue line.

Ralph-Rockaway Avenue line to the Church Avenue line.

Rogers Avenue line to the Church Avenue line.

Greenpoint line, on eastbound trips, to the Metropolitan Avenue line toward Sixty-third Street, at Ninth Avenue and Twentieth Street.

Smith Street line to the Hamilton Ferry line.

St. John's Place line, on eastbound trips, to the Bergen Street line, toward Borough Hall, at St. John's Place and Buffalo Avenue.

Third Avenue line, on westbound trips to the Hamilton Avenue line at Sixty-fifth Street.

Tompkins Avenue line, on westbound trips to the Lorimer Street line toward Greenpoint Ferry at Harrison Avenue and Lorimer Street, on eastbound trips to the Flatbush Avenue line, either direction.

Union Avenue line, to the Bushwick Avenue line at Flushing and Bushwick avenues.

Union Street line, on westbound trips to the Fifteenth Street line toward Hamilton Ferry at Ninth Avenue and Fifteenth Street.

Vanderbilt Avenue line, on westbound trips to the Fifteenth Street line toward Hamilton Ferry at Ninth Avenue and Fifteenth Street.

Wilson Avenue line to the Church Avenue line.

Thirty-ninth Street Ferry-Coney Island line, to Fifth Avenue or Church Avenue line.

Transfers from short cars to through cars and vice versa will be issued as heretofore, without additional charge.

At Eighth Avenue and Bay Ridge Avenue to the Eighth Avenue line. At Bay Ridge and Fifth Avenue, to the Fifth Avenue line. At Third Avenue and Sixty-seventh Street to the Hamilton Avenue and Third Avenue lines. At Bay Ridge and Third Avenue to the Thirty-ninth Street Ferry-Fort Hamilton and Sixty-fifth Street-Fort Hamilton lines. At Thirtieth Avenue and Eighty-sixth Street, on westbound trips to the Sixty-fifth Street-Eighty-sixth Street line toward Sixty-seventh Street and on eastbound trips toward Bath Avenue.

Sixty-fifth Street-Fort Hamilton—At Third Avenue and Sixty-seventh Street, to Hamilton Avenue and Third Avenue lines. At Third Avenue and Bay Ridge Avenue. To the Sixty-fifth Street-Bay Ridge Avenue line. On westbound trips to the Fourth Avenue subway at Eighty-sixth Street station.

Sixty-fifth Street-Eighty-sixth Street—At Fifth Avenue and Eighty-sixth Street. To Fifth Avenue line. At Fifth Avenue and Bay Ridge Avenue. To the Fifth Avenue line. At Third Avenue and Sixty-seventh Street. To the Third Avenue and Third Avenue lines and Thirty-ninth Street Ferry-Fort Hamilton lines. At Bay Ridge and Fifth Avenue. To the Thirty-ninth Street Ferry-Coney Island line. At Eighty-sixth Street and Thirtieth Avenue on westbound trips. To Sixty-fifth Street-Bay Ridge Avenue line toward Sixty-seventh Street, and on eastbound trips toward Ulmer Park.

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# Municipal Ownership Impossible, Says Nixon

## City Controller Is Quoted as Declaring New Laws and \$600,000,000 Are Needed

Public Service Commissioner Nixon's statement, quoting the Controller as his authority, to the effect that municipal ownership of the local traction lines is impossible in the absence of enabling legislation and the raising by the city of from \$300,000,000 to \$500,000,000 in money or credit with which to pay for them, leaves Tammany and William R. Hearst in a quandary about using municipal ownership as a campaign issue.

Commissioner Nixon ordered the change of two cents for transfers with the knowledge and backing of Governor Smith, next to Charles F. Murphy perhaps the most powerful single individual in Tammany Hall. Tammany, needing the support of the Hearst newspapers, permits Robert L. Moran, its candidate for President of the Board of Aldermen, to advocate the confiscation of the franchises and the taking over of the companies by the city unless the companies go on carrying passengers for a five-cent fare.

**Issue Is "Straddled"**

The practical effect of Moran's support of the position taken by Mayor Hylan and William R. Hearst is to "straddle" the transfer issue.

"Moran knows and Murphy and all the rest of them know that we are all against a stone wall on the transfer issue," said a Tammany district leader yesterday. "Moran will go on advocating support of the position taken by the Mayor and Hearst, but we all know Murphy and Smith are with Nixon. It's a good enough straddle until after election. What we're after is to elect Moran."

"In the 273 cities of over 25,000 population in the United States fares have been increased in 1919," said Commissioner Nixon, in discussing the

transfer issue. "A ten-cent fare is being charged in twelve cities, an eight-cent fare in ten, a six-cent fare plus one cent for transfers in fifteen and a six-cent fare in eighty-six. In addition, thirty-two applications are pending before commissions, twenty-seven before city authorities and two before courts.

"Pointing at some conditions as wrong is simply an argument that means should be taken to remedy them. There may be cuckoo eggs in traction nests, but these cannot be removed by either drifting or loud talk.

"Why must the public mind be inflamed and possible violations of law and order risked?"

# Public Must Have Facts

"Boiled down, the position taken by those who would refuse aid is that if the companies cannot run the transit facilities on existing fares they should throw up their contracts and the city will take over the lines and run them. If I am wrong in this conclusion a correction will be gladly welcomed.

"Such a position is subversive of property rights, the city's credit and the safety and comfort of the traveling public.

"There is much talk of grabs and company's profits. So far the commission has dealt with receivers named by the United States courts.

"The difficulties of the transit situation are growing daily. Some of them are: Congestion of streets, increasing length of haul, high cost of labor, material and power, the cutting in of automobiles and buses, increasing taxes, increased costs of paving as street traffic grows, the cost of interrupted service due to traffic congestion, overextension of lines and the persistent demand for higher standards of service. These conditions cannot be talked away. They must be met.

# Situation Not Hopeless

"The situation is in no sense hopeless and can be solved by cooperation, and solved in the public's interest."

"The Controller, for whose statements I have great respect, has said that it is doubtful whether the city has margin within the debt limit to supply funds for completion of the

lines as required by the dual contracts.

"To enable the city to take over the lines and operate them requires enabling acts from the Legislature and the providing of from \$300,000,000 to \$500,000,000. The Controller's statement certainly stands in the way of any near establishment of municipal ownership, and watchful observation of Boston and San Francisco will be necessary if many vital mistakes in municipal operation are to be avoided."

# Auto Truck Takes Baby Clinic to Rural Mothers

## Department of Labor Sends Out "Child Welfare Special," With Doctor and Nurse

WASHINGTON, July 26.—Announcement was made today that a large automobile truck, especially built for the purpose has been started out by the Children's Bureau, Department of Labor, to carry advice on child care to rural mothers out of touch of the city health centers. Dr. Ruth McGuire, one of the women physicians attached to the bureau, is in charge of the "Child Welfare Special," the first trip of which was through Morgan County, Illinois.

The truck is completely equipped as a "well baby" clinic. A trained nurse from the bureau accompanies the doctor. Babies are brought to the truck, weighed, measured and examined for defects, and given ratings by the bureau specialists. Local committees, made up of women who were members of committees of the child conservation section of the Council of Defense during the war, are in charge of the local arrangements for the truck's visit. It will go to many points in Illinois before leaving that state. A "log" of the journey is being kept in order that information about the up-keep and general accomplishments of the car may be available for those states wishing to install a similar service.

# Serbian Relief Unit Sails to Rescue of 500,000 Children

## Dr. B. W. Brush Leads Band of 17 Men and Women to Battle Disease and Starvation in War-Torn Land

## Widower of 70 Is Sued

The first unit of workers to be sent to Serbia by the Serbian Relief Committee of America to nurse back to health and vigor the people and country that felt the first blow of Austro-German imperialism, sailed for Havre on the steamship President Wilson, yesterday. From Havre, the unit will go to Belgrade. There were seventeen men and women in the unit, which is headed by Dr. B. W. Brush, formerly a lieutenant commander in the United States Navy.

According to a statement issued by the Serbian Relief Committee, there are 50,000 destitute children, mostly war orphans, in Slavo Slavia and the condition of the children in southern Serbia also is most desperate. These children have borne all that it is humanly possible to bear. Their vitality is exhausted and unless material aid comes before winter, thousands will perish of hunger, disease and unsanitary surroundings.

The American Woman's Hospital is cooperating with the Serbian Relief Committee by paying salaries and furnishing uniforms of the women physicians of the unit. The committee is purchasing and shipping supplies of clothing to Serbia, including 14,000 pairs of shoes, medicines and the things necessary to the proper care and handling of children.

The methods to be used will be those found most effective by the workers in

the field. In northern Serbia orphanages have been established. Children also are cared for under what is known as "the adoption system." The committee insures the proper care of an adopted child, either in the orphanage or the home, for \$5 a month or \$72 a year.

In addition to the work in behalf of the children, the committee plans to inaugurate a public health service in Serbia to forestall epidemics, if possible, and to look after the general health of the community.

The committee solicits contributions for its work.

# Woman of 40 Says He Broke Promise to Marry Her

Mrs. Jennie Liff, a widow, yesterday brought a \$50,000 breach of promise suit in the Supreme Court against Joseph Agrees, a widower, who is more than seventy years old. Mrs. Liff is forty. Mr. Agrees, who lives at 122 South Fourth Street, Brooklyn, formerly was in the liquor business, but now is a candy manufacturer. He is the father of grown children, who, it is said, opposed his remarriage.

Mrs. Liff says through her attorney, Benjamin Weiss, that Mr. Agrees promised to leave her a large sum of money in his will, would defray the cost of her trousseau and also give her a \$750 engagement ring. The wedding was set for July 10, but has not yet taken place.

# Standard Oil Plant to Reopen

Strike Proves Unsuccessful

The Devos plant of the Standard Oil Company in Long Island City, which was shut down some time ago when the employees struck, will reopen to-morrow morning.

The oil corporation was determined to abandon the plant rather than accept the strikers' terms. They will return to work at their former wages.

# Franklin Simon & Co.

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Fifth Avenue, 37th and 38th Streets



# GOWNS OF KNITTED SILK WEAVES

Forecast Today the Mode for Tomorrow

FOR years the familiar Autumn frock has been of serge. This year it has a rival—the frock of silk knitted fabric—a material that has made for itself a place in Fashion. Knitted silk weaves have as many moods as there are occasions of the day—in some frocks conservative and substantial, in others almost like drawnwork, and among the newest versions from Paris is included the Victoire weave.

## KNITTED SILK WEAVES in WOMEN'S GOWNS

IT takes no great effort on the part of the designers to fashion perfectly gowns of the new knitted silk weaves—the weavers have made their task a pleasure. Not to be outdone by the art of the weavers the couturiers have taken these silken fabrics, enriched them with lavish embroideries, graceful fringes or combined them with Crepe Georgette and made them into gowns, useful as well as ornamental. The dyers also deserve special mention for the colors are particularly attractive—bark shades, browns, navy or black. Selections may be made in simple frocks or ceremonious gowns.

## KNITTED SILK WEAVES in MISSES' GOWNS

MIGNONETTE, Victoire Jersey and Chanel Bedford cord—these new names give an inkling of the knitted silk weaves for Autumn. And as varied as the weaves are the models. There is just one duplicate note—youthfulness—youthfulness plus wearability. For instance, one frock starts on a career of absolute demureness—the neckline is round, the sleeves narrow, the skirt perfectly plain, and over this tout ensemble of simplicity is splashed an applique from a Paisely shawl—colorful without being bizarre. Included in this collection are Redingote, embroidered or fringed models.



49.50 to 165.00

45.00 to 98.50

WOMEN'S GOWN SHOP—Third Floor

MISSES' GOWN SHOP—Second Floor