

# McAneny Calls On City to Push Subway Jobs

## Sharp Note to the Board of Estimate Cites the Loss of \$2,000 a Day in Interest on East New York Line

### 40 Other Contracts Named

### Hedley Again Is Questioned; No-Crowding Order Seen; Survey of B. R. T. Is Made

George McAneny, chairman of the Transit Commission, sent to the Board of Estimate last night a letter sharply reminding the board that its failure to cooperate with the commission is blocking the completion of the Fourteenth Street-Eastern subway line, connecting Manhattan and East New York, and that the delay is costing the city \$2,000 a day in interest on the \$17,000,000 expended in the building of the line.

Mr. McAneny informed the board that of the forty subway construction and improvement contracts, submitted to it by the Transit Commission from March 3, 1921, to September 21, 1921, the board has favorably acted on only three.

### Cars Would Cost \$1,600,000

Clarence J. Shearn, counsel for the commission, said after the hearing that it would cost \$1,600,000 to equip the Interborough with needed cars and increase the number of trains during the rush hours by one train virtually every passenger a seat. This sum, the lawyer said, was about one-half of the annual net operating income of the Interborough, and that the city would be required to pay the balance of the Manhattan line. He expected that after the commission gets through examining Mr. Hedley it will issue an order for the increased service.

James L. Guackenbush, counsel for the Interborough, said last night that the negotiations with the Manhattan Railway Company with reference to a reduction of the 7 per cent guaranty on the Manhattan line will still under way, and that until they were concluded the parties in interest would have nothing to say for publication.

United States Senator Hiram W. Johnson, special counsel for the city in its plans to oppose the Transit Commission in bringing about the adoption of the "one big company" line for the city and the Interborough, said in a conference yesterday with Corporation Counsel O'Brien.

### O'Brien Wants Attention

Mr. O'Brien and his assistant, Chester S. Worthley, were present at yesterday's hearing by the commission. Mr. O'Brien requested that his appearance be noted.

Judge Shearn asked Mr. Hedley if there was any operating reason for reducing the number of trains on the West Side from ten to eight during the rush hour period from 9:20 to 9:40, resulting in overcrowding, so that an average of 49 passengers a car were standing up.

Mr. Hedley said that in order to get a complete and accurate picture of the congestion at the point (West Ninety-sixth Street) and time stated it would be necessary to discover how many of the passengers on the south-bound express rode only to Seventy-second Street and got off there, and how many went on to Times Square and got off, and also to determine how many passengers got on at these two points while the others were getting off.

"In other words," said Mr. Hedley, "if the passengers are only going to stand up for five or six minutes it is very wasteful to have a car standing up for thirty minutes. The matter whose money it is, to run those cars fifty miles, a round trip, more or less, just to provide seats for passengers who are going to sit down for only six or eight minutes."

Hedley Prepares Charts

Mr. Hedley said he was having charts prepared that would show the exact condition of congestion at the important points. He said that on south-bound express trains after leaving Fourteenth Street the rear cars were empty seats to be had by any one seeking them. Mr. Hedley said the traffic on the subways and elevated lines showed a falling off of 2.28 per cent for March this year as compared with a year ago, and he attributed it to bad business conditions.

"There are fewer people coming to New York to trade," he said, "and, besides, there are many people out of employment who are riding."

"Isn't it apparent," asked Judge Shearn, "that if you have an average of fifty-two people to a car standing in a train of ten cars, which means that there are 520 people standing up, that what these twenty or thirty be-

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# Miss O'Connell New Brooklyn School Director

## Succeeds Mrs. Forsythe as District Superintendent; Board and Craig Clash Over Special Salaries

### Court Action Threatened

### Bronx Parents File Protest on Crowding; Say Children Are Taught in Dark Cellar

The Board of Education at a busy session yesterday afternoon appointed Miss Margaret E. O'Connell, former principal of Public School 170, Manhattan, a district superintendent for Brooklyn, to succeed Mrs. Grace Strachan Forsythe, who in January last was made an associate superintendent.

A feature of the meeting which was not on the printed schedule was the presentation to Arthur F. Somers, former president of the board, who has been connected with educational work in the city for thirty years, of an engraved testimonial, morocco bound, given him by the other members of the board. The testimonial was handed to Mr. Somers by George J. Ryan, the acting president, who eulogized Somers's work on behalf of the schools of the city.

### Compares Work to Ministry

Replying Mr. Somers said that he considered his educational work as sacred a trust and as grave a responsibility as he would consider his work to be had he been ordained to the ministry, and declared that he had never in his thirty years' experience come across any person in educational work in New York who was not actuated by a genuine desire to give faithful service to the school children of the city.

The prospect of another tilt over business between the Board and Comptroller Craig was opened in a report submitted by Superintendent Ettinger just before the Board adjourned, which showed that the Comptroller had refused to pay the salaries of a number of specialist instructors in the mechanical classes of Stuyvesant High School. The Comptroller's report said that no provision for these salaries had been made in the budget.

### Will Broadcast Plea For Camp

Charles Pope Caldwell, chairman of the veterans' mountain camp committee, will tell of the work of the committee this evening over the new Wampanoag radiophone. Arrangements have been made by Thomas B. Wampanoag to have Mr. Caldwell tell the needs of the camp and of the drive now being conducted for funds with which to endow the camp. He will begin talking at 10:45 o'clock.

### Arthur Veins Entertainment

What promises to be the biggest event ever staged by the Arthur Veins Post will be held on the night of April 22, when the post will present an entertainment at the Ben Hur Pavilion, City Island. For several weeks an active committee has been at work on the details of the event, of the Legions have been chartered and their friends to the legionnaires and their friends to the scene of the festivities. An exception-

### Richmond Hill Post to Meet

A regular business meeting of the Richmond Hill Post will be held this evening in the post headquarters, in Liberty Square, East Richmond Hill. Following the business session, John Dixon, a member of the post, will give a practical demonstration of advanced wireless telephoning. He has arranged his apparatus so that those attending the meeting may listen in on the concert broadcast from the stations at Pittsburgh and Newark.

### Favor Adjusted Service Pay

At a recent meeting of a Elmer E. Bennett Jr. Post a resolution favoring the adoption of a compensation plan was adopted by the post members. The resolution provides for adjusted compensation, vocational training aid, adjusted service certificates, farm or home aid, and land settlement claims.

### Auxiliary Will Assist Post

"The Comptroller" is the title of a comedy being rehearsed by the auxiliary of the Elmer E. Bennett Jr. Post, to be presented on the night of April 17. The members of the post are aiding in the arrangements for the performance, which will be given at the Firemen's Hall, Ozone Park. The proceeds will go to the fund created by the post to construct a new memorial building. It will be the first attempt of the auxiliary in presenting an amateur show.

### Americanization Contest

Keen competition has developed between the students of the various schools of Kearny, N. J., in the annual Americanization contest, held under the direction of the local post of the American Legion. The subject for the contest is "How Can Foreigners Be Made Americans?" Gold, silver and bronze medals will be presented to the winners.

# The American Legion

## News: Local, State, National

### National 'Clean Up the Attic Movement' Expected to Follow 'Junk' Reclaiming by Posts in Brooklyn

### Sales Net \$20 an Hour After Store Is Opened; Former Soldiers Given Jobs and Hospital Fund Aided

A national "clean up the attic movement," instigated by American Legion posts, is expected to follow the action of Legion units in Brooklyn. They are reclaiming "junk" and keeping needy ex-soldiers alive by it.

The Brooklyn Legion has formed a waste collection bureau. It collects articles which have outlived their usefulness in the home. It makes this "junk" over in its combined warehouse, repair shop and store and sells it.

In the collection, repair and sales departments are ex-soldiers men who tramped the streets in search of employment. Here they find work of a kind that many of them understand. Skilled mechanics, repairmen from a hundred different lines, even one from a doll hospital, have been given jobs. They turn nothing into something that somebody wants and the proceeds go for the entertainment of their hospital-confined buddies.

Not alone the ex-soldier himself but his dependents are going to be benefited by the Legion. The dependents of the man in the hospital will get the necessities needed through the sale of the reclaimed articles.

A postal card campaign, aimed at house and apartment dwellers, will form the initial step in the campaign. These cards will offer a collection service gratis and as great a responsibility as the cellar and attic, shed and the unused spare room be searched for articles no longer of use to the owner. Articles of yesterday, things that dated back to spinning wheel days, came to light in the Brooklyn drive and are still showing up the bureau's leaders state.

Whatever it may be that is sent it can be used, they say. An article of apparently no value can be wedded to something that also isn't of much use. The results, however, will be something that can be put on sale.

### Acting President Ryan Appointed

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# Long Island Hotels Begin Campaign to Win More Visitors

## 'Hit Sunrise Trail' Call To Be Blazoned for Benefit of Motorists; Gathering Hears Dry Law Enforced

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### Auxiliary Will Assist Post

Nearly 100 Long Island hotels were represented at the first annual conference of the Hotel Men's Association of Long Island held yesterday at the Hotel Nassau, Long Beach, when a "Boost Long Island" campaign was launched. Frank Holly, of the Holly Arms, Hewlett, president, Ralph C. Flood, of the Maidstone Inn, Easthampton, was secretary.

It was the general opinion that Long Island has been too long reticent about its charms, a condition which the association proposes to remedy with a new road map, a thorough posting of the island by a system of colored circles, and constant invitation to motorists through a program of advertising and publicity to "Hit the Sunrise Trail."

Speakers included Edward M. Tierney, president of the American Hotel Association and manager of the Ansonia Hotel, who, after declaring himself unalterably opposed to prohibition, called upon all hotel keepers to defend their position and status. "Your business is on a level with any other business," he said. "There is no stigma attached to being a hotel keeper."

P. H. Woodward, general passenger agent of the Long Island Railroad, pointed out that there are no more and possibly fewer hotels on Long Island today than there were twenty years ago. The possibilities for growth are limitless, he said. "Long Beach should be another Atlantic City; Queens a solid suburban development with business sections here and there, and a harbor and port of entry at Montauk Point," he added.

Other speakers were Archie Hall, of Centereport; Dr. Frank Overton, Sanitary Supervisor of the State Department of Health, who urged "cleanliness down to the garbage pail," and suggested that hotelkeepers inspect their back yards more frequently; Thomas D. Green, former president of the Hotel Association of New York; Joe Hillman, of the Breakers and the Nassau; E. A. Kendrick and Chester Parrish.

Before the conference the members were guests of Mr. Hillman at luncheon. Among those present were Frank C. Holly Jr., Hewlett; Albert L. Dabury, Ralph Hall and Edward Brogan, of Forest Hills; William A. Riley, of the Clifton, Patchogue; Irving G. Terry, of the Irving, Southampton; J. O. Rose, of the Hotel; Richard J. N. Weingart, of the Nassau; George Kreamer, Wyandotte Hotel, Bellport; C. G. Pennington, assistant general passenger agent, Long Island Railroad; Albert Conston, White Cannon Inn, East Rockaway; Eugene Freund, West Islip; W. E. Boyne, Boyne Hotel, Babylon; John Duck, Eastport; Charles E. Pitney, Valley Stream; and William R. Thompson, Port Jefferson.

### Allies Propose Loans to Help Germany Meet Debt

### Expert Committee to Consider How Berlin Can Raise Funds to Pay Indemnity

PARIS, April 5. (By The Associated Press).—Appointment of an expert committee to consider and report the conditions under which Germany could raise foreign loans to be applied to the redemption in part of the capital of her reparations debt has been decided upon by the Reparation Commission. The committee will be presided over

by M. Delacroix, the former Belgian Premier and Belgian delegate on the commission, and will be composed of Signor Damelio, Italian assistant delegate, and British, French and American financial members, to whom will be added a financial member from some country which did not take part in the World War.

The committee will consider particularly three things: First, the terms under which such loans could be raised and the amount which might be expected to be obtained in the near future, especially in each of the next two years; second, the security available; third, the manner in which revenue could be controlled and administered as security for the loans.

### Who Discovered America?

COLUMBUS didn't land here first—that's sure. He was preceded by Leif Ericson, certainly. By other storm-driven Vikings, probably. By a deep-sea-going Irish saint, Brendan, possibly. Perhaps by Basque whalers, fishermen from Brittany, Carthaginian traders of old. No one can say positively that there is no truth in the many legends of such happenings.

And then there's the American Indian. He came from somewhere, across the seas and straits that divide the New World from the Old.

Columbus, none the less, deserved all the credit he got. He meant business, came on business, and put the discovery business on a paying basis.

It's surprising how many He puts it over. Only when some Christopher Columbus arises and discovers the real possibilities of a product do we hear about his legendary predecessors. But for his success they would have remained in deserved oblivion. Usually they claim that he stole their idea. But, believe us, every Christopher Columbus deserves all he gets. He does something more than have an idea.

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