

Ten Slain When Part of Juarez Garrison Rises

Insurgents Unlock Jail Gates and Loot Shops; El Paso Girl and Man Wounded by Stray Shots

Federal Aid Is on Way

Loyal Troops Surprised, but Are Able to Hold Town Until Help Arrives

EL PASO, Tex., Sept. 30 (By The Associated Press).—Part of the Juarez, Mex., garrison revolted early today. The rebels took the loyal federal completely by surprise, but after several clashes, in which ten men were killed and twenty wounded, the insurgents ran short of ammunition and retired to the outskirts of the city, and federal troops again took charge.

American soldiers took posts along the international bridge, and after the retirement of the rebels permitted Americans having business in Juarez to cross.

Two American citizens of El Paso were slightly wounded while on this side of the river by stray bullets from the fighting. One was Miss Vicente Green, twenty-two years old, shot in the shoulder, and Luis Ponce, a fruit peddler, whose clothing was torn by a bullet. He was only scratched.

A bullet struck the United States Public Health Service building, C. R. Brown, public health inspector, was three feet from where the bullet lodged.

Sought to Join Rebels

Generals Juan Merigo and Nicholas Rodriguez, rebels under indictment here on charges of fomenting a revolution last spring, were among a hundred persons at the bridge who sought to join the insurgents. They were not allowed to cross. The rebels numbered between 200 and 300.

General J. J. Mendez, commanding the garrison, came to El Paso to send a telegraphic request to Mexico City for more troops. He then returned to Juarez and mobilized the few soldiers who remained loyal, and at 8:30 declared he had enough soldiers, civilians and river guards to hold the place until more came from Chihuahua City.

The revolt was led by Captain Val Verde, of the 143d Battalion, whose first act was to release all prisoners in the city jail, including several murderers. Looting of stores and wine shops followed.

Major S. B. Philpot, U. S. A., provost marshal at El Paso, joined General Mendez, and was with him when the

rebels marched against the federal in trenches back of the customs house.

Mendez Proves Himself Hero

"I did not remain long when the attack came, being an American army officer and not deeming it proper to do so," said the major. "I saw enough, however, to be able to say truthfully that General Mendez proved himself a hero. As soon as the rebels began to fire he came down from the roof of the building and into the yard to direct his men. Bullets were flying all about him, but he was undaunted."

Three soldiers who joined in the revolt were put against an adobe wall at military headquarters at 9:45 a. m. and shot to death.

A corporal captured the three men. "Sir, what shall I do with these men?" asked the subordinate officer. "Shoot them," were the commanders' only words.

A squad fired three volleys.

Reinforcements on Way

MEXICO CITY, Sept. 30.—Semi-official advices reached the government here this morning of the revolt of more than 100 men of the 143d Battalion at Juarez, who were said to be holding the jail and one of the adjacent barracks against the remainder of the 500 soldiers in the garrison, who were loyal. The movement is regarded here as a local one. Reinforcements were being rushed toward Juarez this morning.

Poulin Found Not Guilty; Tiernan to Appeal Case

Professor's Wife Faints as She Leaves Courtroom After Decision

SOUTH BEND, Ind., Sept. 30.—Harry Poulin, local haberdasher, charged by Mrs. Augusta Tiernan with being the father of her third child, was found not guilty in City Court here today.

Judge C. L. Ducomb made it plain in his comment that he found the defendant, who is married, "not guilty" in the strict sense of the word. He said he believed there had been intimate relations between Mrs. Tiernan and Poulin. The fact, however, that Professor Tiernan, a member of the faculty at Notre Dame, had lived with his wife throughout the entire affair created the reasonable doubt that made it legally compulsory to find for the defendant.

Prosecutor Floyd Jellison and Professor Tiernan announced that the case would be appealed, and carried to the Supreme Court of the United States if necessary.

"The decision was a great surprise to me," declared Professor Tiernan. "It swept me completely off my feet."

Mrs. Tiernan fainted as she was leaving the court room, and was taken home in a taxi.

The Tiernans will not become reconciled, according to plans announced by the professor following the decision.

The beginning of a permanent separation will take place Monday when Professor Tiernan will take his wife and three children to Bronson, Mich., where Mrs. Tiernan will make her home with her mother until she decides upon her future.

"L" Line Loses 25 Million Fares in Year

Two and Half Billion Passengers on City's Entire System, However, Make Hundred Million Increase

Surface Cars Big Gainers

Transit Commission Report Shows Urgent Need of More Facilities at Once

More than 2,500,000,000 cash fare passengers rode upon the surface, subway and elevated lines of New York City in the last fiscal year, reported the Transit Commission yesterday. Approximately 60 per cent of this traffic was on the subway and elevated lines and the remaining 40 per cent on the surface lines.

The total traffic represents an increase of nearly 100,000,000 over 1921, most of which was on the surface lines.

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Only one-quarter of the increase was on the "L" and subway lines, a condition occasioned by the fact that the Manhattan "L" of the Interborough system lost more than 25,000,000 passengers since 1921.

To illustrate this great traffic growth and the need for all existing facilities and as many more as can be provided, the Transit Commission offered figures of former years. Since 1913, the year before the opening of the first subway, the billion mark of nearly twenty years ago has been increased two and a half times. In 1906, when the subway was two years old, the traffic aggregated a billion and a quarter.

Facilities Grow too Slowly

Despite the increase in passengers there has been no equivalent increase in transportation facilities, for while the subways have increased in number and the capacity of the elevated railroads has been enlarged by third track and extensions, the abandonment of surface car lines has tended to decrease the track mileage.

The commission finds that more rapid transit lines, that is, subway and elevated, are urgently needed, for, together with the increase in traffic, the length of the ride has been increased, while the surface lines, although indic-

pensable for short haul and feeder traffic, are, through vehicular traffic and street congestion, becoming less of a solution for the long haul transportation problem.

No exact analysis has been made to account for the heavy loss in Interborough "L" traffic. On the Sixth Avenue line, which suffered the largest decrease, the loss was more than 10,750,000. The next largest loss was on the Third Avenue line, where the decrease was about 7,800,000. The Ninth and Second Avenue lines lost 4,500,000 and 2,500,000, respectively.

"L" Loss Explained

Interborough officials are inclined to attribute some of this loss to removals to Brooklyn and suburban districts. The large loss on the Sixth Avenue line is laid to the competition offered by the adjacent Broadway subway of the B. R. T., which showed a large gain in traffic during the year, and to the gain of passengers on the Interborough's West Side subway line, amounting to 1,640,765, which seems also to have affected the Ninth Avenue elevated. The East Side subway trunk line, with its branches, showed a decrease of 3,938,185. The Queensborough subway gained nearly a million passengers and the stations on the

Eastern Parkway division of the Interborough gained a little over 5,000,000. Last year the rapid transit lines of the Interborough shows an increase of 58,500,000, of which 53,200,000 was on the subways and the remainder on the elevated lines, practically the opposite of this year's figures.

The B. R. T. subway and elevated lines show a gain of over twenty-eight million passengers, which is attributed partly to the population expansion in Brooklyn and partly to the popularity of the Broadway subway through downtown Manhattan. On this line alone a little less than one-fourth the total of B. R. T. transit fares were collected during the last fiscal year. The Brighton line of the B. R. T. system gained about five million, the Fulton, Lexington Avenue and Broadway elevated lines about three million each, the West End line about two million, and a little over one million each upon the Culver, Sea Beach and Center Street loop lines.

McAdoo Tube Figures

The Hudson and Manhattan Company, operating the McAdoo tubes, had a traffic of 99,104,889, which represents an increase of 3,497,244 over 1921. Surface car traffic shows an interesting increase, with Brooklyn leading.

In that borough 472,538,068 fares were collected on trolleys, an increase for the fiscal year of 54,431,465. The Bronx trolley gained a little more than half the traffic of the preceding year.

The total number of fares collected in all boroughs upon surface lines was 1,052,968,921, and the total gain was 75,816,859.

The Transit Commission has approved a contract between the New York Municipal Railway Corporation (the B. R. T.) and the Harris H. Uris Iron Works for lengthening the platforms on all stations of the Brighton Beach line in Brooklyn south of Church Avenue station, and including Sheepshead Bay station. Due to the tremendous gain in Brighton traffic during the last year, the company is already operating longer trains than can be accommodated at some of the stations, so that the rear cars are kept closed at those platforms. The cost of the work will be \$180,710. It will be completed within six months.

Nero Paid \$125,000 for a Cup

Nero is said to have given the equivalent of \$250,000 for two special glass cups, thus beating even present day prices for rare glassware.

Slain Man Believed Liquor Feud Victim

Jonnie La Barberia, wearing diamonds at his throat and on his fingers, a gaudy shirt of silk, a velvet hat and a suit of delicate cut and pattern, was shot and killed yesterday by two men who met him on the street near his store, at 321 East Eleventh Street.

The men fired six shots at him, ran through a tenement house and disappeared. A man who was walking with La Barberia also took to his heels and has not been found. One of the bullets struck Santa Di Berna, in front of whose shoe shop, at 339 East Eleventh Street, the shooting took place. He was hit in the left foot and was taken to Bellevue Hospital.

When George Prozo, La Barberia's partner, appeared at the store, he was arrested, charged with violation of the prohibition enforcement law. The police believe La Barberia lost his life in a bootleggers' feud.

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ROLANDE DAYTIME FROCK Beaded and pin tucked model. Original Model Cost \$375.00. 89.50	LELONG EVENING CAPE Chiffon velvet with chinchilla rat. Original Model Cost \$518.00. 245.00	RENÉE THREE-PIECE SUIT Box coat model with caracul fur. Original Model Cost \$483.00. 275.00
AGNES DINNER FROCK Fur trimmed Spanish silk lace. Original Model Cost \$375.00. 125.00	BECHOFF CIRCULAR CAPE With white fur. Original Model Cost \$476.00. 195.00	PHILIPPE ET GASTON SUIT Matelasse coat and velvet skirt. Original Model Cost \$252.00. 165.00
MILER SOEURS DINNER FROCK Crêpe romaine petal model. Original Model Cost \$252.00. 59.50	PATOU CRÊPE COAT Seal fur, braid embroidery. Original Model Cost \$336.00. 185.00	BLOUSES
PATOU DAY FROCK Embroidered glow yama cloth. Original Model Cost \$210.00. 55.00	LANVIN COAT Lavishly furred circular model. Original Model Cost \$448.00. 165.00	PATOU BLOUSE All over embroidered. Original Model Cost \$86.25. 29.50
POIRET AFTERNOON FROCK Chiffon velvet model. Original Model Cost \$330.00. 59.50	MARTIAL ET ARMAND TOPCOAT Circular model. Original Model Cost \$95.00. 89.50	RENÉE BLOUSE Pleated jabot model. Original Model Cost \$78.00. 15.00
		LANVIN BLOUSE Faunteroy frilled model. Original Model Cost \$126.00. 49.50



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