HYLAN DENOUNCES B. R. T. CONDITIONS

Crowding Causes Girls to Be Insulted, Writes Mayor to Oscar Straus.

CALLS FOR MORE CARS

City Executive Continues to Put In Overtime on New Work.

When John F. Hylan was a Judge he frequently found it necessary to dwell upon imperfections of service furnished his home borough by the Brooklyn Rapid Transit Company. Now, with the added authority of a Mayor, he says that something can and must be done to end the "disgraceful overcrowding" on B. R. T. trains. The fact that the B. R. T., which now runs at express speed whenever the Mayor gets aboard, got him to City Hall yesterday at 8:52 P. M.—eight minutes ahead of the administration schedule—did not dissuade him from sitting right down and dictating this letter to Oscar Straus, chairman of the Public Service Commission:

"I take the liberty to call to your attention a demoralizing condition that exists upon the elevated lines in the Borough of Brooklyn. Young women are crowded in the cars in the most disgraceful manner and grossly insulted.

"A girl, 17 years of age, with her father, called personally and made a statement of the disgraceful manner in which she was treated in one of the cars.

"It is a common practice on the lines in Brooklyn to overcrowd the cars, which is caused by the neglect to run sufficient cars to carry the passengers.

"Short runs on the different lines, where the people are obliged to get out of the train and wait for the next, are getting to be a public nuisance. There is no reason for the trains to be crowded during the middle of the day or after the rush hours.

Fewer Cars Operated.

"There are now thirty-two less cars on all the lines in Brooklyn, both elevated and surface, than there were in 1907, excepting the new Coney Island route, notwithstanding the fact that the population of Brooklyn has increased by several hundred thousand, several of the lines extended, and the Public Service Commission easting the people over $10,000,000.

"Something can be done, and must be done, to put an end to the disgraceful overcrowding of the people in the trains.

"Thus far the Mayor has experimented daily with two methods of locomotion, coming from Brooklyn in the morning on the B. R. T. and returning by automobile. Although he uses his own limousine, the Police Department car that Mayor Mitchel rode in, with the same driver, waits all day in front of City Hall.

Although Mayor Hylan has arrived late at City Hall on two mornings, he has taken so little time for luncheon and has stayed so long after the official quitting hour, 5 P. M., that he has put in fourteen hours and forty-five minutes overtime, for which, if he still were a locomotive engineer, he would get extra pay. On Wednesday he arrived at 9:03 A. M., took forty-five minutes for luncheon and went home at 7 P. M. On Thursday he arrived at 9:08 A. M., took fifteen minutes for luncheon, and went home at 6:45 P. M. On Friday he arrived at 8:55 A. M., did not go out for luncheon, and went home at 7 P. M. Yesterday he arrived at 8:52 A. M., took twenty-five minutes for luncheon, was gone an hour and twenty-five minutes on his First avenue search for coal hoards, and went home at 6:20 P. M.

No More Apointments.

No more appointments were announced yesterday by the Mayor. There was a rumor that the Health Commissionership had been offered to Dr. J. Lewis Amster, president of the Bronx County Medical Society. Dr. Amster declined to talk about it.

President Calvin D. Van Name of the Borough of Richmond has appointed ex-Alderman Charles P. Cole of Prince's Bay as Superintendent of Sewers at $3,000 a year to succeed Joseph F. O'Grady, the Staten Island Democratic leader, who has been appointed Tax Commissioner. Twenty candidates made a fight for the job.

AMERICAN IRISH LOYAL.

They Speak on Battlefield, Says Ex-Gov. Walsh.

The American Irish of New England, as well as the American Irish of the whole of the United States, need no one to speak for them in the present crisis, said ex-Gov. David I. Walsh of Massachusetts, principal speaker at the American Irish Historical Society dinner in the Waldorf-Astoria last night. His subject was "The American Irish of New England."

"Their sons are speaking for them on the battlefields of Europe," he said. "Their mother country has been insulted and they, like other true Americans have rallied to her defence."

About 300 persons attended the dinner and President J. I. C. Clarke presided.

SURPLUS IN RESERVE BANKS.

Six Institutions Pay Into U. S. Treasury $1,134,000.

WASHINGTON, Jan. 5.—Aggregate surplus of $1,134,000 held by Federal reserve banks in Boston, New York, Chicago, Atlanta, Richmond and Minneapolis was shown for the first time to-night in the Federal Reserve Board's weekly summary. A similar amount has been paid into the Treasury, representing the other half of excess profits. The banks' condition at the close of business last night was as follows:

RESOURCES.

Gold coin and certificates in vault	$150,072,000
Gold settlement fund, F. R. Board	708,867,000
Gold with foreign agencies	95,750,000
Total gold held by banks	821,279,000
Gold with F. R. agents	797,191,000
Gold redemption fund	19,270,000
Total gold reserves	1,637,730,000
Legal tender notes, silver, &c	43,319,000
Total reserves	1,681,029,000
Bills discounted for members and F. R. banks	625,919,000
Bills bought in open market	271,838,000
Total bills on hand	897,151,000
U. S. Government long term securities	51,167,000
U. S. Government short term securities	52,658,000
All other earning assets	5,167,000
Total earning assets	1,015,541,000
Due from other F. R. banks, net	43,244,000
Uncollected items	592,007,000
Total deduction from gross deposits	347,251,000
Five per cent. redemption fund against F. R. bank notes	857,000
All other resources	327,000
Total resources	$3,136,895,000

LIABILITIES.

Capital paid in	70,825,000
Surplus	1,134,000
Government deposits	151,000,000
Due to members reserve account	1,449,380,000
Collection items	192,649,000
Other deposits, including foreign Government credits	20,504,000
Total gross deposits	1,793,479,000
F. R. notes in actual circulation	1,281,205,000
F. R. bank notes in circulation net liability	8,000,000
All other liabilities	9,253,000
Total liabilities	$3,136,895,000

Ratio of gold reserves to net deposit and F. R. note liabilities combined 47.5 per cent.
Ratio of total reserves to net deposit and F. R. note liabilities combined 64.7 per cent.

HYLAN FINDS 20,000 TONS IN COAL HOARD

He Writes Excitedly to Fuel Administrator to Seize It All for Poor.

SUCH A GREAT DISCOVERY

One Pile Is Dry Mud and Dust and the Other Gas Company's Reserve.

Mayor Hylan received a "tip" yesterday that there were great hoards of coal to be found by any careful investigator on the upper East Side.

Forthwith he departed from City Hall in an automobile and a state of excitement, accompanied by Grover Whalen, his secretary. And his excitement diminished no whit when he actually found the coal—20,000 tons of it! There were 10,000 tons in the Consolidated Gas Company yards at Ninety-eighth street and 10,000 tons in the yards of the Washburn Wire Company at 118th street—the plant recently destroyed by fire under suspicious circumstances.

Mayor Dictates Strong Letter.

Returning to City Hall the Mayor dictated the following rather breathless letter to Reeve Schley, Fuel Administrator, 85 Broadway:

"This afternoon I made a personal inspection of the coal situation on the upper East Side, and to my great amazement I found in the bunkers of the Consolidated Gas Company at Ninety-eighth street and First avenue more than 10,000 tons of coal stored. I was reliably informed from some of the people in the neighborhood that some of this coal would not be touched in a year. At 118th street and the East River I found stored in the yards of the Washburn Wire Company at least 10,000 tons of coal. This coal is not being used at the present time because of a recent fire which destroyed the plant of this company.

"On my way along First avenue I saw hundreds of men, women and children lined up in the street waiting for coal while this tremendous quantity of coal was lying idle.

"In the case of the Washburn Wire Company they have little or no use for the coal. In both instances, I think that as Fuel Administrator of this borough you should take immediate action to seize this quantity of coal and distribute it among the poor of this city.

"I urge that you take some action immediately to the end that this vast quantity of coal may be placed in the hands of the people, so that the intense suffering of the poor people may be relieved.

"If you determine to take any immediate action in connection with the removal or distribution of this coal and you are in need of any assistance please call upon me. Very truly yours,

"JOHN F. HYLAN, Mayor."

"Coal" Is Dry Mud and Dust.

Mr. Whalen made the letter public and it was read over the telephone to Mr. Schley last night.

"Oh, yes," said Mr. Schley. "The Mayor is right, not only as to locations but as to figures.

"The Fuel Administration has gone over the situation carefully with the Consolidated Gas Company and between us we have decided that 10,000 tons is the proper reserve supply for the gas company to keep on hand. Should the Consolidated run out of coal it would cause more suffering than anything the city has seen so far as a result of fuel shortage.

"As to the Washburn Wire Company stack, we have looked it over carefully, tested it and analyzed it. The only trouble with it is that it won't burn. It is three-fourths dry mud and one-fourth coal dust."

Coal Used to Make Coke.

Robert E. Livingston of the Consolidated Gas Company said last night that in one day during the cold spell of last week the plant used 4,000 tons of coal and sold 142,000 feet of gas, which is believed to set a record for gas sales for any day anywhere.

"You can see 10,000 tons is no very heavy reserve to carry," he remarked. "It would last us two days and a half if our supply should be interrupted in zero weather.

"The coal we use couldn't be burned in a furnace. But we do make coke from it, and we have been selling that coke at 20 cents a bushel to the poor. Incidentally, that is a departure from our usual rule, for we can use every bit of that coke ourselves.

"We have 811,000 meters in service. Count three to a family, a small average, and you have 2,733,000 depending upon us for light, cooking, warmth, or all three."

PENITENT'S $500 TO BUY COAL.

"X" Swells City's Conscience Fund and Helps Poor.

What is supposed to be the largest payment of "conscience money" ever received by the city came to Mayor Hylan yesterday. It was five $100 bills enclosed in an envelope with this note:

"I owe this money to the city.
"X."

The envelope was postmarked at 6:30 P. M. on Thursday at the Hudson Terminal Station. Nobody but the sender knows who X, the unknown quantity with a memory, is. Secretary Grover Whalen said the Mayor would send the $500 to the Mayor's coal committee to be used in buying fuel for the poor.

Heretofore it has always been understood at the City Hall that such payments have to go into the city's general fund and cannot be used at the Mayor's discretion, but as this one is going for coal, probably no carpers will appear.

Bayonne Forms Housing Co.

The Bayonne, N. J., Chamber of Commerce yesterday approved of plans to solve the housing problem in the city by organizing the Bayonne Housing Company backed by the industries and business men. The plan is to construct two modern buildings, with accommodations in each for fifty families. The buildings will cost $100,000 each. The apartments will contain three and four rooms each and will rent for from $15 to $18 a month.

"77"

To get the very best results take Dr. Humphreys' "Seventy-seven" at the first sneeze or shiver.

"Seventy-seven" breaks up Colds that hang on—Grip. All Drug Stores.

COLDS

COLD DELAYS WORK ON SHIPS AT NEWARK

Sidetracked Material Due to Begin Moving To-morrow.

Practically no work has been done in the building of ships by the Submarine Boat Corporation at Port Newark Terminal since the first rivet was driven at the formal exercises December 20.

General Manager R. L. Worden yesterday said work probably would be resumed to-morrow. He blamed the railroads for the situation, and declared that there were hundreds of cars of material scattered throughout the country which have been sidetracked to allow the passage of food and coal. He said he understood that the material would start to move to-morrow.

"We are not criticising anybody," said Mr. Worden, "for we feel that to both food and coal should be given the preference at this time. The people do not appreciate how fearfully involved the railroad situation was. Traffic was tied up everywhere, but it is my information from Washington and from railroad officials that there will be no further difficulty after the cold weather ends."

All the shipbuilders were employed in odd work around the plant during the cold weather. Work on the fabrication of the ships is ahead of schedule, and it is hoped to make up the lost time.

COAL REACHES CITY FOR PRESENT NEEDS

Continued from First Page.

number of the churches there will close to-day in order to save coal. In Queens, which has the Sunnyside yards to draw on, coal got moving early and by night public confidence ran high. Staten Island, although nearest of all the boroughs to the plentiful supply of coal on the adjacent Jersey shores, fared worse than any section of the city. Still more than one hundred needy families were relieved by the police and most people on the island can rustle enough wood on a pinch to pull them through a bad night.

More than $5,000 was added by voluntary contribution to the funds of Mayor Hylan's coal committee, Albert W. Wiggin, State Coal Administrator; Daniel G. Reid, and an anonymous contributor gave $1,000 each. It is expected that the sum of contributions to the fund will reach $50,000. Almost half that amount has already been subscribed. Persons who need aid from the city in the way of coal should apply to their church pastors or to any charitable organization. Although the committee funds are being handled by the City Chamberlain, application should not be made to him.

The improvement in weather conditions, it is believed, will do away with all actual suffering within the next twenty-four hours. The thermometer stood at 24 degrees above at sundown yesterday, and the weather bureau promised last night that the thermometer would continue to climb for at least two days more.

The Edison Electric Light Company, acting through its inspectors as the representative of the Fuel Administration, reported to Mr. Schley last night that Pabst's restaurant, on 125th street, and the Hotel Cecil, at 118th street and St. Nicholas avenue, had refused to observe the lightless night order of the administration on Friday night. Mr. Schley said if either one violated the order again to-night (electrical illumination being permitted on Saturday nights) he would cut off their electric light supply and their gas and coal supplies as well.

K. of C. to Discuss $4,000,000 Fund

The supreme board of the Knights of Columbus this afternoon will begin a two days session at the Waldorf-Astoria, at which ways and means will be discussed on the disbursement of a war relief fund of $4,000,000. Walter N. Kernan, overseas commissioner for the order, will formally report on his tour of the western battle front and submit recommendations for the distribution of the fund. Nine million dollars is to be used for relief work in domestic cantonments. Nineteen directors will attend the sessions. This evening the members of the national board will attend a Joan of Arc celebration in the College Theatre of Fordham University.

BROADWAY SUBWAY OPENED AT LAST

Less Than 20 Minutes From Times Square to Rector Street.

SEVEN YEARS BUILDING

Cars Modern, Roomy and Well Heated—Operated by B. R. T.

The Broadway subway, started seven years ago, was opened for public travel on local trains between Times Square and Rector street yesterday. An official train covered the distance in less than eighteen minutes and the regular trains, running at four minute intervals, beginning at noon, did about as well. The line has some women ticket sellers and some women guards. Operation is quieter than in any of the earlier tubes. The cars are exactly like those of the Fourth avenue subway in Brooklyn—long and roomy, with three doors on each side, sliding back and forth by air pressure at the touch of a button. They have no straps, but do have white posts which passengers may embrace. They are operated by the B. R. T., but are not animal heated. The comfortable temperature yesterday attested a full head of "juice."

More than fifty years ago Alfred Ely Beach visioned a subway beneath Broadway and started to dig it. He was going to have a blower which would propel cars from one end of the tunnel to the other by compressed air. Starting at Park place, he had driven his bore as far as Murray street, when the Governor interfered. Digging stopped, the ends of the tube were bricked up and in time its very existence was forgotten. Alfred Ely Beach is dead, but that ancient cave—a mole's run compared with to-day's subways—is now part of the new Broadway line, and among those who made the first trip yesterday were Frederick C. Beach and Stanley Y. Beach, son and grandson of Broadway's subway pioneer.

Brooklyn Riders Benefit.

Brooklyn folks took unto themselves a large share of the celebration, as it extends their five cent zone to the heart of middle Manhattan. Inasmuch as the Fourth avenue trains enter the Broadway subway at Canal street it benefits them greatly. Their delegation started at Pacific street and joined the Manhattan party at Times Square.

The new line has many new features marking progress in rapid transit development. These were pointed out to the inspection party as the special train rolled south from Times Square.

Each car has emergency light and emergency air brakes, which act automatically if the regular equipment fails. Overhead and side lights brighten the walls and roof of the tunnel. Every so often the traveller sees a lighted sign reading "Telephone," which, with the emergency lights, means no more danger of frightened passengers wandering through darkness in case of fire and without their plight being known to the world above.

The roadbed is so well ballasted with bright gray rocks, the cars so heavy and so well supplied with springs and noise and shock absorbers that the trains glide along like automobiles. What the expresses will do when they start running is yet to be determined, but the locals that shuttled back and forth beneath Broadway yesterday seemed to run on cotton, compared with those of the old subway.

Eleven Stations Open.

The stations now open are Times Square, Thirty-fourth street, Twenty-eighth street, Twenty-third street, Union Square, Eighth street, Prince street, Canal street, City Hall, Cortlandt street and Rector street.

The official train in order to reach a cross over, went on to the uncompleted Whitehall street station, where junction will be effected with the East River tunnel to Montague street, Brooklyn, before the end of the year. At Cortlandt street, W. C. Fisk, president of the Hudson and Manhattan railroad, walked through the tunnel connecting the Hudson tubes and the Broadway subway and joined the party of celebrants.

At noon, half an hour after the departure of the official train, the first public train left the Times Square station, and others followed on four minute headway. The first woman guard to go down the line was Mrs. Gertrude Schuch of 190 McDougal street, Brooklyn. None of the trains on which a Sun reporter took a ride in the afternoon were crowded—but wait until the public hears that the Broadway subway, with its assurance of fast travel right down the main meridian of Manhattan Island, is really open!

Give Luncheon to Celebrate.

Two hundred officials and guests had luncheon at Murray's in West Forty-second street. Mr. Straus said that while Brooklyn would be the chief beneficiary of the new subway, the benefit to Manhattan could not be exaggerated. He thanked the business men of Broadway for their patience in the face of real hardship while the line was being built.

"Your imagination," he continued, "is stimulated by projects like the Panama Canal, but somehow we fail to realize that day in and day out for years there has been going on literally under our feet work of infinitely greater engineering difficulty than the Panama Canal and costing as much. How many people, as they hurried to and fro over Broadway realized that as one of the incidents of this work practically every building along the line had to have a new foundation built under it and carried to a depth below the bottom of the subway? And that, mind you, with the buildings occupied, and the occupants hardly knowing what was being done under the buildings and never realizing its hazard and difficulty. Naturally we have reason to be proud of the fact that, despite the difficulty and hazard, the construction of the dual subway system has been carried on in such a way that physical damage to abutting property has been so small as to be almost negligible.

"Nor are Manhattan and Brooklyn the only gainers. We must remember that shortly there will be placed in operation the extension of this line to Fifty-ninth street and thence to and through Queens. So this great subway system, with its extensions and connections, involves the greatly increased prosperity and well being of three great boroughs of our city."

Timothy S. Williams, president of the B. R. T., said: "We trust that before the year is over this subway will be completed from the lower end of Brooklyn to Sixtieth street." Another speaker was Stanley Beach, who told of his grandfather's Broadway tube. The luncheon chairman was Victor A. Lessner, president of the Brooklyn Civic Club.

Others on the special train and at the luncheon were: Public Service Commissioners Whitney, Kracke and Hubbell, Secretary James R. Walker, acting Chief Engineer Robert Ridgway, Counsel William L. Ransom, Le Roy T. Harkness, chief of rapid transit; J. O. Shipman, division engineer, who was actively in charge of construction work in Broadway; Vice-President John J. Dempsey, Chief Engineer W. S. Mendell, Counsel George S. Yeomans and other officials of the B. R. T.; W. C. Fiske, president of the Hudson and Manhattan Railroad Company; E. W. Estes, secretary of the Broadway Association; John B. Creighton, secretary of the Brooklyn Civic Club; William G. Willcox, formerly chairman of the Public Service Commission; James K. Hackett, ex-Commissioner John E. Hustis, Col. J. D. Thompson, ex-Borough President George Cromwell and Representative F. W. Rowe of Brooklyn.

Pothooks Veteran Quits Court.

Judges and jurymen, assistant District Attorneys and their deputies and process servers—all, in fact, who have daily work at the Criminal Courts Building—yesterday said "good-by" to Bartholomew Moynahan on his voluntary retirement as official stenographer of the Criminal Branch of the Supreme Court. He had been there twenty years and in that time had reported the trials of Roland B. Molineux, Dr. Kennedy, Nan Patterson and Harry K. Thaw. It was said he has been a shorthand reporter forty-three years. He reported the trial of Gen. Babcock, secretary to Gen. Grant, in St. Louis, and the court-martial in Chicago of Major Reno, which grew out of the Custer massacre.

ANNOUNCEMENT

During renovation of our Building due to recent fire we are now located in adjoining Premises

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Crocker Mourning House

With an Eye to Greater 1918 Economy

Our Annual January White Sale Now in Progress

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Lingerie
(Regular, "Extra Size" and Children's)
Table Linens
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Sheets, Muslins
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BROOKLYN'S BEST KNOWN PIANO HOUSE
ONE PRICE—NO COMMISSIONS

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The Great
CONSOLER

The awfulness of war, the sacrifices and the depressing influence on those who think, commence to take hold of us.

We need courage to face the difficulties and something to counteract the nervous tension.

Lincoln, in one way, found relief in the wit of a good story, another in the great consolation of music.

Music has wonderful influence and prepares us to meet new difficulties with courage and success.

There is nothing like a Piano in the home—it is no longer considered a luxury, because it meets a necessity.

And when you buy, invest in something real and permanent—get a

STERLING
PIANO $325 UP
PLAYERPIANO $495 UP

which means a lifelong satisfaction.

Let us show you how much pleasure you can get at a moderate expenditure and how easy the payments will be made to meet your requirements.

Every home should have a Piano—has yours?

It costs nothing to visit our Warerooms and can be made a pleasure whether you buy or not.

The Sterling Piano Co.
Manufacturers, Sterling Building
518-520 Fulton St., Cor. Hanover Place, Brooklyn, N. Y.
Telephone 5000 Main Connects All Departments.
OPEN EVENINGS BY APPOINTMENT.

144-146 WEST 125ST. Bet. 7th and Lenox Aves.

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America's Greatest Furniture House

49-51 Market Street Newark N. J. Opposite Court House

Do not confuse us with other stores with similar names.

We have only three stores.

35 TO 36 ST. BLOCK 8th AVE.
OPEN SATURDAY EVENINGS UNTIL 10 O'CLOCK AT ALL THREE STORES.

January Furniture Sale

$125,689 worth of High Grade Furniture for $93,250. The good, modest kinds of furniture as well as the most elaborate Period Styles are represented. Dining Room, Bed Room and Library Suits are included, enabling you to select an entire outfit at savings of about 33⅓. Convince yourself by comparison that whether you buy for cash or credit

Our Prices Are Always the Lowest.

Genuine Oak Victor Record Cabinet
Reg. Price $12.
9.75
Cash or Credit.
Golden finish; holds 140 records.

Sale of Sewing Machines
10 Year Guarantee.
Made for us by the New Home Sewing Machine Co. Automatic bobbin
Reg. Price $25
19.95
Cash or Credit
Others at $24.95, $34.95 and up to $61.95.

Accounts Opened from $5 to $5,000 On Small Weekly or Monthly Payments

3-Piece Parlor Suit (with 2 Cushions and 1 Roll)
Mahogany finish frames. The sides and backs are of finely woven cane. The seats, pillows and roll are covered in Damask. The price of the Suit is $210. Special at
179.50
Cash or Credit.

Open an Account With Our 5-Room Outfit of High Grade Period Furniture
$550
Pay for It $5 Weekly

Open an Account With Our 3-Room Outfit of High Grade Period Furniture
$250
Pay for It $3 Weekly

Mahogany Queen Anne Bed Room Suit (4 Pieces)
Sold Separately If Desired
DRESSER. Reg. Price $47.50 ... $32.37
CHIFFONIER. Reg. Price $42.75 ... 30.68
BED. Reg. Price $40.00 ... 31.93
TOILET TABLE. Reg. Price $41.50 ... 24.96
An exceptionally handsome suit. Beautifully finished.
Reg. Price $171.75
119.94
Cash or Credit

American Walnut William and Mary Dining Room Suit (4 Pieces)
Sold Separately If Desired
Buffet. Reg. Price $85.00 ... $69.60
China Closet. Reg. Price $63.00 ... 54.40
Serving Table. Reg. Price $47.50 ... 39.67
Extension Table. Reg. Price $47.50 ... 36.74
The Chairs have genuine leather seats and are sold separately at $9.98 each for the Side Chairs and $12.98 for the Arm Chair.
Reg. Price $232.50
189.94
Cash or Credit

Open an Account With Our 3-Room Outfit of High Grade Period Furniture
$350
Pay for It $4.50 Weekly

Open an Account With Our 3-Room Outfit of High Grade Period Furniture
$250
Pay for It $3 Weekly