

and, taking a red carnation from his buttonhole and handing it to Caruso, said: "I bring you with this flower the hearts and good wishes of the King, the Cabinet and the people of Italy. In their name I wish you the best of health."

"I want to die—I want to die—" he began. "No! No! Not in a hundred years," said the Ambassador, started. "I want to die in Italy," finished Caruso, feebly.

Memory Better Than Visitor's. "I remember twenty-four years ago," recalled the Ambassador, "when we were both younger men than we are now, I heard you sing in the Politeama Theatre in Genoa."

"No! It was not the Politeama; it was the Carlo Felice," said Signor Ricci. "The Carlo Felice Theatre is much larger than the Politeama."

"Caruso thought a minute, his memory travelling back over the glories of a generation ago. "You sang in 'The Pearl Fishers,'" asked Signor Ricci.

"Yes, De Luca, the baritone, was there. I also sang 'La Vally.' That was the last season we sang 'The Cid' of Massenet."

At this point Bruno Zirato, Caruso's secretary, came into the room with Enrico, Jr. Caruso introduced Zirato to his friend, and recommended Zirato to let him know when Signor Ricci returns from Washington, where he is going today or to-morrow. Caruso seemed pleased when the Ambassador, in leaving, remarked that Enrico, Jr., was "a fine looking boy and would make a good soldier."

At 5 o'clock Giulio Gatti-Casazza, general manager of the Metropolitan Opera Company, visited the sick room just as Caruso was waking from a short sleep. "Oh, padrone mio! [my boss]," exclaimed Caruso.

"Why, you are looking much better than I expected," said Gatti-Casazza, as he pinned the medal of St. Anthony of Padua on the singer's pillow. The medal is that of a small church in Padua, Italy. Gatti-Casazza said after leaving the apartment that Caruso had not changed much in the last weeks, and that his total loss of weight did not appear to be more than twenty-five or thirty pounds.

Cheered by Son's Arrival. Enrico, Jr., arrived at the Pennsylvania Station at 9:30 o'clock yesterday morning. He was met by Zirato and taken to the hotel in Caruso's automobile. As the boy went through the lobby he was weeping, but as he entered his father's room he forced a smile.

At 11 o'clock Calvin T. Child, general manager of the Victor Phonograph Company and a friend of Caruso's for eighteen years, called during the afternoon. He said he thought Caruso was "gaining ground." Father E. E. Molinelli of the Church of the Sacred Heart of Mary and Jesus and Father Maltese of St. Anthony's Church also visited the apartment.

It became known that the Caruso family had been thinking of taking a long vacation in Italy before the singer suffered his relapse. His apparent consciousness from the attack of pleurisy seemed to warrant an early departure for Italy.

At 7 o'clock last night Park Benjamin, Jr., said he thought there had been a noticeable improvement during the day. A bulletin at 9:30 o'clock in the morning said that Caruso's condition remained "satisfactory and hopeful."

At 11:20 o'clock the following was given out: "Mr. Caruso is severely ill. There is no material change for the better or the worse."

Among the messages received at the Caruso suite was one from Joseph P. Tumulty, secretary to President Wilson. Mayor Hylan called in person and left his card.

No word has been received from Giovanni Caruso, the singer's brother, and Adolpho Caruso, his son, who are in Florence, Italy. A cable message that Caruso was near death was sent to them.

At the end of her song, "When the Tomorrow Comes," the singer made the first act of "Her Family Tree," Miss Nora Bayes stepped out of her character in the play and asked the audience at the Paris last night to sing a minute's thought and prayer for the recovery of Enrico Caruso.

"I think all of us here have some religious convictions, and I think whatever they may be let's use them to the end that this great artist, whom I have the pleasure of knowing, be not lost to the world."

The spectators, representing probably every shade of religious belief, received the suggestion in sympathy and silence. Not a single person left a seat for a full minute, when certain slowly descended with the star and her entire company grouped on the stage behind her.

DAYLIGHT REPEAL BILL GOES TO THIRD READING. Assembly to Rush It Through Next Wednesday.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau. All opposition to the Betts daylight savings repeal bill was flattened out today in the Assembly when the measure was rushed through to third reading and made a special order for final passage next Wednesday.

SOLEMN SOLUTION TOLERATED FOR TRACTION TANGLE

Lindley M. Garrison Believes It Alone Can Prevent 'Drying Up.'

ANSWERS OBJECTIONS Believes City Officials Cannot Approach Problems With Open Mind.

ASSAILS HYLAN 'CURE' Scrapping Surface Lines Unfair to Investors and Bus Lines Illegal.

The plan of Gov. Miller, as expressed in bills now before the Legislature, for the appointment of a State transit commission to be supreme in all matters relating to transportation corporations was endorsed yesterday by Lindley M. Garrison as the only cure for the ailing transportation systems of this and other cities and as the one means by which these systems may be saved from "absolute drying up."

Mr. Garrison has acted as receiver of the Brooklyn Transit Company for the last two years. His praise for Gov. Miller's scheme was given in a talk on "The Transportation Difficulties of Our City" at the Union League Club.

Mr. Garrison in beginning his discussion said he knew of no legal weight to the objections that have been advanced against Gov. Miller's proposal which are in the main to the effect that to take the control of transit systems within municipalities away from the municipalities will be to enact legislation void under the State Constitution.

"Objections of this sort," he said, "cannot be well taken. Under the constitution the people of this State are always sovereign and it is the people through their Legislature who bestow transportation franchises and who, therefore, have full power to control the privileges they have created. The only other objection to a State transit commission is that it ought not to be created as it would interfere with home rule."

"But there is a more serious objection than any which has been raised against the remedy which Gov. Miller has in mind to the control of the transportation systems of this city remaining where it is now. The Board of Estimate is composed of city officials, each of whom is in the first instance incumbent of some office which occupies nearly all his time and energies, and it has been shown that these officials cannot approach the transit questions of the city in an open minded and scientific spirit."

Mayor Hylan says he has a plan for a cure of present conditions. But when we come to inquire what it is he tells us that the thing to do is to scrap all the surface roads of the city so that the subway may have revenue enough to live. Of course such a plan is not feasible in any sense, to say nothing of the morality involved in respect to persons whose savings and investments are represented in the securities of railroads he says should be scrapped.

"And in respect to Mayor Hylan and all the other members of the Board of Estimate I wish to say that it has never been possible to get them to meet at a conference table, the men who are charged with the responsibility of operating the city's transit system. I do not consider that they have the time, even if they had the inclination, and as for Mayor Hylan's proposal that the city operate buses where street lines have suspended or proven inadequate the courts have held, as you know, that the city is not clothed with power to operate bus lines."

"Gov. Miller, then, in his message and in the bill before the Legislature, offers the only method by which the transit tangle can ever be brought to a solution. As receiver of the Brooklyn Rapid Transit system I have seen hundreds about \$100,000 out of which I am expected to pay about \$1,250,000 in bills and obligations, and mine is a typical case. If a proper commission, with the right men, comprising it, can be persuaded to work out a scientific remedy for the transportation problem and can get to work immediately there is hope ahead. Otherwise I know of no means by which these systems can be saved from absolute drying up."

BOARD OF ESTIMATE TARGET OF HEDGES' WIT Members No Longer Function, Except Vocally, He Says.

Job Hedges, receiver for the New York Rapid Transit system, made it plain last night that no matter how little the Board of Estimate, individually and collectively, thought of him, he thought less of the board.

"As good citizens we should consider that those elected by the people are honest and intelligent," he told the young voters at a meeting in the Hotel Pennsylvania of the New York Young Republican Club. "I did for quite a while, but then I found that each one of the board had said that all the others were untruthful, and each one had testified that all the others were untruthful, and so on, until they all voted the same way. A good citizen may say that it is true that the Board of Estimate has ceased to function except vocally."

Mr. Hedges declared that the city not only "screams" but intellectually cannot handle the transit situation. Although the Board of Estimate was the chief target of his wit, he also found time to take up the matter of the "transit trust." He expressed the opinion that those back of it must be "a lot of dubs," since they are represented by a receiver in bankruptcy, and added that he would not buy by setting some of the stock they were supposed to be manipulating. He defended Gov. Miller's plan as the only way to get out of the transit difficulty, and then returned to the Mayor and Board of Estimate again.

"I don't desire to be flippant with the board of the Mayor, because it would be too easy," he said, "but the fact is that some one is trying to persuade somebody that something that isn't so is so just to carry an election."

Travis H. Whitney, former Public Service Commissioner, outlined the growth of the transit facilities of the city. Mr. Whitney, in response to a query, said the Interborough had paid a 30 per cent. dividend in 1917, but explained that operating costs were not jumping at that time. Another member expressed the opinion that street car lines were obsolete and that buses and subways would handle Manhattan passengers in the future.

LUSK SAYS TRANSIT PLANS OF GOVERNOR 'FIT NEEDS'

Is Influenced in His Support by Fact That Traction People and Demagogues Generally in Albany Are Opposed to the Measures.

Senator Clayton R. Lusk, majority leader of the State Senate, addressing the New York County Republican Committee last night declared he believed Gov. Miller's transit measures "fit the needs of the travelling public." He declined to discuss the Governor's plan in detail, but said he was led to his conclusion largely by the fact that in Albany the plan does not appear to be exactly pleasing to the traction people and by the fact that demagogues have sought political capital in the situation in New York.

Senator Lusk exhorted the Republican committee to fearless leadership in disregard of the tricks of the demagogues who lead the opposition to Republican policies. The up-State leader declared the Republican ideal is to be right and courageous whatever the political exigencies of the moment may be. Senator Lusk said the Republican Legislature is concerning itself deeply now in reducing the stupendous pro-

gramme of expenditures built up under the preceding administration. He said the Committee on Ways and Means and on Finance have given priority of the way through the proposed State budget and have chopped virtually all departmental requests below the figures of the actual budget of last year, and in nearly every instance department heads have stated they could stand the cut and still conduct their departments efficiently.

He advocated the passage of a pending amendment to the labor laws empowering the Industrial Board to investigate conditions and fix maximum hours of work for women in industry, giving a leeway according to the demands of the industry instead of fixing a flat eight hour limit. He opposed another amendment giving power to fix minimum wages on the ground that the logical elaboration of the theory would lead to Socialist principles incompatible with our form of government.

Interest of economy, efficiency and public welfare, and the elimination of duplication of service. A single fare for a continuous trip is important for the future development of the city.

"The broad question of municipal ownership by the city of New York of rapid transit lines already established in its ownership of the subways. The city should not recede from its position, and in the interest of the public a full measure of ownership in the logical safeguard. Municipal ownership, however, does not carry with it municipal operation.

"Unification under municipal ownership will admit the employment of one or more operating companies. The consolidation of all operating companies into a single unit might not be desirable. A single operating company might prove a dangerous trip in municipal operation. It might also place the city at the risk of a complete tie-up of service in the event of labor or other difficulties.

"If a unified system is operated as a unit by a private corporation competition is eliminated. Satisfactory and high grade service may more often be obtained through competition than through regulation. Legislation should be sufficiently comprehensive to give any governing body full power to prescribe and regulate competition in operating if found to be in the city's interest."

CLOSED SURFACE LINES NOT LIKELY TO OPEN Barrett and Garrison Confer and Are Pessimistic.

An announcement yesterday by Alfred M. Barrett, Public Service Commissioner, following a conference with Lindley M. Garrison, receiver for the Brooklyn Rapid Transit Company, indicated that the receiver offers small hope of improvement of service under present conditions. The Commissioner and the receiver discussed surface line service particularly.

Mr. Garrison said the financial condition of the company is such that operation of the Church avenue line, Brooklyn, which carried 1,000,000 monthly before it was shut down, cannot be resumed without abolishment of the transfer privileges. Six hundred thousand riders used transfers. The receiver said also that operation cannot be resumed until the Metropolitan avenue surface line between Dry Harbor road and Jamaica, in Queens, because the territory served is too sparsely populated.

The large office address of the receiver, Barrett, asked and will confer with the Commissioner again next Thursday.

There are now three agencies dealing with transit affairs in this city, namely, the Public Service Commission, the Transit Construction Commissioner and the Board of Estimate and Apportionment. The powers of each of these agencies, as set forth by the Governor, are in constant dispute. There is much conflict of jurisdiction. The Public Service Commission has complete jurisdiction over all of certain street railways and over only parts of other lines, while a divided authority with the Board of Estimate and Apportionment over all of certain other lines or parts thereof. The result is a hopeless tangle.

It is significant that with full recognition of the many vitally important problems of the State of New York, the Hon. Nathan L. Miller promptly after taking office addressed himself with vision and courage to a solution of our transit problem.

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"The Governor's plan has been objected to as an invasion of the principle of home rule. If this objection is urged with sincerity the answer is to be found in the fact that the essentials of real home rule are fully met by the operation of the proposed commission. It is to be a body exclusively for the city of New York, to deal exclusively with the transit situation and with ample powers to carry out its duty. It is to be composed of competent men of high standing, possessing the confidence of their fellow citizens, wholly free from political bias. Such a commission will surely meet the views of all honestly solicitous for home rule; true home rule which this city desires and needs is that which makes the interests and welfare of the city the supreme and exclusive aim and end."

"You are right," the committee believes that unification of the traction systems as the Governor suggests is essential in the interest of the city.

More Ice "More Comfort" In the American Magazine a writer tells how she solves household problems. "I have Manila envelopes labeled Groceries, \$—, etc. If I use my ice allowance, and run short, I know, by looking into the empty envelope, that I must cut somewhere else. . . I note that the meat envelope always has a surplus, so I cut down on that for the sake of ice, which makes for more comfort."

Knickerbocker not only means "More Comfort" because of quantity, but because of quality, the comfort of knowing your ice supply is absolutely pure.

Travis H. Whitney, former Public Service Commissioner, outlined the growth of the transit facilities of the city. Mr. Whitney, in response to a query, said the Interborough had paid a 30 per cent. dividend in 1917, but explained that operating costs were not jumping at that time. Another member expressed the opinion that street car lines were obsolete and that buses and subways would handle Manhattan passengers in the future.

TRANSIT BILL FOES RAISE LAUGH WITH SLUSH FUND SCARE

Moneybags Bugaboo Turns Up at Albany on Time, Just as Predicted.

ALL KNOW IT IS UNTRUE If Its Author Gets Out of Hiding Legislators Plan Some Sharp Action.

REFORM IS SURE TO WIN Gov. Miller's Policy Now Approved by Two-thirds of Both Houses.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau. Albany, Feb. 17. Opponents of Gov. Miller's transit bill to revamp New York's traction system have resorted to the ancient expedient of charging that a slush fund has been raised to jam the reform measure through the Legislature. Having failed at every step in their campaign against the Governor's policy, the obstructionists who are trying to create a political issue out of the transit situation have resorted to the "money bag" scare as their latest attack.

It has been anticipated for about ten days. Announcement was made in THE NEW YORK HERALD that the slush fund accusation would make its appearance the day after the bill was presented. The "scandal" followed the schedule. True to prediction, the ink was not dry on the bill when the cry started that the slush fund was ready and on its way.

Every member of the Legislature, page boy and newspaper reporter in the State Capitol knows that the charge is baseless and absurd. The politics of this form of fighting legislation is simple. By merely making the charge that the money bags are here to buy votes the enemies of a bill seek to frighten members of the two houses. They endeavor to spread the belief that any Senator or Assemblyman who votes for the bill is supposedly backed by the slush fund in open to the suspicion of bribery. The lawmaker jealous of his reputation is put on the defensive, for opponents of the bill seek to create the presumption that if he votes for it he must have been bought.

This latest attack from the Tammany-Hearst camp has failed as completely as every other false charge put forth in connection with the transit programme. First was the cry that the Governor was a party to an eight cent fare grab, the object of which was to permit the traction lines to reach into the pockets of the strap-hangers and get millions of nickels. The fallacy of that was exposed by the Governor and proved by the provisions of the transit bill.

Next there was the big fuss over Jeanying home rule to New York city and taking away the right of the municipality to have any word in the settlement of the rate of its own traction fare. The fact that under the management of city administrations for the last twenty years the city's transit situation had drifted to the present crisis did not dissuade the Tammany-Hearst combination from demanding that they be left alone to work out their salvation through establishing half a dozen bus lines.

The Governor's bill lays down in three distinct provisions exactly how and when the city may take its voice heard. But it does also provide that if the Board of Estimate fails, as it has failed up to this time, to make up its mind the new commission can step in and do something.

No one here is alarmed, or even concerned, by this newest cry about the slush fund. It is giving the legislators a big laugh. If the charge is repeated often enough it may amount to more than its perpetrators anticipated. The temper of the legislators is such at present that if slush fund charges are made by a responsible person some one will be called before the Legislature to tell about the "fun" of it.

The absurdity of the charge is shown by the fact that under the rapid transit law as it now stands in the statute books, and as revised by the Governor's bill, the traction companies are compelled to itemize every cent of expenditures. They are obliged to show how money is spent down to the last penny, and the State has full power to go into each and every account.

The fact is there is no need for such a slush fund here, and no one knows it better than the politicians who have "discovered" the fund. Sentiment in the Legislature is strongly in favor of the Governor's policy. The bill will win without the exertion of organization pressure. The leaders are fully confident that two-thirds of the members of both houses stand ready to-day to vote for the bill.

MILLER TRANSIT PLAN CALLED BOLSHEVISM Magistrate Rosenblatt Suggests Impeachment.

Gov. Miller's programme for relieving the New York transit muddle was denounced last night as Bolshevism of the worst kind by Magistrate Bernard A. Rosenblatt in an address at a protest meeting in Wadleigh High School. The Magistrate suggested that if the Governor persists in demanding the proposed legislation that the next session of the Legislature be asked to impeach him.

"Bolshevism is based upon the denial of the right to private property," he said. "The Bolshevist believes that the law should not protect the property rights of an individual or a group of individuals. Now, the city of New York, representing a group of nearly 6,000,000 individuals, has invested \$250,000,000 in subway construction work. It has private property in a transportation investment in which every resident has an equal share, for each one shares in the benefits of a five cent fare."

"Now, Gov. Miller would take away this private property without even consulting the city of New York, and destroy an investment which represents approximately \$50 invested by every man, woman and child in the city of New York, which has been placed there for the purpose of securing to them a five cent fare."

"The announcement of Gov. Miller—for it is not a law yet—is Bolshevism in the wholesale. It would take away private property from the citizens of New York beyond the dreams of the ordinary communist."

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But this only applies to the service of existing subscribers. We lack facilities to supply the new service the city demands. Nearly 84,000 applicants are still upon our waiting list, although we provided 117,403 new telephones in 1920.

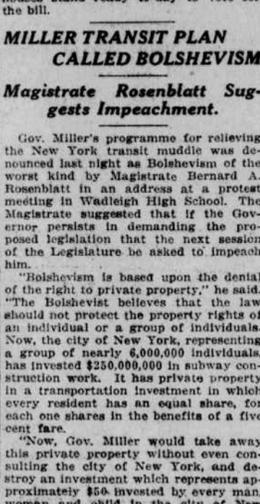
New telephone service for the thousands who need it in their business and home life is dependent upon our ability to obtain new capital. To continue the new work now in progress and to make other additions to the system this year alone requires \$33,600,000. In 1922 our engineers estimate that we must spend an even larger sum to care for new service demands and to partially restore our necessary reserve of telephone equipment.

Without the telephone plant which these huge sums of money will construct, we will be unable to serve all who demand new service. The task of making the city's telephone service as adequate in every respect as it used to be is but half finished. We desire to complete this task without delay.

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