PROGRESS IN PORT BETTERMENT SEEN

Authority Commission and Steamship Men Hold First Conference.

RAILWAYS PLEDGE AID

Belt Lines to Connect Various Lines Win General Approval.

PROBLEMS UNDERSTOOD

War Department Engineers Will View District on Monday Next.

The first meeting of the Commissioners of the Port Authority with executives of the steamship companies was held yesterday in 11 Broadway. The steamship men agreed that the pre-eminence of the port of New York must be maintained.

They were unanimous in their desire to have this city continue as their chief port and were in thorough sympathy with the plan to provide more efficient and economical handling of freight. They expressed interest in the suggestions for connecting belt lines to link the various railroads.

Chairman Eugenius H. Outerbridge, of the Port Authority, informed the marine officials that negotiations are under way with the railroads and satisfactory progress has been made. It is time, he said, that all interests, public and private, should co-operate in a constructive programme instead of idly permitting trade to shift to other routes.

The conference lasted several hours and was participated in by Chairman Outerbridge, vice chairman J. Spencer Smith, ex-Gov. Alfred E. Smith, Lewis H. Pounds, DeWitt Van Buskirk, and Frank R. Ford, together with Chief Engineer B. F. Cresson, Jr., Consulting Engineer George W. Goethals, and Counsel Julius Henry Cohen of the Port Authority. The steamship representatives present were Frank C. Munson, president of the American Steamship Owners Association; O. R. Cauchois, acting director general of the French line; Roy H. Blake, associate director Cunard line, and A. C. Fetterlof, general freight manager of the International Mercantile Marine.

The steamship officials said they would report back to their companies and arrange for further meetings, at which other executives would be present. No formal statement was given out after the meeting, either by the Port Authority or the steamship men, but Chairman Outerbridge said the problems are well understood by the steamship lines and that they are anxious not only to preserve but to extend their business in New York.

In view of its natural advantages, which are exceeded by no other great port in the world, New York offers unlimited facilities for the economic transfer of freight from ship to rail. The steamship interests will be asked at the next session to express their views on specific recommendations for improving the port, Mr. Outerbridge said.

Following the conference the Port Authority convened in regular session. It was announced that on Monday and Tuesday the board of engineers for rivers and harbors of the War Department would confer with the Commissioners on the port plan. The Commissioners will escort the engineers through the new port of New York district.

REORGANIZATION BEGINS IN SHIPPING BOARD

Three Departments Affected—Bolling to Retire.

WASHINGTON, Sept. 14.—Reorganization of the financial, accounting and sales departments of the Shipping Board, held by Chairman Lasker to have been responsible for much of the waste and extravagance in the board's operations, was started to-day by Joseph W. Powell, Quincy, Mass., shipbuilder, who recently was selected by the board as vice-president and general manager of the Emergency Fleet Corporation.

The reorganization is expected by Chairman Lasker to be completed by October 15, the date by which the chairman has stated the reorganization of the entire board and Emergency Fleet Corporation will have been finished.

The retirement of R. W. Bolling, brother-in-law of former President Wilson, as treasurer, and of Alonzo Tweedale as comptroller will be involved in the reorganization.

U. S. TO USE NAVY BOATS IT FORMERLY JUNKED

Harding and Denby Adopt Another Economy Idea.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Sept. 14.

The Administration, adopting another economy idea, has decided to stop the "junking" of light draught vessels of the United States Navy. Vessels obsolete for naval purposes, but of possible value, will be transferred to other branches of the Government service.

President Harding and Secretary of the Navy Denby are said to have approved the plan during a survey to determine value and possible future uses of naval equipment. Coordinators of the budget bureau conceived the idea that great Government waste occurs by virtually scrapping naval vessels of small type after they reach a certain stage of deterioration.

LINER CARRIES MANY ITALIANS OUT OF WORK

450 First Class Also Depart on the Providence.

The Fabre liner Providence, carrying 2,550 passengers, including 450 first class, sailed yesterday for Providence, where she will take on board 300 more passengers. She is bound for Marseilles, Palermo and Naples.

The unusually large number of passengers, mostly Italians, on the vessel, is due to the large number formerly employed in New England industries who are now out of work, due to the depression.

Just before the ship sailed Capt. Noel Marcantetti, commander of the vessel, was the guest of honor at a luncheon given by officials of the line. Capt. Marcantetti recently received from the French Government the decoration of a chevalier of the Legion of Honor in recognition of his work in the French transport service.

Hylan a Seven Cent Fare Mayor When Transfers Are Considered

A SURVEY of the car fare and transfer situation in New York presented herewith shows the following conditions to exist:

More than 2,000 of the 2,500 free transfer points in the city have been eliminated since the transit lines went into the hands of receivers. More than 1,500 such points were abolished in Brooklyn, and surface car riders in Manhattan are paying 25 per cent. in extra fares by reason of points eliminated in this borough.

Contrary to the claims of the Hylan administration that it has preserved a five cent fare, it appears that 1,350,000 transit passengers a day, or one-fifth of all the car riders, are paying fares of from seven to twenty cents.

The amount of fare in excess of five cents charged by the transit lines amounts to $45,000,000 a year.

$45,000,000 A YEAR PAID IN TRANSFERS, SAYS EXPERT

Continued from First Page.

guess. I think if I made a guess at 15 per cent. or 25 per cent., I would be entitled to regard it as quite as nearly accurate as 20 per cent."

Transit company officials disclaimed any knowledge of what the situation is and refused to offer any figures or information as tending to indicate the true state of affairs. On the contrary, they had many elements concerning increases in passenger revenue to suggest as showing that such increases could not be definitely traced to the elimination of transfers.

Huge Number Pays Extra Fare.

THE NEW YORK HERALD' informant, however, declared that his researches showed that 20 per cent. was a low estimate at which to place the proportion of car riders affected by the abolishing of free transfer points.

The annual number of persons using the subway, elevated and surface lines of New York at the present rate is now placed at nearly 2,500,000,000. That total would indicate that almost 500,000,000, or approximately 1,350,000 a day, pay an additional fare for the ride they formerly took on a five cent fare.

Estimates vary widely regarding the proportion of those who merely pay two cents for a transfer and who pay one or more additional full five cent fares. The most generous estimate obtainable reckoned that 85 per cent. of those paying an additional fare rode on the regular five cent fare plus a two cent transfer, while the remaining 15 per cent. paid five, ten or fifteen cents additional. Those who pay fifteen cents additional, making a total fare of twenty cents, are regarded as being so few as to be almost negligible. Those paying a total of fifteen cents are not thought to be so numerous now as when the disruption of lines first began to occur, because of the restoration of some services, the extension of others and the thrifty impulse to walk which fifteen cents for a five cent ride would induce.

$45,000,000 Extra Paid.

Dividing the double fare payers on the 15-85 basis, then, into the two classes of seven and ten cent fare payers, a total of $45,000,000 revenue a year is arrived at.

That basis would mean that approximately 1,150,000 a day buy two cent transfers, while some 200,000 pay an additional five cents or more. There are some, however, who believe that the proportion is much higher in favor of the ten cent fare payers, especially in view of the fact that the two cent transfer sales of the companies a year ago as of record are much less than indicated in the above estimate. Therefore experts are inclined to the belief that the estimate of the number of people affected and the resultant revenue here presented is reasonable.

Brooklyn has been the heaviest sufferer from the elimination of transfer points. When the Brooklyn Rapid Transit Company, which held by lease the vast surface system of the Brooklyn City Railroad, went into the hands of a receiver a couple of years ago, there was a total of 1,880 free transfer points on the combined system. When the Brooklyn City, a little later, was divorced from the B. R. T. 1,370 free transfer points between Brooklyn City and B. R. T. surface lines were chopped off and thirty-eight free transfer points between surface and rapid transit lines also were eliminated.

There remain to-day in Brooklyn only eighty-eight free transfer points and 163 points where a transfer may be had for two cents.

An indication of the tremendous upheaval this transfer elimination caused in Brooklyn is found in the fact that in July, 1918, before the B. R. T. went into the hands of a receiver, the B. R. T. (including the Brooklyn City) took up a total of 14,226,756, while last July the B. R. T. and the Brooklyn City combined took up a total of only 3,191,453 free transfers and 1,138,900 two cent transfers. There are no figures available, however, to show by what means the remaining 10,000,000 of the former free transfer users now are meeting the situation—whether they are paying one or two additional fares, have flocked to the rapid transit lines, or are walking part of the distance they formerly rode in order to avoid paying more.

It is a fact, though, that the gross passenger receipts for the surface lines in Brooklyn—which bore the brunt of the transfer elimination—for the fiscal year ending June 30, 1921, were $19,436,026, as against gross receipts amounting to $16,676,271 for the fiscal year ending June 30, 1919, or an increase of almost exactly 20 per cent.

Receivership Costly to Public.

Meanwhile the rapid transit lines of the B. R. T., whose territory has been greatly enlarged by the opening of the Montague street tunnel, the Brighton Beach and other lines, show an increase in gross passenger receipts for the same period of approximately 33 per cent. or a total of $20,252,191 for 1921 as against $15,483,866 for 1919. Yet in connection with this increase in revenue, it must be taken into consideration that approximately 15,000,000 passengers a year used transfers at the thirty-eight free transfer points between B. R. T. rapid transit and surface lines prior to the receivership, and that of those thirty-eight points only one now remains—in an outlying section of Bay Ridge where the traffice is regarded as insignificant.

The report made last March by Job E. Hedges, receiver of the New York Railways Company, to Judge Julius M. Mayer of the United States District Court shows that of the 237 free transfer points existing prior to receivership on the lines of the New York Railways, which served most of Manhattan, there remained at the date of the report only eighteen such free transfer points, of which twelve were also two cent transfer points, and at fifty-eight other points two cents was charged for transfers. Concerning that condition, Mr. Hedges told the court:

"This discontinuance of free transfer points has resulted in the payment of seven cents, ten cents, fifteen cents and in some cases as much as twenty cents, by persons who may desire to make journeys about the city on surface line cars at the present time, whereas they were formerly able to make such journeys upon payment of five cents. It has increased the average cost to the public of a single ride by 25 per cent. as applied to the lines which were in the New York Railways system prior to the receivership."

Prior to the receivership there were four main surface arteries running generally from the Battery to the Harlem River. To-day there is one—the Lexington and Lenox avenue, which runs on Broadway south of Twenty-third street. Free transfers are available on that route at the 116th street crosstown only. Virtually the entire West Side was cut off by the dropping of the Ninth avenue line and compelled to buy transfers, while the discontinuance of through crosstown service in lower Manhattan compelled virtually the entire congested lower East Side to pay a ten cent fare.

The story of the Third Avenue Railway Company, with its thirty-six free transfer points cut to twenty-one, and the Union, with twenty-two points chopped off its 154, is much the same.

Blight Also Falls on The Bronx.

The Bronx has come under considerable of the same blight as Manhattan and Brooklyn in the discontinuance of the eight cent fare and transfer tickets at five Bronx points of intersection of the Interborough Rapid Transit lines and the surface lines of the New York City Interborough. The same privileges on those lines at 131st and 155th streets in Manhattan have been cancelled.

The foregoing are the only transfers cancelled so far by the Interborough Rapid Transit Company. That company now has but one free transfer point, which is the intersection of the subway and elevated lines at 149th street in The Bronx. There has been a great deal of talk regarding the probability of an abrogation of the Interborough's lease upon the elevated lines in event the pending receivership petitions against the I. R. T. are successful. It is regarded generally that a receivership, unless the Transit Commission's forthcoming plan for reorganization of all transit systems intervened, likely would result in an effort to abrogate that lease.

To divorce the Interborough and the elevated not only would relieve the Interborough of the burdensome terms of the "L" contract, but it is thought would result in the elimination of the free transfer point at 149th street. That would mean that 30,000,000 passengers a year who now avail themselves of use of the free transfers would have to pay whatever extra charge might be fixed or find some other means of getting to and from work without using both subway and "L" lines. It would mean that the subway would draw upon 15,000,000 of the transfer users for an additional fare and that the elevated line would draw upon the remaining 15,000,000.

Queens and Richmond, while greatly inconvenienced both as to transportation facilities and rates of fare at various periods in the last two years, have not suffered from permanent wholesale elimination of transfer points.

The Borough of Queens has gained eight transfer points by the rerouting of the College Point and Flushing lines to Alburtis avenue, Corona, and now has forty-seven points, as against her former thirty-nine.

Richmond, too, has gained, and for that may thank the Hylan administration. The lines of the Richmond Light and Railroad Company, including the Staten Island Midland lines, formerly maintained nine free transfer points, five of which have been eliminated. The city, however, having taken over the Staten Island Midland lines for municipal operation, established ten new free transfer points, thus giving Staten Islanders a net gain of six free transfer points.

LAMONT'S MEXICO TRIP KNOWN TO WASHINGTON

Has Bearing on Recent Agreement as to Oil.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Sept. 14.

State Department officials admitted to-day that the department had been informed in advance of the intention of Thomas W. Lamont of the firm of J. P. Morgan & Co. to go to Mexico.

It was explained the object which Mr. Lamont has in mind is the negotiation of private financial arrangements with the Mexican Government and bearing on the apparently amicable understanding reached by oil men recently with the Mexican Government.

MEXICO CITY, Sept. 14.—Elbert H. Gary, Chairman of the Board of the United States Steel Corporation, and James W. Gerard, former American Ambassador to Germany, arrived here last night with a party of friends. They asserted they had come to Mexico City for pleasure only.

MAYFLOWER WILL RACE FOR FISHERMEN'S CUP

Chosen to Represent U. S. in Contests Off Halifax.

GLOUCESTER, Mass., Sept. 14.—The schooner Mayflower to-day was chosen to represent the United States in the international fishermen's races off Halifax beginning October 25. Selection of the Boston vessel was announced by the American race committee after the schooner Elizabeth Howard had been ruled ineligible because of her limited fishing experience.

The Mayflower, built by a Boston syndicate, is now at this port unloading a cargo of fish. She is expected to leave soon for her home port to be fitted with a new main boom to replace one broken on her last trip to sea.

An eight day stand at the Georges Bank is still on the schooner's schedule before she fits out for her meeting with the Canadian challenger.

REED TO MANAGE CLARIDGE.

Former Owner of Park Avenue Assumes Duties To-day.

Fred A. Reed, owner of the Park Avenue Hotel for more than ten years, has been appointed manager of the Claridge Hotel at Broadway and Forty-fourth street and will assume his duties to-day. His assistants will be Melville A. Hill and Edward F. O'Brien, both of whom have been associated with large hotels in New York and other Eastern cities.

Mr. Reed began his career in 1886 at the Catskill Mountain House. Four years later he went to the Park Avenue and purchased the property after ten years of management. He sold his interest to George Brown about four years ago.

AUCTION OF 'SLAVES' HERE STRIKES SNAG

Bird S. Coler Appeals to Enright Against Public Sale of Jobless.

LEDOUX 'DANGEROUS' MAN

Importation of Hoboes Would Aggravate Situation, Commissioner Says.

If Urbain Ledoux atempts on Monday next to sell jobless unfortunates from the auction block in Bryant Park, as he has said he will, he is likely to encounter obstacles.

Bird C. Coler, Commissioner of Public Welfare and chairman of the Mayor's committee on unemployment, said yesterday he would vigorously oppose any efforts to establish in New York a "slave market" for the sale of human beings at public auction. In a letter to Commissioner Enright of the Police Department, in which Mr. Coler sought information concerning Ledoux's record in this city, Commissioner Coler branded the auctioneer of the Boston Common as "an exceedingly plausible, dangerous individual," and added:

"The recently appointed Industrial Aid Commissioners request that you take such action as is necessary to suppress any illegal demonstration that may be attempted by him."

Mr. Coler expressed the opinion that Ledoux "should have the closest surveillance."

The Commissioner in a further talk with reporters, said it was the purpose of Ledoux to bring out of town hoboes to New York and dispose of them on the auction block.

"New York," Commissioner Coler said, "desires to solve her own unemployment problem in her own way and does not want the situation aggravated by the transportation of out of town hoboes into this city."

Boston despatches quoted Ledoux, on his return there from New York yesterday, as having announced that he intended to inaugurate the auction block sales here next week, "notwithstanding objections by public officials and others." He said he had passed Monday night in ramblings in New York's city parks and had counted 562 men sleeping out of doors in Bryant Park, Madison, Union and Peter Cooper squares and huddled in the doorway of Cooper Union. "Ex-service men in uniform were sleeping there," he said, "and these figures do not include the multitudes that were sleeping in Central Park under the hedges, in the pavilions, on the lawns and even in the lavatories."

Ledoux said his New York campaign to rehabilitate the jobless would be financed in large part by W. Kirkpatrick Brice of 60 Wall street, this city, as "big brother" of the unfortunates, and that Mr. Brice was to confer with Mayor Peters of Boston regarding conditions next Friday. Efforts were unsuccessful last night to locate Mr. Brice either at his town residence, 118 East Fifty-fourth street, or his summer home in Huntington, L. I.

GEN. O'RYAN OPPOSES LOOSE FAVORITISM

Would Grant Preference to Veterans if Deserved.

Major-Gen. John F. O'Ryan, head of the New York National Guard and Commander of the Twenty-seventh Division during the world war, said yesterday that he was opposed to the proposed Constitutional amendment granting preference to war veterans in civil service examinations. He suggested a substitute scheme for a new amendment, with preference awarded to veterans on a graded scale according to their war records.

"I do not favor a general preference conceived by political expediency," said Gen. O'Ryan, "which provides for all veterans irrespective of the merits of their service and in derogation of the rights of other men who were too young at the time to enter the war. The latter would be contrary to our American spirit of fair play.

"Many thousands of young men were taken into the army in spite of their efforts to escape their military obligations, and returned to their homes greatly benefited by their military service. Under what possible theory may men in this class reasonably claim preference in the civil service?"

CHAUFFEUR ARRESTED IN DOWD SHOOTING CASE

Denies Being Near Spot When Shot Was Fired.

Walter Flanagan, 36, a chauffeur, of 37 Greenpoint avenue, Long Island City, was arrested yesterday afternoon in connection with the shooting of Patrick Dowd in Greenpoint avenue, near No. 85, late Tuesday night. Dowd was a candidate for the Democratic nomination for Assemblyman from his district, but was defeated in the primaries.

According to the information obtained by the police, Dowd was shot accidentally, as he was half a block away from the saloon in which the fight occurred, and had no part in the row during which the shot was fired.

Flanagan was arraigned before Magistrate Conway in the Long Island City Police Court and released in $2,500 bail to await the result of Dowd's injuries. He denied the shooting, declaring that he was not in the vicinity at the time.

WAR VETERANS INCORPORATE.

TRENTON, Sept. 14.—The Military Order of the Cootie of the United States of America was incorporated here today by ex-service men of Hoboken and vicinity. The object of the order, which is to have military rituals, is to foster the ties of comradeship formed during the world war, among the men who saw service on foreign soil. The trustees are Walter Patterson, Theodore R. Ivers and E. S. Davis, all of Hoboken.

MEN WHO SAW SERVICE OFF THE SLACKER LIST

War Department Acts in Cases of New York Men.

The War Department issued an order yesterday through the Commanding General of the Second Corps Area at Governors Island, removing the following names from the slacker lists:

Otto Henry Janke of Local Board No. 1, Nassau county; Walter Thomas Woody, Local Board No. 134, New York; John McDonough, Local Board No. 124, New York; Andrew Michaux, Local Board No. 3, Suffolk county; William Purnes, Local Board No. 23, New York; William J. Nester, Local Board No. 18, New York; George Schafer, Local Board No. 37, New York; Ralph Dikerman, Local Board 12, New York city; Alfred Glasspool, Local Board No. 1, Nassau county; Hilliard Vincent MacGorman, Local Board for Tompkins county; Clifford W. Lawrence, Local Board No. 3, Nassau county, and John H. Holdsworth, Local Board No. 2, Passaic county, N. J.

The names of these men were published as those of slackers and charges of desertion made against them by the Army, but investigation has shown that they served in either the Army or the Navy, and the charges have been set aside.

LEGIONARIES CONVENE TO-DAY.

ASBURY PARK, Sept. 14.—The business sessions of the third annual convention of the American Legion of New Jersey will begin in the Beach Casino here tomorrow. The principal speaker is expected to be Col. Theodore Roosevelt, Assistant Secretary of the Navy, who will probably make the trip here by airoplane. He takes the place of Secretary Denby, who was unable to be present. The sessions will end Saturday.

ART SALES.

SECOND DAY SESSION
Public Auction Sale
TO-DAY (Thurs.) 2 P.M.
and following days
DARLING & CO.
LOUIS VAN BRINK, Auct.,
242 Fifth Ave., 27-28th Sts.
WONDERFUL
Home Furnishings
CHINESE AND PERSIAN RUGS
STEINWAY UPRIGHT PIANO
CHIME CLOCK—RICH DRAPERIES
BRONZES—STATUARY IN MARBLE
PAINTINGS
Belonging to Various Estates also
Steinway Concert Grand Piano
Formerly Belonging to and Used by the Late
OSCAR HAMMERSTEIN
by Order of
Mrs. Emma Swift Hammerstein
Massive Silver Loving Cups, Personal Jewelry, Presentation Articles.

V PUBLIC AUCTION SALE B
TO-DAY (THUR.) 2 P.M.
Continuing Friday and Saturday, Same Hour, at
Van Brink's Auction Rooms
2236 Broadway, at 80th St.
(MAIN GALLERIES)
A Varied Assortment of Housefurnishings, Works of Art and Floor Coverings.
Sold by order of many Consignors and Estates
Sale embraces articles for every room of every home, from servants' quarters to the Gallery of the Amateur.
M. VAN BRINK, Auctioneer
V Descriptive Catalogs on Premise. B

2nd Day of Opening Sale of Season
BENJ. S. WISE, Auct'r
Will sell at Wise Auction Galleries
428 Columbus Ave. at 81st St. 'L' Station
TO-DAY (Thurs.), 2 P.M.
Also To-morrow and Sat. same hour
3 Well Known Estates
NATE SALSBURY, Esq.
COL. DUNCAN STEWART
LOUIS BUSTANOBY
$50,000 Worth of Wonderful Furnishings, all to be sold at forced Sale
NOTE—100 Oriental Rugs, Carpets & Runners, sold To-Morrow at 4.
On exhibition up to hour of Sale.

SALES AT AUCTION.

RUG SALE
To-day
at 11 A. M.
SAMUEL MARX
Will Sell at Public Auction at His Salesrooms,
115-117 West 23d St.
(West of Sixth Avenue)
To-day, Thursday, at 11 A. M., AND CONTINUED
To-morrow & Saturday
At 2 P. M. Each Day
An Extraordinary Collection of
PERSIAN & CHINESE RUGS & CARPETS
In Desirable Sizes and Colorings
Sale Conducted by Benjamin Marx

AMERICAN VISITORS TO LONDON. For Antique and Modern Objets d'Art, visit the SOHO ART GALLERIES, 30 Dean St., W. (Facing Royalty Theatre).

SALES AT AUCTION.

By J E CONANT & CO - Auctioneers
OFFICE LOWELL MASSACHUSETTS

NO LIMIT NO RESERVE
THE HERRESHOFF MANUFACTURING COMPANY INC

designed in the winter of 1919-1920 for sea-going and coastwise cruising and now has under construction at its plant at Bristol Rhode Island a steel power yacht one hundred and sixty-five feet over all under contract to cost two hundred and twenty-three thousand dollars—without the power. The steel hull is within thirty days of completion—for launching. No work has been done upon the yacht since December last—and it is now to be sold as it stands under construction in the south shop free from claim or encumbrance to the highest bona fide bidder at unrestricted and unprotected public sale. All payments due upon the boat, at the time the work was discontinued, had been made in full. The boat as originally laid out can be completed at a less cost to-day—than could have been done seventeen months ago; the work already done upon the boat will not be lost; and the Herreshoffs stand ready to enter into negotiations for a new contract for its completion. For a shipping company or a marine commercial company or a public works department this almost completed steel hull lends itself perfectly and practically to any change for any purpose. The sale will take place at the south shop (where the yacht is under construction) of the plant of the Herreshoff Manufacturing Company Inc Bristol Rhode Island on Thursday the twenty-second day of September 1921 commencing very promptly at one o'clock in the afternoon (Daylight Saving Time) regardless of any condition of the weather. Illustrated and descriptive catalogue in detail and all information can be readily had at the office of the Auctioneers—where all inquiries must be made.
THE HERRESHOFF MANUFACTURING COMPANY, INC.

AMUSEMENTS.

AMERICA'S FOREMOST THEATRES AND HITS. DIRECTION OF LEE AND J. J. SHUBERT.

WINTER GARDEN Evs 8:20 Matinees Thurs. & Sat. Last 5 Times—Mat. To-day. 50c to $2.00. THE WHIRL of NEW YORK

MAXINE ELLIOTT'S Thea. 39th St. nr Broadway. Evs 8:30. Mats Wed. & Sat. FAVERSHAM in The SILVER FOX. LAWRENCE GROSSMITH-VIOLET KEMBLE COOPER

Playhouse W. 48. Bry. 2628. Eves 8:30. Matinees Wed. & Sat. 2:30. THE ELTON CASE with CHRYSTAL HERNE

BROADHURST W. 44. Bry 64. Eves. 8:30. Mat. Thurs. & Sat. 2:30. THE PLAY TARZAN OF THE APES

SHUBERT Thea. 44th St. W. of B'way. Evs 8:30 Mats Wed. Sat. GREENWICH VILLAGE FOLLIES 1921. SEATS AT BOX OFFICE.

LITTLE THEATRE West 44 St. The 1st Year. Evs. 8:30. Mats. Wed. & Sat. 2:30.

MOROSCO W. 42 nr. 8th Av. Evs 8:30. Mats Wed. & Sat. 2:30. 2ND YEAR. THE BAT. Seats NOW Selling 8 Weeks Ahead.

BOOTH W. 45th St. Evs. 8:30. Mats. Wed. & Sat. 2:30. GEORGE ARLISS in THE GREEN GODDESS

Greenwich Village Thea. 7th Av. and 4th St. Mats. Wed. and Sat. EVS. 8:30. EDWIN MILTON ROYLE'S LAUNCELOT AND ELAINE With PEDRO de CORDOBA

GARRICK Thea. 35th St. E. of B'way. Evs 8:30. Mats Thurs. Sat. DON JUAN with LOU TELLEGEN

ASTOR 45th & B'way. Evs 8:30. Mat. Wed. Sat. The BLUE LAGOON. The Famous London Success

BIJOU Thea. 45th St. W. of B'way. Evs 8:30. Mats. Wed. & Sat. The DETOUR with EFFIE SHANNON-AUGUSTIN DUNCAN

"Specifically 'The Detour' seems to us a better piece of work than either 'Beyond the Horizon' or 'The Easiest Way.' When Babe Ruth makes his record home run this week he will undoubtedly be showered with hundreds of straw hats. We intend to save ours for 'The Detour.'"—*Heywood Broun, N. Y. World.*

Another Smashing Selwyn Hit
SOMERSET MAUGHAM'S COMEDY
"THE CIRCLE"
with THE BEST CAST IN AMERICA.
John Drew, Mrs. Leslie Carter, Estelle Winwood, Ernest Lawford, John Halliday, Robert Rendel
SELWYN THEA., W. 42 St. NIGHTS AT 8:30. Mats. Wed. & Sat. 2:30.

at the Times Sq. THEATRE Evs. 8:30. WM. COURTENAY and LOLA FISHER in Rol Cooper Megrue's Best Play "Honors are Even" Mat. To-day, 50c to $2.

TWO WEEKS ONLY AT THE GARRICK
MR. PIM PASSES BY
WITH ORIGINAL NOTABLE CAST.
OPENING MON. EV. 8:30.

CLARE EAMES "SWORDS" JOSE RUBEN
NATIONAL Thea., W. 41 St. Evs 8:30. Bry. 1584. Mats. Wed. & Sat.

TONIGHT AT 8:30
World's Premier Presentation
Mary Pickford
in her Special Film Production
"Little Lord Fauntleroy"
FROM THE NOVEL BY FRANCES HODGSON BURNETT
APOLLO THEATRE 42d St. W. of B'way. Twice Daily 2.30—8.30 including Sunday
Seats Now Selling

Press And Public Enthusiastically Unite in Overwhelming Praise of
DOUGLAS FAIRBANKS
In ALEXANDER DUMAS'
"THE THREE MUSKETEERS"
Retains All the Brilliance, Wit and Movement of the Story
LYRIC THEATRE. West 42nd Street. Twice Daily. 2:30-8:30. Inc. Sunday

NEW YORK'S LEADING THEATRES AND SUCCESSES

HENRY MILLER'S THEATRE
First Night To-night
CURTAIN at 8:30.
CHARLES DILLINGHAM presents
THE IRISH PLAYERS
from the Abbey Theatre, Dublin, in
'The White Headed Boy'
A Comedy by LENNOX ROBINSON
Company Includes: Maire O'Neill, Arthur Sinclair, Sydney Morgan.

EMPIRE B'WAY NEXT TUESDAY
SEAT SALE TO-DAY AT 9 A. M.
CHARLES FROHMAN presents
OTIS SKINNER
in TOM CUSHING'S New Play
BLOOD AND SAND
Founded on the novel by BLASCO IBANEZ.

Belasco West 44 St. Next Wed. at 8:15. SEATS TO-DAY
DAVID BELASCO will present
DAVID WARFIELD in "The Return of Peter Grimm"

PUNCH & JUDY THEATRE 53 WEST 49 ST. MARCH HARES EVS 8:30 MATS FRIDAY & SATURDAY

LIBERTY Pop. Mats. Wed. & Sat. LAST 3 WEEKS GOOD SEATS from A to Z AT BOX OFFICE FOR ALL REMAINING PERFORMANCES WORLD'S GREATEST SHOW GEORGE WHITE'S SCANDALS WITH ANN PENNINGTON

GAIETY. Evs. 8:30. Mats. Wed. & Sat. 2:30. JOHN GOLDEN presents
★ THE WHEEL
A New Play by WINCHELL SMITH.

FRAZEE THEATRE, W. 42d St. Eve. 8:20. Matinees Wed. & Sat. at 2:20. DULCY By KAUFMAN and CONNELLY—WITH LYNN FONTANNE

LYCEUM, West 45th Street. Evs. at 8:15. 7 Weeks Only—Mats To-day & Sat. 2:15. MATINEE TO-DAY AT 2:15. DAVID BELASCO Presents
Frances Starr in "THE EASIEST WAY"

GEO. COHAN M. THEA. B'way 43 St. Evs. 8:25. Mts. Wed. & Sat. 2:25. BARNEY BERNARD in "TWO BLOCKS AWAY" "FUNNIEST OF ALL PLAYS."—Mail. Aaron Hoffman's Best Comedy

NEW AMSTERDAM West 42 St. Evs 8:15. MATS. WED & SAT. 50¢ to $2.50 NO HIGHER. A NATIONAL TRIUMPH. ZIEGFELD HIT MARILYN MILLER LEON ERROL in SALLY

GLOBE THEATRE
POP. MATS. WED. & SAT.
ZIEGFELD FOLLIES
LAST 3 WEEKS
SEATS FOR ALL REMAINING PERFORMANCES

SAM H. HARRIS ATTRACTIONS

CORT THEATRE West 48th St. Evenings 8:20. Bryant 46. Mats. SATURDAY & WEDNESDAY. "DELIGHTFUL. WORTH A DOZEN THRILLERS."—Post.
"ONLY 38"
with a cast including MARY RYAN, HARRY C. BROWNE, PERCY POLLOCK, KATE MAYHEW and other representative players.

BELMONT W. 48th St. Bryant 48. Evs. 8:30. MATS. SATURDAY & WEDNESDAY. There is ONE PLAY in New York that is cheered by its audience at every performance—"THE HERO" with Richard Bennett at the Belmont Theatre. The *Times* says "You MUST see 'THE HERO'"; The *Sun* calls it "A rare treat"; The *News* says it is "A Great play"; and the *Eve. World* says "it deserves honorable mention."

SAM. H. HARRIS THEATRE West 42d St. SIX Evs. 8:30. Mts. Sat. & Wed. 2:30. "A HUGE SUCCESS" CYLINDER LOVE with ERNEST TRUEX

KLAW Thea. 45 St. W. of B'way. Evs. 8:20. Mt. Sat. & Wed. 2:20. FRANCINE LARRIMORE in "NICE PEOPLE," by RACHEL CROTHERS.

MUSIC BOX W. 45 St. Bry. 1470. Mats. Wed. & Sat. MONDAY, SEPT. 19 Seats Now. IRVING BERLIN'S "MUSIC BOX REVUE"

KNICKERBOCKER B'way 38 St. Evs. 8:25. ONLY 6 MORE WEEKS. Mats. Wed. & Sat. 2:25. Seats for Entire Engagem't. HENRY W. SAVAGE'S NEW PRODUCTION OF
THE MERRY WIDOW
"MOST JOYOUS EVENT OF THIS GENERATION."—*Eve. Telegram.*

Lexington Th., 51st & Lex. Av. Every Eve. 8:30. TO-NIGHT. Gigantic Music Festival. 300 Artists. Mendelssohn, Tchaikowsky, Saint-Saens, etc. Arnold Volpe.....Conductor. Flora Van Westen.....Contralto. Albert Vertchamp.....Violin. Res. Seats 25c, 50c, 75c, $1.

CAPITOL MARTIN JOHNSON'S JUNGLE ADVENTURES. Arthur Hackett, Concert Artist. Bdwy. and 51st St. Harold Lloyd Comedy, "I Do."

IRELAND IS PROUD—will be prouder yet Sept. 25th. Keep your eyes on the LEXINGTON THEATRE.

LOEW'S STATE BROADWAY & 45 ST. Con. 11 A.M. to 12 P.M. Aft. 30c., Night 50c. (ex. Sat., Sun. & Hol.) "THE OLD NEST" FRANK FAY Hubert Kinney & Co., others. Town Hall 43d, B'way. Mat. Sat. Evs. 8:30. 50c-$2. B'way's Fastest Musical Revue PUT and TAKE. Special Midnight Performance Every Friday.

COLUMBIA B'way Twice Daily Burlesque & 47th 2:15 & 8:15 Pop. Prices. The Big Wonder Show with Geo. P. Murphy

CENTURY 62d ST. & CENTRAL PARK W. THE LAST WALTZ. ELEANOR PAINTER

44th St. Thea., Just W. of B'way. Phone Bryant 7292. GALA OPENING SHUBERT VAUDEVILLE ✻ With An All-Star Bill ✻ NEXT MONDAY MATINEE. 25c, 50c, 75c, $1. DAILY MAT. 25c & 50c (Except Sat. Sun. & Holidays) SEATS NOW.

COMEDY Thea., 41 St. E. of B'y. Ev. 8:30. Mats. To-day & Sat., 2:30. THE TRIUMPH OF X

CASINO EVS 8:30. MATS. WED. SAT. JULIA SANDERSON in TANGERINE. BEST SEAT $2.50

39TH ST. Thea. NR. B'WAY. EVS. 8:30. MATINEES WED. & SAT. 2:30. THE NIGHTCAP. FULL TO THE BRIM WITH LAUGHS!

NORA BAYES in NIGHT HAUL. JUST MARRIED with VIVIAN MARTIN, LYNNE OVERMAN

BRAMHALL PLAYHOUSE, 27th St. & Lex. Av. Evs. 8:15. Mats. Sat. & Wed. "TRUE TO FORM" "EXCELLENT"—N. Y. Times.

Opening Mon., Sept. 19. INA CLAIRE in the Famous French Farce. BLUEBEARD'S 8th WIFE. RITZ Theatre, West 48 St. Seats at Box Office.

PRINCESS Thea. Opening WED. EVE. "THE SPRING"

REPUBLIC W. 42d St. Evs. 8:45. Mats. Wed. & Sat., 2:30. GETTING GERTIE'S GARTER

B'way & 49th St. RAMBEAU in PADDY'S GONE A-HUNTING. PLYMOUTH. MATINEE TO-DAY

FULTON Thea. 46th St. W. of B'way. Evs. 8:30. Mats. Wed. & Sat. 2:30. "LILIOM" with Joe. Schildkraut & Eva Le Gallienne. BEST SEATS AT BOX OFFICE, $1.50

ELTINGE THEATRE W. 42d St. Evs. 8:30. Mats. Wed. & Sat. 2:30. Helen Mackellar in BACK PAY. A NEW PLAY BY FANNIE HURST

48TH ST. Thea. Evs. 8:30. Mts. To-day & Sat. VIOLET HEMING and OTTO KRUGER in SONYA. The Hauntingly Beautiful Love Story.

PARK Broadway and 59th St. Twice Daily 2:30 & 8:30. All Seats Reserved. WILLIAM FOX Presents FOOTFALLS

CENTRAL Thea., B'way at 47th St. Carl Laemmle Presents NO WOMAN KNOWS. The picture New York broke in the doors to see. CONT. NOON to 11:30 P.M.

F. F. PROCTOR'S N. Y. THEATRES. BEST VAUDEVILLE & FEATURE FILMS.
5th Ave. BY 28th St. Joe Cook, Lorner Girls, Arthur West, Una Clayton & Co., Burke & Durkin, Alexander Bros. & Evelyn, Zermon, Trenell Trio.
23d St. NEAR 6th AVE. SESSUE HAYAKAWA in "WHERE LIGHTS ARE LOW" and SUPREME VAUDEVILLE.
58th St. NEAR 3rd AVE. Clark & Verdi, Herbert Lloyd & Co., Bobby Jarvis, others. Sessue Hayakawa in "Where Lights Are Low." Dancing Contest Every Thursday Night.
125th St. PARK & LEX. DOUBLE FEATURE PROGRAM. SESSUE HAYAKAWA in "WHERE LIGHTS ARE LOW." "Poor Relations." Supreme Vaudeville.

NOW PLAYING AT THE RIVOLI AND RIALTO. B'way at 49th St. Times Square.