

### LA FOLLETTE'S WAR RECORD ON TRIAL

#### Made an Issue in the Wisconsin Primary Election on Tuesday.

### DEMOCRATS FOR WOMAN

#### Mrs. Jessie J. Hooper Backed by Her Party Chiefs in Plan to Get on Ballot.

MILWAUKEE, Sept. 2 (Associated Press).—United States Senator La Follette's war record in Washington will be one of the issues before Wisconsin voters Tuesday when Senator La Follette will seek renomination in the Republican primary election against William A. Garfield, president of Carroll College and candidate of the Citizens' Republican Wing.

Throughout the campaign closing today, Senator La Follette has pointed with pride to his war record in the Senate and to his opposition to certain measures, notably the transportation act and the tariff.

Mr. Garfield, on the other hand, criticized Senator La Follette's war record, warned his hearers in his campaign speeches to beware of "untried radical theories" and asserted that "of all the radical things La Follette has proposed the most subversive" is his proposal to take away from the Supreme Court the final decision as to the constitutionality of our laws.

The Democratic race for the Senatorial nomination is being run alone by a woman, Mrs. Jessie J. Hooper. A call has been sounded by her party to voters to stick to their own ticket that she might get the necessary 10 per cent. vote to put her name on the ballot in November.

Mr. La Follette in his campaign talks called the Fordney-McCumber tariff a "robber tariff." He laid particular stress on his stand on questions relating to the world war.

"By the four Power treaty we have become bound to obligations as un-American as those contained in the rejection and discredited treaty of Versailles," Senator La Follette was quoted as having declared. "By the terms of the treaty we have entered in an alliance with the three most imperialistic nations of the world."

Mr. Garfield said he could not see how it was possible for a man "to have one foot on the Republican platform and the other on the Socialist platform," commenting on the endorsement given his opponent, Senator La Follette, by the Socialist State convention and by Victor L. Berger, when that party refrained from making a nomination against La Follette.

Mr. Garfield said he believed in a world league to maintain peace.

On the question of prohibition he said he believed the constitutional amendment should be enforced, but he recognized the right of citizens to advocate repeal or amendment. He is supported by the Anti-Saloon League.

### DEATH RATE FOR WEEK LOWER THAN LAST YEAR

#### Out of 1,050 Reported 99 Were Caused by Violence.

The death rate of the city during the week ended August 26 was 5.38 per thousand of the population, according to the weekly bulletin of the Department of Health, published yesterday. This is 39 less than the weekly rate for the corresponding period last year. The actual number of deaths reported was 1,050.

In 1921 the figures were 1,066. Deaths from violence were 99, as compared with 85 a year ago; pulmonary tuberculosis took 194, and pneumonia 84. There were 7 who died from sunstroke. The infant mortality was lower, with 172 deaths in the week. Last year there were 198.

### SUBWAY TRANSIT PLAN SENT TO ESTIMATE BOARD

Continued from First Page.

and Broadway to Lee avenue; thence will bend southeasterly under private property, Wilson street, private property, Ross street, private property, Rodney street and private property to a point in Bedford avenue at or near Koap street.

The line will then continue in Bedford avenue to a point near Hancock street, when the line will curve in a general southerly direction under private property, Fulton street, private property, Broadway place, private property, Franklin avenue, private property, Atlantic Brighton Beach Railroad right of way at or near Dean street, and thence along that right of way to or near Eastern Parkway, where a connection can be made with the Brighton line. One branch will begin at or near Bedford avenue and Hancock street and in a general southerly direction extend through private property and intervening streets to a point under Fulton street at near Franklin avenue, thence westerly under Fulton street to or near Fort Greene place, where a connection can conveniently be made with the proposed Ashland place connection, thence curving westerly under and along Lafayette avenue, private property and Flatbush avenue to and under Livingston street, where a connection can conveniently be made with the proposed Livingston street subway.

**Starting of Second Branch.**  
The second branch, beginning under Fulton street at or near Fort Greene place, is to connect with the existing Fourth avenue subway at or near Ashland place. Two tracks of this branch will continue under and along Ashland street, and a third track under and along Lafayette avenue, private property, Ashland place and private property to a point in Fulton street at or near Ashland place.

At its recent hearings upon its \$218,000,000 of new subway projects the Transit Commission announced the crostown route as one of the first to be put under way, stating that it proposed to begin the construction of this line as soon as the necessary preliminaries could be met. At the hearings the suggestion was made that the line follow Franklin avenue, but Commissioner Harkness said that Bedford avenue is a main north and south route of central Brooklyn, possessing many advantages over Franklin avenue, that thoroughfare should be selected.

Commissioner Harkness, who was not satisfied with the original route as presented, directed the engineers to make further studies of the possibility of giving the crostown line a northerly outlet through the Queensboro tunnel into Manhattan and a southerly outlet down Fulton street into the business section of Brooklyn and thence through the proposed Livingston street subway into Manhattan. These suggestions were found to be feasible and their incorporation in the plan makes the crostown line one of absolutely first rate importance.

Commissioner Harkness also ordered studies made of connecting the Fulton street elevated with the Fulton street branch of the crostown line and thence with the Fourth avenue subway and the Livingston street line, and another study of the possibility of connecting the Fifth avenue elevated with the proposed Livingston street line. These studies are approaching completion and will be announced soon. In addition to giving greatly improved service the adoption of these plans will pave the way for elevated railroad elimination in important streets in Brooklyn, namely, Fulton street from Fulton ferry to a point east of Bedford avenue and Flatbush avenue and other downtown streets now occupied by the Fifth avenue elevated. As soon as the route and general plan have the approval of the Board of Estimate, the Transit Commission is prepared to go ahead with the drafting of the plans and specifications and the drawing of a form of contract. The route must also be legalized, and if the requisite consent of adjacent property owners can be promptly obtained no serious delay should ensue. If, however, it is necessary to obtain the val-

uation of the route by recourse to the courts the progress will be slower and construction work will be delayed. As the plans progress the commission will complete its studies of proper locations for the stations upon the route. These will be determined to some extent by the location of stations upon existing lines.

The advancement of the crostown subway is the fourth important mile post in the Transit Commission's campaign for new facilities. In addition to attempting to complete the work which it found uncompleted upon assuming office one year and four months ago the commission already has three other important transit improvements under way in addition to advancing the work upon yards and inspection facilities and in taking steps to provide more cars and better service.

The three improvements are the extension of the Queensboro subway from Grand Central Station, west under Forty-first street to Eighth avenue; second, the approval of the extension of the Queensboro subway from the present terminus of its southern elevated extension at Corona to Main street, Flushing, plans for which are now well advanced, and third, the extension of the Fourth avenue subway, Brooklyn, from its present terminus at Eighty-sixth street, south to Fort Hamilton. Plans for this improvement are in the making.

### Power to Veto Plan. Commission expects to make important announcements soon in reference to other improvements.

The Board of Estimate has the power to veto or to delay this project, as it has delayed others, either by withholding approval of the selected route or by refusing to appropriate funds for construction. The Board and the Mayor are on record as having determined to vote no more appropriations for lines in which elevated construction forms a part, or for lines to be operated either by the I. R. T. or the B. R. T. Under the statute, the Board of Estimate, after receipt of a route adopted by the commission, must begin consideration of it within ten days and must finish consideration and take action within sixty days. As the sixty days limitation in the present instance would expire close to the date of the November elections, doubts were expressed yesterday of the eagerness of the Board of Estimate to hasten the project.

### Company Not Considering 'Pay or Stay In' Idea.

In announcing the sending of the adopted route to the board Commissioner Harkness said: "The Brooklyn crostown route probably better than any other route illustrates the essential difference of the philosophy underlying the Mayor's transit plan and the plans of the Transit Commission. The commission's plans provide for organizing the existing companies, vesting the title of their roads in the city, the removal of all the abuses in financing and management that have led to just criticism in the past and then

unifying the entire system under the control of a public board of control, of which the Mayor of the city appoints three of the seven members. The ownership of the lines would be all vested in the city without drawing on the city treasury, and through reorganization, consolidation and unification permit of the utilization of all lines to the fullest possible extent.

"The Mayor's plan is based upon the breaking apart of the city owned lines from company owned lines, leaving the present companies as at present organized, and with no move to so change them as to prevent the recurrence of past abuses. The important factor, however, is that in moving against the companies he separates the lines, and instead of unification produces integration. Instead of securing a completely unified city owned system without expense to the city, his plan involves, before even getting to new construction, paying scores of millions of dollars to the Interborough and B. R. T., to recapture the possession of city owned lines. At every point where the city owned line touches a privately owned line there is necessarily involved in the Mayor's plan a transfer point and an additional fare.

"The Brooklyn crostown line is an example of how through the utilization of all existing lines it is possible to give vastly improved facilities and through free transfers at all intersecting points make that service available to practically all parts of the boroughs of Brooklyn and Queens."

### E. D. DIER INDICTMENT ORDERED TRANSFERRED

### Codefendants' Cases Taken From Criminal Branch.

The indictments against Elmore D. Dier, former head of the defunct brokerage firm which bore his name; Harry J. Lawrence, Jr.; Benjamin F. Shrimpton and Adam Recklein for grand larceny and buckkiting have been transferred from the criminal branch of the Supreme Court to General Sessions on application of District Attorney Joab H. Banton. They were indicted June 21. The orders of removal were signed by Justice Edward J. McGoldrick. The case against Dier is on the calendar in General Sessions for Tuesday before Judge Robert S. Johnston.

### PHONE BOOTH 'PRISONS' WILL NOT BE USED HERE

### Company Not Considering 'Pay or Stay In' Idea.

The telephone booth invented in Elizabeth, N. J., that imprisons the user until he gets his number and until all charges have been paid will not be installed by the New York Telephone Company, inquiry yesterday revealed. Although this device, the product of George E. Thum and Gustav Theimer, had been submitted for consideration there had never been any idea of its acceptance, it was said.

### ATLANTIC CITY TO HOLD BEAUTY SHOW THIS WEEK

### Judges Debating Whether to Bar Bobbed Hair.

ATLANTIC CITY, Sept. 2.—The usual elaborate preparations are being made for the annual Atlantic City Pageant and Beauty Show, which is to be held the last half of next week, with September 7 as the day of probably greatest interest. A \$5,000 golden mermaid is to be given to "the most beautiful girl in America," chosen from contestants from many different communities, and some of the judges are still trying to determine whether certain standards of beauty shall be adhered to and whether bobbed hair shall bar a contestant. The Pennsylvania Railroad is making exceptional preparations to participate in the pageant. It will send both its shop band and its shop glee club from Altoona and will close the Pavana shops, near Camden, for an entire day, so that the employees may go to the shore in a special train.

### LABOR PARTY TO FIGHT OLD LINE CANDIDATES

### 'Ouerturn in N. Y. Political History' Promised.

Preparations are being made by the recently organized American Labor party to wage a campaign for the election of candidates opposed to the old line parties more extensive than has ever been waged before by the elements of which it is composed. In a Labor Day message to organized labor issued by the managers of the party last night it was stated that "New York city will be looked for as an impressive victory by many intelligent voters in other States. We can bring about an overturn in the political history of New York next November." The campaign will be started on Tuesday from new headquarters in the building of the International Ladies Garment Workers Union, 3 West Sixteenth street. The American party will

not appear on the ballot this year, but the Socialist and Farmer-Labor parties have agreed to conduct campaigns for their candidates, who are identical under the direction of the A. L. P. Julius Gerber, the Socialist, is to conduct the campaign as executive secretary of the new organization. Its statement ends: "Close up the ranks. Leave the parties of the enemy. Organize your power. Unite with us, vote for and march to victory."



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## Chapeaux Nouveaux de Paris presented by McCreery



A Levis Creation

THE large tricorne or broad brimmed hat with an ample veil of heavy lace draped across the lower part of the face in Oriental fashion, is the crowning feature of the season. It is distinctly *de Paris* and finds its only rival for exclusive favor in the wide use of ostrich and monkey fur as novel and unique embellishments. The creators of these models which James McCreery & Co. has sponsored this season and now exhibits, are:

- Caroline Reboux
- Gerorgette
- Maria-Guy
- Germaine
- Lucie Hamar
- Suzanne Talbot
- Rose Descat
- Louison
- Marguerite & Leonie
- Leontine
- Marie Crozet
- Suzanne
- Marie Louise
- Lewis
- Molyneux

[Third Floor, Annex]

## Our Representatives Fresh from the Maisons de Paris

where new modes make their debut—tell of wraps, gowns and blouses revealing Fashion's swift change from the naivete of youth to the sophistication of maturity.



**"Drapery Makes the Gown"**  
gives it that snugness about the hips which molds the figure, and by skillful manipulation, attains the effect of a low waistline. Very often it cascades down the side and achieves an unevenness of the hem, as in the model at the left from *Agnes*. The drape even attaches itself to the sleeve, when there is one, resulting in the drape sleeve which tightly hugs the upper arm and then falls loosely away above the elbow.



**The Blouse Holds to Beads**  
and embroidery in one or two subdued or brilliant tones to enhance its beauty. At the right is one of the new creations which we secured at a recent Paris opening in White Georgette Crepe with a bodice effect of Black Crepe Satin, embroidered in Orange colored beads. It fastens on the side with Satin loops and buttons. Original Imported models and our own reproductions will be on view on the Fourth Floor after September 8th.

**The Three-Piece Suit Remains**  
with a coat of long and slender lines or bloused and banded snugly at the hips. Fur either as a trimming or a coat material plays an important role in evolving its luxurious beauty. The frock is usually of a rich velvety material and may be straight in line or long waisted, draped and bloused.

**The Reversible Coat is the Thing**  
appearing in Tarquina, Duvetyn and Cachelte of a Genoese, Cinder or Tunisian hue or Black. The reverse side, cuffs and collar are of furs such as moleskin and rock squirrel. A unique buckle fastening at the hip imparts a slightly draped effect and causes the outside line to become shorter than the inner.

[Fourth Floor]

## Fall Exhibit of "McCreery Silks"

Our new Autumn Fabrics are daily arriving and reveal many original motifs in both foreign and domestic silks and velvets in exquisite shades.

We also include plain fabrics in a complete assortment of the very newest colors. Consequently you will find Chiffons, Voiles and Georgettes in endless variety.

[Second Floor]

Store Hours 9.00 A. M. to 5.30 P. M. Store closed tomorrow (Labor Day).

FIFTH AVENUE **James McCreery & Co.** 34TH STREET

## FALL FASHIONS

for Gentlemen

GOWNS FROCKS  
TAILLEURS COATS

NOW SHOWING—the advance autumn modes, depicting the new silhouette in exclusive motifs—unmistakably ANNA SCHEER in theme and treatment.

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ANNA SCHEER GOWNS  
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## Another Unusual Sale of 3000 pairs

## Sturdy School Shoes

For Boys and Girls

For Boys sizes:  
Little Boys: 9 to 13½  
Youth: 1 to 2  
Boys: 2½ to 6  
Wide widths only  
In Tan and Black

**\$2.49 a pair**

For Girls Sizes:  
Misses: 12½ to 2  
Children: 9 to 12  
Wide widths only  
In Tan Only

Made of strong, stout leather that will stand the strenuous wear and tear of school days.

Correctly built on lines that conform to the shape of the growing foot.

Also included in the Sale are:

**600 Pairs of Girls' Oxfords at \$2.49 pair**

In tan leather with imitation wing tips. Sizes 2½ to 7. Wide widths only.

Second Floor, Center, Rear.

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Store Hours:  
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