

STATION SITES FOR NEW SUBWAYS

**Pamphlet Issued by Utilities
Board Contains List of
Stops on Dual System.**

SOME MAY BE CHANGED

**Commission Is Considering Making
Times Square an Express Sta-
tion on B. R. T. Line.**

In a pamphlet entitled "New Subways for New York—The Dual System of Rapid Transit," the Public Service Commission has put together all the available information about the great project over which it has supervision. The pamphlet has been written in the main and prepared under the care of James B. Walker, Assistant Secretary of the Commission, and is illustrated with cuts which show the character and extent of the work. Photographs are shown of the streets of the city as they are at present, and the marvelous engineering activities which are going on underneath them entirely beyond the ken of the ordinary citizen. The new ornamental style of elevated structures to be set up in the outlying districts are also illustrated.

One of the most important features of the little book is a list of the stations on the new lines to be constructed by the city. This list cannot be taken as absolutely final as it is liable to be modified to meet unforeseen difficulties or to satisfy the wishes of those interested in a particular district. Thus, the list at present puts the express station in the Times Square district of the B. R. T. system at Forty-ninth Street, with an additional entrance at Forty-seventh Street, but it is understood that the Commission will make this station a local, and the B. R. T. station at the lower end of Times Square an express stop, so as to make a traffic junction in this part of the city.

In the same way the Commission has under consideration the request of the property owners of Columbia Heights, Brooklyn, for a station at Hicks or Henry Street and Montague Street, for the new B. R. T. line which will run under the East River from Whitehall Street. This station will be constructed if certain engineering problems can be solved. So these lists should be taken only as tentative, except on those lines on which the construction contracts are already let. Here are the stations on the new Interborough lines:

LEXINGTON AVENUE LINE.

(Manhattan.)

*Grand Central.	96th Street.
51st Street.	103d Street.
59th Street.	110th Street.
68th Street.	116th Street.
77th Street.	*125th Street.
*86th Street.	

RIVER AND JEROME AVENUE BRANCH.

(Bronx.)

Mott Haven.	*Burnside Avenue.
149th Street.	183d Street.
161st Street.	Fordham Road.
167th Street.	Kingsbridge Road.
170th Street.	200th Street.
Belmont Street.	Moshulu Parkway.
176th Street.	*Woodlawn Road.

SOUTHERN BOULEVARD AND WEST- CHESTER AVENUE EXTENSION.

(Bronx.)

Third Avenue.	St. Lawrence Avenue.
Brook Avenue.	*East 177th Street.
Cypress Avenue.	Castle Hill Avenue.
East 143d Street.	Zerega Avenue.
East 149th Street.	Westchester Square.
Longwood Avenue.	Middletown Road.
*Hunt's Point Road.	Euboe Avenue.
Whitlock Avenue.	*Pelham Bay Park.
Clason's Point Road.	

SEVENTH AVENUE LINE AND BROOK- LYN BRANCH.

(Brooklyn.)

Borough Hall.	Canal Street.
Henry Street.	Houston Street.
Wall Street.	Christopher Street.
Fulton Street.	*14th Street.
Park Place.	18th Street.
South Ferry.	23d Street.
Rector Street.	28th Street.
Cortlandt Street.	*Penn. Station.
*Chambers Street.	*Times Square.
Franklin Street.	

FLATBUSH AVENUE AND EASTERN PARKWAY LINE.

(Brooklyn.)

Bergen Street.	Nstrand Avenue.
Prospect Park Plaza.	Kingston Avenue.
Underhill Avenue.	*Utica Avenue.
*Franklin Avenue.	

NOSTRAND AVENUE LINE.

(Brooklyn.)

President Street.	Beverly Road.
Sterling Street.	Newkirk Avenue.
Winthrop Street.	Flatbush Avenue.
Church Avenue.	

LIVONIA AVENUE LINE.

(Brooklyn.)

Sutter Avenue.	Pennsylvania Avenue.
Saratoga Avenue.	Van Sicklen Avenue.
Rockaway Avenue.	New Lots Avenue.
Junius Street.	

STEINWAY TUNNEL LINE.

(Manhattan.)

Times Square.	Grand Central.
Fifth Avenue.	

Vernon-Jackson Ave.	Ely Avenue.
Hunter's Point Ave.	*Queensboro Plaza.

WOODSIDE AND CORONA LINE.

(Queens.)

Rawson Street.	Broadway.
Lowery Street.	25th Street.
Bliss Street.	Elmhurst Avenue.
Lincoln Avenue.	*Junction Avenue.
*Woodside.	Alburtis Avenue.

ASTORIA LINE.

(Queens.)

Beebe Avenue.	Grand Avenue.
Washington Avenue.	*Hoyt Avenue.
Broadway.	Ditmars Avenue.

WHITE PLAINS ROAD LINE.

(Bronx.)

*East 180th Street.	East 219th Street.
Burchell Avenue.	East 225th Street.
Pelham Parkway.	East 233d Street.
Allerton Avenue.	East 238th Street.
Burke Avenue.	*Becker Avenue.
*Gun Hill Road.	

The stations on the new Brooklyn Rapid Transit lines have been fixed tentatively thus:

CENTRE STREET LOOP LINE.

(Manhattan.)

*Chambers Street.	*Bowery.
*Canal Street.	

FOURTH AVENUE SUBWAY.

(Brooklyn.)

Gold Street.	*36th Street.
De Kalb Avenue.	45th Street.
*Pacific Street.	53d Street.
Union Street.	*59th Street.
9th Street.	Bay Ridge Avenue.
Prospect Avenue.	77th Street.
25th Street.	*86th Street.

NEW UTRECHT AVENUE LINE.

(Brooklyn.)

*Ninth Avenue.	79th Street.
44th Street.	Eighteenth Avenue.
49th Street.	Twenty Avenue.
*53th Street.	*Bay Parkway.
*62d Street.	Twenty-fifth Avenue.
71st Street.	*Surf Avenue.

GRAVESEND AVENUE LINE.

(Brooklyn.)

Ft. Hamilton P'kway.	Avenue P.
Thirteenth Avenue.	*Kings Highway.
Ditmars Avenue.	Avenue U.
*Eighteenth Avenue.	Avenue X.
Avenue I.	Van Sicklen.
Twenty-second Av.	*Surf Avenue.
Avenue N.	

NASSAU STREET LINE.

(Manhattan.)

Broad Street.	Broadway.
Fulton Street.	

BROADWAY-59TH STREET LINE.

(Manhattan.)

Whitehall Street.	23d Street.
Rector Street.	28th Street.
Cortlandt Street.	*34th Street.
*City Hall.	42d Street.
Canal Street.	*49th Street.
Prince Street.	57th Street.
8th Street.	Fifth Avenue.
*Union Square.	Lexington Avenue.

ST. FELIX STREET AND FLATBUSH AVENUE LINE.

(Brooklyn.)

Atlantic Avenue.	Seventh Avenue.
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MONTAGUE STREET LINE.

(Brooklyn.)

Court Street.	
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FOURTEENTH STREET-EASTERN DIS- TRICT LINE.

(Manhattan.)

Sixth Avenue.	Third Avenue.
Union Square.	First Avenue.

(Brooklyn.)

Bedford Avenue.	Flushing Avenue.
Lorimer Street.	De Kalb Avenue.
Graham Avenue.	Ridgewood.
Grand Street.	Halsey Street.
Montrose Street.	Central Avenue.
Morgan Avenue.	Broadway.

*Express station.

The stations to be erected on the elevated extensions, which will be owned

by the companies, have not been announced. They will not be known by the Commission until the companies file their plans, and this is not likely to be until the tedious process of obtaining the consent of property owners has been concluded.

The latest estimate of the cost of the new system shows it has been reduced from \$350,000,000 to \$337,000,000, of which the city will be expected to supply about \$171,000,000. The Interborough will contribute altogether some \$165,000,000, of which \$58,000,000 will be spent on the city-owned lines. The New York Municipal Corporation will find \$61,000,000, of which \$14,000,000 will go toward the cost of the city-owned lines. The rest of the contributions of the companies will be for equipment and the extension and third-tracking of the elevated lines. But the equipment will belong to the city.

The pamphlet points out that the Centre Street loop will probably be running under temporary equipment by Aug. 1, and the Steinway tunnel by the end of the year. The Fourth Avenue, Brooklyn, line is expected to come into operation next, but there are difficulties about that. The Classon Avenue sewer still occupies two of its tracks, and though two-track operation might be begun even with that unrecovered, the Bridge Department has not yet provided the connection between the Manhattan Bridge and the Loop Subway, and until the cut is completed at Thirty-ninth Street, Brooklyn, there is no way by which cars can be run into this line.

It may be next summer before the Fourth Avenue line is open, and after that some of the extensions and new third tracks of the elevated lines should be in operation. It takes only eighteen months to build a new elevated line, as against thirty-six or forty-two months for a subway, but the companies have to meet the delay of obtaining the consent of property owners and the difficulty of finding enough engineers and draughtsmen to get out the plans.

ABDUCTION PLAN BY 'PHONE

**Dowsey Neighbor 'Overheard, So
Chauffeur Bridegroom Is Shadowed.**

Dr. George H. Dowsey of Great Neck, L. I., whose daughter, Helen Anna Dowsey, was secretly married on Wednesday afternoon to George Lephardt, a chauffeur, of 22 Ash Street, Flushing, threatened yesterday to prosecute Lephardt for abduction if the young man persisted in the effort to induce his daughter to go away with him. The physician also charged that on Friday night Lephardt had concocted a scheme to carry the girl off in an automobile and go to New Jersey. Lephardt talked about the plot with a friend over a party telephone line, and one of Dr. Dowsey's neighbors heard him.

"My friend called me up at once," said Dr. Dowsey, "and told me all about it. The plan was to approach my daughter the first time she left my home and induce her to run away. Lephardt had the automobile ready and was prepared to make the trip to New Jersey at a moment's notice. But he won't be able to carry out the plan now. Since then Mrs. Dowsey has talked the matter over with Helen and has shown her that life at home was much to be preferred to life with Lephardt. I am satisfied she will not go away with him unless she is actually abducted."

Dr. Dowsey added that detectives had been retained to watch his daughter and Lephardt. He said that he would not prosecute the chauffeur if he would go away and make no further efforts to reach his daughter. He said, however, that action would be brought if the young man followed the other course. In the meantime Dr. Dowsey asserted that he would proceed with the annulment suit through his counsel, James L. Dowsey, a brother. As his daughter is not yet 16 years old, he said, he did not anticipate any trouble breaking the marriage. His daughter had admitted to him that she had run away with Lephardt as a lark.

Dr. Dowsey vented his wrath yesterday upon the Rev. Raymond L. Forman, pastor of the Flushing Methodist Church, who performed the marriage ceremony. He told the minister that any one who looked at the girl's childish face would know that she was not 18 years old. He also blamed the minister for not getting into communication first with Mrs. Lephardt, who was a member of the church. The physician had a few things to say about Deputy City Clerk George Frenz of Long Island City, who granted the marriage license. Frenz, he said, should not have granted the license without investigation after the young girl gave her address as Great Neck, and then, when informed that a license could not be granted to her as a resident of Great Neck, changed her address to Flushing.

Charles H. Lephardt, father of the bridegroom, after an exchange of messages with Dr. Dowsey, reiterated his statement yesterday that he would stand by his son. He was opposed to the annulment proceedings.

DEFENSE ABSOLUTE DENIAL.

**Connolly Wastes No Words in An-
swering Alienation Charge.**

Denying every allegation contained in the Connolly alienation complaint except the facts that Maurice E. Connolly is a resident of Queens County and Mr. and Mrs. Aloysius G. Halleran are man and wife and lived together, Charles Pope Caldwell, representing Connolly, yesterday served formal answer to the suit on Robert Price Bell, the plaintiff's attorney.

One of the three "prominent business men" of the borough against whom Lawyer Bell said he would bring suits for slander has disappeared until the storm blows over, and it is said has sought a quiet mountain retreat. Halleran's attorney insists that the actions will be vigorously fought by him.

The Jefferson Democratic Club, which is looked upon as the organization club of Flushing and whose members have shared more of the patronage than other Democrats who are not enrolled, has come out in defense of the Borough President. Halleran was one of the charter members of the club. He has not been at the club since the scandal broke.

The long resolution sets forth that "the club never has wavered in its allegiance to Borough President Connolly." After dwelling on the vast area of Queens and its almost unlimited possibilities for commercial and industrial development, it says:

"Upon taking office Borough President Connolly stated that he wanted to give the people an honest and business-like administration, and he has made good."

"His clean administration stands out in sharp contrast to former conditions in the borough."

In conclusion, the resolution states:

"The Jefferson Democratic Club ignores the statements of political foes, reiterates its confidence in the integrity, high character, and blameless life of Maurice E. Connolly, and assures him of its unswerving support in the future."

Wincheli with Harriman Forces.

B. L. Winchell, whose retirement as a receiver of the St. Louis & San Francisco Railroad will take effect on July 14, is to join the Harriman forces on the day following. It was announced yesterday that Mr. Winchell had been appointed Director of Traffic, the position relinquished some months ago by J. C. Stubbs. His headquarters will be in Chicago.