

500 at Meeting Demand Action On New Subway

Oppose Delay in Building System Linking Queens and Manhattan.

Boro Officials Urge Protest

Close to 500 persons attending a mass meeting in the Newtown High School at Elmhurst last evening under the auspices of the Queens Boulevard Rapid Transit Association passed resolutions urging the Board of Estimate and the Board of Transportation to push without delay the awarding of the contract for the construction of the subway along 53d st., Manhattan, from 8th ave. to Nott ave., Long Island City, as the first step towards the construction of the Queens transit extension.

Michael Shugrue, Commissioner of Public Works of Queens Boro, was the principal speaker of the evening. He attended as the representative of Boro President Connolly and urged that the people of Queens wage an active and intensive campaign to win the transit relief which the present Queens administration believes the people need. Charles S. Wilkie, president of the Queens Boulevard Rapid Transit Association, presided.

The construction of the 53d st. extension is at present being delayed because of a court injunction secured by certain Manhattan organizations headed by the Central Park West Association. This organization, opposed to the city spending any money for the extension of rapid transit in Queens at the present time, took the matter to the courts on a technical charge that the contracts as prepared by the Board of Estimate and the Board of Transportation violated certain labor rules. The Manhattan work is being pushed at the present time without interference.

Cafe Still in Court.

The petition has been denied in the Supreme Court and the Appellate Division and is now before the Court of Appeals for a final decision. In the event that this court should decide against the present wording of the contracts, the Queens people insist that the city at once prepare new contracts that will permit the construction of the 53d st. subway.

The route was first laid out by the Board of Transportation in 1925 and approved by the Board of Estimate, at which time public hearings were held and no opposition was raised.

The injunction was not sought until all the plans were completed and the city was about to advertise for bids so that the contract might be awarded. Then other opponents from Manhattan appeared on the scene.

The City Club, through its attorney, Henry Curran, suggested that the city should delay the Queens subways for the present and devote the money to the construction of more public schools and the acquisition of public parks. The Merchants Association came out in favor of the construction of the Jersey tunnel in preference to the Queens tunnel.

Proposed Subway Route.

The plan already favored by the city to give Queens its much needed subway relief calls for the construction of a route starting at the intersection of the 8th ave. subway and 53d st., passing through 53d st. and going through a new tunnel under the East River to Nott and Jackson aves., Long Island City. The proposed subway is then to go along Jackson ave. to Steinway ave., where the four tracks will be divided, two continuing to Broadway and two turning up Steinway ave. to Broadway and passing along that thoroughfare to Jackson ave. to connect with the main line. The plan then calls for two tracks passing through Jackson ave. to Fisk ave., and along Fisk ave. to Queens boulevard. The other two will continue through Broadway, through Woodside, Winfield and Elmhurst, to Queens boulevard, the two routes joining in the vicinity of Grand st. and continuing along Queens boulevard to Hillside ave., Jamaica, two to continue along Hillside ave. and the other two to turn into Sutphin boulevard, Jamaica, to the Long Island Railroad terminal.

Spur at Maspeth.

Under this plan the loop through Fisk ave., Winfield, makes provision for the future construction of a spur to Maspeth and Ridgewood. It is also planned at a later date to connect the Brooklyn cross-town route with the Queens route at Nott and Jackson aves., Long Island City.

Some of the Manhattan opponents to the spending of city money for the construction of Queens subways would have any future routes use the present 53d st. tunnel of the B. M. T. system, but Commissioner Shugrue pointed out that the B. M.



New Vice Squad Operating Under Liability Law

Nassau Cops War on Speakeasies by Acting Against Owners.

Method Proves Effective

(Special to The Eagle.)

MINNOLA, L. I., Jan. 28.—The newly organized vice squad, now operating under Capt. Harold R. King and Sgt. Winfred Remsen, has adopted a novel method of breaking up speakeasies, which is proving rather effective. They are operating under the Liability Law, which holds liable the owner of the building against which there is a complaint.

This complaint is laid before the owner, who is called upon to eject the tenant who is violating the law. If he persists in retaining that tenant the place is padlocked, and after an arrest and conviction of the tenant, the State can proceed against the owner and bring him to court.

Owners Co-operating.

Thus far, owners have evinced a desire to co-operate with the vice squad and as a consequence several tenants who have been violating the law have been ejected. The Federal authorities are working hand in hand with the county authorities and will padlock all places against which complaints have been made of violations of the Volstead Act.

"This method is proving effective," said District Attorney Elvin N. Edwards, "and I believe it will be far-reaching. With the police operating under the Liability Law, owners of buildings and homes, used for illicit purposes, often unknown to them will, I am sure, aid us in cleaning up. In the event that owners do not aid us in this matter we shall proceed against them."

Several owners, against whom complaints have been lodged, have come to the office of the captain of detectives and have promised to eject tenants who are using their places illicitly.

T. tube is already near its capacity point with the Astoria and Corona trains now using it and that when the Flushing service is started within a few months and a greater number of passengers demand an increase in trains the B. M. T. tunnel will have all the traffic that it can safely handle.

Makes Comparisons.

As an argument in favor of Queens, Commissioner Shugrue stated that although Queens now equals the Bronx in population and exceeds it in assessed valuation, the Bronx has 31 route miles of rapid transit while Queens has only 15 miles. Manhattan, he said, has 77 miles and Brooklyn 84 miles. He also declared that the number of fares per track mile in Queens was greater than in either Brooklyn or the Bronx.