

**NANCE O'NEILL
IS COMING BACK
IN "ANN BOYD"**

"The Lady From Oklahoma"
Another New Play—Grace
George in "Divorcans."

WALLACE THEATRE reopens on Monday night with "Ann Boyd," a four-act play by Lucille LaVerne from the novel of the same name by Will N. Harden. Ann Boyd is the young wife of a farmer. Their home life is peaceful until Jane Homelway comes upon the scene and her unfounded gossip leads to a separation between the Boyds. Then Ann's adopted son falls in love with the daughter of the woman who has wrecked her home, and she struggles between her desire for revenge and her devotion to the young man. Among others in the cast will be Nance O'Neill, Lucille LaVerne, Grace Scott, C. E. O'Donnell, Rapley Holmes and Wilson Maraca. Three hundred orchestra seats will be sold at \$1.

Grace George begins a short season at the Playhouse on Tuesday evening in a revival of "Divorcans." In Miss George's support will be William Courtleigh, Frank Reicher, Frank Compton, Howard Estabrook, Maria Majaroni, Gail Kane and Maude Turner Gordon.

"The Lady from Oklahoma" comes to the Forty-eighth Street Theatre on Wednesday evening. This comedy by Elizabeth Jordan concerns itself with the domestic adventures of the wife of a self-made millionaire from Oklahoma who has been elected to the United States Senate. She remains at home and stands still while her husband progresses and broadens until she suddenly realizes that he has grown beyond her and that she is losing him. At the same time she has the fact thrust upon her that a woman lobbyist is supplanting her. Mrs. Dixon eventually transforms herself from a frump into an attractive woman and is more than able to cope with her rival. The cast will include Jessie Bonstelle, Maude Earle, Helen Gray, Marie O'Mahony, Walter Hitchcock, William Harcourt, Henry Harmon and Walter Renfort.

Columbia University students will give Offenbach's "The Brigands" at the Hotel Astor on Monday evening.

A fine programme has been arranged for the Actors' Fund Benefit performance to be given at the Century Theatre on Tuesday afternoon.

For the Jerome H. Eddy testimonial at the Liberty Theatre to-morrow night a large number of popular performers have volunteered their services.

"The Count of Luxembourg" comes to the Grand Opera House on Monday night.

William Collier will be seen in "Never Say Die" at the West End Theatre.

At the Harmon Opera House "The Rosary" will be the offering.

"Sapho" is to be presented by the stock company at the Star Theatre.

The Columbia will have "The Jolly Follies."

"Queens of Paris" will be seen at the Murray Hill Theatre.

"The Social Maids" come to Hurtig & Seamon's.

At the Olympic will be "The American Beauties."

"Stars of Stageland" will be the attraction at Miner's Eighth Avenue Theatre. Miner's Theatre will offer "High Life in Burlesque." At Miner's in the Bronx will be "Miss New York, Jr."

VAUDEVILLE ATTRACTIONS.

Among others at Hammerstein's will be Pauline, the hypnotist; Besale Wynne, in new songs; the Six Musical Cuties, Frank Fogarty and Billy Gould and Belle Ashlyn.

The Colonial will have Dr. Carl Herman, the electrical wizard, in "The Window of the Haunted House," Ray Samuels, Master Gabriel, in "Little Kick," Ce Dora, "the girl in the golden globe," Elm Russeger, "cellist, and others.

Features at the Alhambra will be Mr. and Mrs. Carter De Haven, Sam and Kitty Morton in "Back to Where They Started," Willard Mack and Marjorie Rambau in "Kick In," "Court by Girls," and talking motion pictures of "The Master Mind."

Maggie Cline will head the bill at the Bronx Theatre. Other features will be "The Movies," George Whiting and Sadie Burt in "Song Sayings," "Arcadia," Mabel Adams in "Zilla" and the Australian Woodchoppers.

The bill at the Fifth Avenue Theatre will include Carter, an illusionist; James and Bonnie Thornton, and Louise La Gel in "The Tigriss" dance, together with Arthur Dunn and Catherine Hayes. At Proctor's Twenty-third Street Theatre McMahon's Pullman Porter Maids will be the chief attraction. The Fifty-eighth Street Theatre will have De War's Comedy Circus. Taylor Granville's tabloid melodrama, "The Holdup" will lead the bill at the

**THREE WELL-KNOWN
ACTRESSES IN PLAYS
BILLED FOR NEXT WEEK.**



JESSIE BONSTELLE
48th St.

One Hundred and Twenty-fifth Street Theatre.

On the bill at the Union Square Theatre will be Owen Modivney in "Bill Sikes," Catherine Courtine in "The Birthday Present," Violet Dale in character songs, Herbert Ashley and Al Lee in "A Night in Chinatown," and Van Hoven, "the mad magician."

Among the new motion pictures at the Regent will be "The Battle of Trafalgar" and "Kings of the Forest."

NOTES OF THE THEATRES.

In letters to Frederick H. Robinson, who got "Damaged Goods" staged for the Medical Review of Reviews, Mayor Gaynor declares Brieux's play "Overwrought, overstated, false to nature and experience, and an encouragement to men given to lewd women." Marjorie Patterson, who is scoring a success in London with Sir Herbert Tree, in "The Happy Island," is a daughter of Mrs. Wilson Patterson of Baltimore, Md.

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A Bill That Seriously Menaces the Interests of the Railroads and the Public

To the Public:

We consider it of great importance that the public be advised that a very serious menace to the interests of both the railroads and the public is presented in the Extra Crew Bills, which have been passed by the Legislatures of New York and New Jersey, and which are now before the Governors of those States for approval or veto.

An absolute waste of \$2,000,000 per annum in New York and of \$500,000 per annum in New Jersey will result if these bills are enacted into laws. This money must be provided by the public in payment of freight and passenger charges. It must be charged out of the running expenses of the railroads, and prevents to just this extent real improvement, such as removal of grade crossings, signals, and other measures which add to the comfort and safety of the public. This \$2,500,000 represents the annual interest at five per cent. on \$50,000,000 of capital.

Adding arbitrarily to the number of men on a crew does not increase safety nor improve efficiency. Investigation shows that no serious accident of the past can be attributed to inadequate manning of trains. These bills represent purely and simply what are generally recognized to be unwise labor organization measures, designed to force the railroads to employ unnecessary men.

The passage of such laws as these, involving a serious waste of the public money, encouraging idleness and promoting demoralization among railway employes, is a dangerous development which we submit should be highly disapproved of by the public. It should also be disapproved of by the railway employes themselves as making it all the more difficult for the railroads to meet the constantly recurring demands for increased wages.

Every train should be adequately manned. Of that there is no question. In some cases more men are already employed than are required by even these bills. On other trains there is absolutely nothing for the extra men to do. If any railroad does not adequately man its trains, the Public Service Commissions should have the right to prescribe what should be done. The Commissions of New York and New Jersey have ample power in this regard—this power the railways have never questioned.

There is another feature of importance concerning this matter. This and similar bills make very serious inroads on railroad revenues. If the company is solvent, such inroads deplete the surplus. That the earning of such surplus is imperative may be seen from the very large expenditures to which railroads may of necessity be subjected in repairing damages to their properties by catastrophes such as the floods which are now being experienced in the Middle West.

Payments for such repairs come out of expenses, and in the present instance these expenditures will of necessity be very large. The repairs and replacements due to the devastation of railroad property as a result of these floods constitute an unavoidable waste. The waste involved in extra crew laws, however, is not unavoidable and should be prevented as a matter of the highest public policy.

We feel very strongly that the public should realize the seriousness of this situation and should make it clear to Governor Sulzer of New York and Governor Fielder of New Jersey that in vetoing these measures and leaving the subject to be dealt with by the respective Public Service Commissions they would but express the enlightened sentiment of the people of both States.

Similar extra crew bills have been vetoed by Governors Foss of Massachusetts, Harmon of Ohio, Hughes and Dix of New York, on the ground that the Legislature should not impose any such mandatory legislation, but that the Public Service Commissions should be permitted to exercise the ample powers conferred upon them to deal with such situations.

It is to be hoped that as a result of the hearing to be held in Albany to-day, at which almost every business in the State will be represented, the Governor will decide that the settlement of this question, like others of equal importance affecting the transportation interests of the State, should be left to the Public Service Commission.

- Samuel Rea,
President, Pennsylvania R. R. Company.
- W. C. Brown,
President, New York Central Lines.
- C. S. Mellen,
President, New England Lines.
- W. H. Truesdale,
President, Del., Lack. & West. R. R. Co.
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