Ford Fares To War

Manufacturer Believes as Soon as His Young Men Get Tuned Up Jitney Submarine Chasers Will Be Produced at Rate of One a Day or Better

This is the first of a series of articles dealing with the making of various instruments of a lasting peace in the Ford shops of Detroit. These instruments, the making of which in unprecedented numbers accentuates Mr. Ford's leaning toward genuine pacifism, are besides the "Eagle," described in this article, Liberty motors, a special type of tank, farm tractors and gun carriages.

By Theodore M. Knappen

DETROIT, April 25.

STARTING with one man who is reputed to have worked on a steel ship as a riveter at one time, Henry Ford is preparing to build a thousand warships more or less—doubtless more if the first flock does not exterminate the submarine. Unless they should be gathered in by chance there will be no other experienced shipbuilders in all the force of 5,000 or more that are to incubate the "Eagles" whose titanic eyrie is now being built of huge sticks of steel at River Rouge, just south of Detroit. Builders of ships at the seaboard need not worry about Mr. Ford "lifting" their skilled workers. Any man who has worked on ships before will have to prove that he is a mighty good forgetter before he will be knowingly engaged for work on the "Eagles."

But, first, let us consider what an "Eagle" is. The Navy Department decided that submarine antiseptic measures called for a "chaser" somewhere between the super-destroyers with their enormous propelling power and terrific speed and the 80-foot power boats that were built in such large numbers at first by both the British and American navies. About that time Henry Ford appeared in Washington and talked with Chairman Hurley of the Shipping Board about his ideas of building ships on the same principles of quantity production that are capable of turning out a Ford car a minute. It was even announced that Mr. Ford had "joined" the Shipping Board. It appears, however, that Josephus Daniels was a better wooer than Mr. Hurley, for the next thing the country knew Mr. Ford had industrially joined the navy. Possibly the idea of killing the submarine by direct blows instead of by feeding it to death with merchant ships appealed more to Mr. Ford's ideas of the best way to deal with the under-water devils.

One Water-Going Ford a Day

Anyway, the naval constructors drew up a general plan of a 200-foot destroyer and Mr. Daniels invited Mr. Ford to work out the details to fit jitney methods of construction and go to it with all possible speed. Mr. Ford "guessed" that after his young men had tuned themselves up to the idea of building water-going Fords they would be able to turn them out at the rate of one a day, and possibly, if the demand were insistent, at the rate of three a day. But I am warned to go slowly on predictions. Mindful of the delay in aircraft production that followed roseate forecasts, the Ford people don't care to go on record as saying any more than that they are going to build the first batch just as fast as they can and then try to beat their own record with subsequent orders. It is not permissible to state the precise number of the "Eagles" in the first order, but, large as it is, the fact that the Ford company is duplicating the Rouge plant in the Newark meadows, so that the freezing up of the Great Lakes next winter will not interfere with production, indicates that if the war or the U-boats do not come to a sudden end every German submarine will have a flock of "Eagles" looking for it.

Just Tacked on New $3,000,000 Plant

It happened that Mr. Ford was just then at work on a $20,000,000 blast furnace at Rouge, where he purposes to make all his own iron directly from the ore to the casting. It was a little matter to tack on a $3,000,000 ship assembling plant for the navy and agree to take it over when the navy was through with it.

Work on this plant, whose actual buildings cover more than five acres, began in February and should be done in May. The ships are to be put together under roof, which is something unusual in shipbuilding, and the great assembly building that is to house them is 1,700 feet long and 300 feet wide. This structure requires 4,000 tons of steel and an enormous amount of concrete, brick and glass. More than one-third of the steel is already erected; about one-third is in sight and the whole of it will be in place by May 10, about ninety days from the time work began. The fabricating shop, of mill construction, 450 by 150 feet, was put up in thirty days, and most of the machinery is already installed and at work. It will do every bit of fabricating that is done in every plate, channel and angle that goes into the destroyers.

Here is where the land flivver was sacrificed to the sea flivver. It being impossible to purchase machine tools for the new shop and secure delivery anywhere within six months the shops of the Ford Motor Company at Highland Park were robbed of enough presses, brakes and rolls to equip the ship plan shop, and the special dies, drills, etc., were quickly made in those shops. This and other government work have cut down the output of Ford cars about 50 per cent. The turbine engines for the new type of destroyers are being built at the Highland Park factory and the boilers will be assembled at Rouge. The horsepower of these turbines would not be allowed to pass by the censor, so all that can be said here is that it is sufficient for the purpose. And so, by the way, will be the guns and other talons of the Eagles.

Sample Boat Is Nearly Finished

Mr. Ford is well aware that quantity production and constant alterations cannot travel together. So while the big assembly building is going up and the shop is merrily accumulating parts for the boats-to-be a sample ship of full size is nearing completion at Highland Park. This gives the engineers full scope for changes and the workmen a chance to practise in the school of experience. So in the very building where they were wont to make automobiles workmen are now completing a sizeable ship. This sample boat was really built directly from hundreds of blueprints made in the Ford drafting rooms, but as the naval constructors insisted on checking up with templates, the boat was actually laid out and a template made for each part. Having completed one boat in the regular shipbuilding way in this respect there will be no further use for the templates. Every part will be made to plan and will go into its place when the time arrives, just as each part of a Ford car fits into its place.

The high-and-dry ship, mother of the aquatic Eagles, ancestor of sea rovers, born only to establish the type, doomed never to know the sea or even to touch water, sentenced to die, that her fierce and mighty brood may be well born, lies in a great well in one of the Ford buildings, in the bottom of which is a sunken railway track, which formerly carried cars that were being loaded for shipment. The keel blocks are laid over the sunken tracks and loading docks on upper floors were sheared off to give clearance for the rising boat. So the privileged visitor can walk under, climb over and above and through the mother of the fierce flock that may one day drive the submarine rats into their holes at Kiel and Bremenhaven and keep them there.

This ancestral eagle of the ocean is long of neck and sharp of beak, has shallow draft and a breast that slopes sharply from the straight sides to the keel, well designed to shed torpedoes. With lines of speed she is nevertheless a wholly standardized ship, even more completely adapted to fabrication and assembling methods than any of the fabricated merchant ships. Only the bilge plates are rolled.

Ships Will Not Be Launched in Old Way

The Ford idea of a standardized, fabricated ship is not radically different from the fabricated merchant ships of the Shipping Board, but the method of assembling is sensationally new in shipbuilding. The growing ship at Rouge will actually move along on a mammoth conveyor. There are no ways. The destroyers will begin at one end of a 1,700-foot aisle and be lowered into the water at the other end. The launching will not be an event. It will simply be that point in the process of assembling the boat when it leaves the land conveyor and is conveyed by water to the outfitting dock.

The conveyors are simply trucks, not unlike flat cars, supported by standard guage railway tracks, laid on concerete foundations. Each truck is about 31 feet long, and six of them coupled together will support a destroyer. As it is planned to take not more than twenty-one three-shift days to assemble each boat, a boat a day should be lowered from the assembly into the water.

"Lower" is the word, for instead of the usual sliding into the water powerful elevators, connected with each aisle by a transfer platform, will receive ship and trucks and descend with them into the water. After the boat floats off the elevator will ascend with the trucks, and they will return by service tracks, of which there are four, to the initial end of the assembly, where cranes will life them back to the assembly tracks to begin again their voiutionary journey. The service tracks, though of standard guage, will not ordinarily be supplied with locomotives. Adapted Ford chassis, acting as tractors, will draw the "flats" conveying parts from the store rooms and machine shop to the different points of assembling. Three overhead electric cranes in each aisle will lift all parts into place.

First Destroyer Ready in June

Thus is completely carried out in shipbuilding the idea of "line production," in which the forming structure moves along a central line toward completion as the parts flow into it from the sides. It is like rolling a snowball to increase its size instead of bringing the snow to it. The growing body successively reaches each group of parts and class of workmen. Instead of their going to it, it comes to them. It is division of labor plus conservation of labor. The men may tire themselves out working, but never running back and forth from supply point to work point.

It will require about five thousand men to keep these three lines of production going, and they will learn as they work. Some time in June the first destroyer will take to the water, and by that time the crews will probably be adept enough to follow it up with another each day. In the meantime a mile-long channel is being dredged a hundred feet wide to the Detroit River and the road to the ocean, superseding the winding Rouge River.

While the submarine falcons are building in the hands of land lubbers, other land lubbers will be training in an adjacent camp to man them, and it will be no exaggeration to say that many a young fellow who was guiding a land jitney in city streets in mid-continent a month ago will be driving sea jitneys down the ocean lanes of the Atlantic and Mediterranean ere many months have passed.

The Eagles are coming, and "coming clean"—no profiteering, no reckless waste of experimentation, no crazy buying, no labor hold-ups, a fair price, to be determined after the first hundred have established the cost—and not a cent of profit for Mr. Ford personally.

Music

Aeolian and Carnegie Halls Filled to Capacity Last Night

A few seasons ago the middle of April used to find the concert halls almost deserted. But last night both Aeolian and Carnegie halls were filled to their capacity.

At the latter Ossip Gabrilowitsch was giving the second of his three orchestral concerts at a time when the Boston Orchestra, and perhaps another of almost equal standing, is looking for a new conductor. His programme included the Brahms second symphony, Schumann's piano concerto and Gliere's facile piece of programme music, "The Sirens." Mr. Gabrilowitsch gave a finely shaded, deftly colored reading of the Brahms work, sometimes exaggerated and not always successful in dynamics and tempo, but on the whole sound, imaginative and sure. As soloist in the concerto he was vigorous and brilliant.

Edward Rechlin, playing the fine organ at Aeolian Hall, gave a varied programme, which included pieces by J. S. Bach and his son, Philip Emmanuel; conventional bits by Guilmant and Widor, a "Chant Negre," by the American composer, A. Walter Kramer, and two pieces by himself. Following the age-old custom, he made one of his numbers an improvisation. He played in a scholarly, straightforward manner and with capable technique.

Stefansson Sends Call For Aid; Now on Way

While Courier Is Speeding From Arctic, Doctor Is Bound North

FORT YUKON, Alaska, April 25.—Bringing an appeal for a doctor from Vilhjalmur Stefansson, the Arctic explorer, who lies dangerously ill on Herschel Island, a messenger reached here late yesterday, after a record-breaking trip from the North. In a message carried by the courier Stefansson told of being ill fifty days, after being stricken with typhoid and pneumonia, followed by complications.

A Northwest mounted policeman and two Esquimaus have died of typhoid, while several others are ill, the messenger said.

A doctor already is on his way to Herschel Island from here, starting several days ago upon learning of Stefansson's illness.

Stefansson's message said:

"Ill fifty days. Still running. Temperature, 102. Had typhoid and pneumonia, followed by complications. Managed to get to Herschel Island. Have been taken care of by missionaries."

Plays and Players

Selwyn & Co. will star Adele Rowland next season in a musical comedy for which Jerome Kern will write the score. The success of "Rock-a-Bye-Baby" on the road has prompted them to purchase the musical rights to still another play, which was produced a few seasons back.

Charles Rann Kennedy, author of "The Army with Banners" and "The Servant in the House," both of which are in Edith Wynne Mathison's repertory at the French Theatre, will speak at the final lecture-recital of the season in the People's House Auditorium, 7 East Fifteenth Street, this afternoon at 3 o'clock on "A Few Pertinent Impertinences.'

The entire receipts of the Century Grove for Monday evening, April 29, will be turned over to the Mayor's Committee of Women on National Defence. The money will be used in the establishment of the open air canteens.

To-morrow afternoon at the Globe theatre the final of the fancy ice skating contest will take place on the stage after the performance of "Jack o'Lantern." Fred Stone and R. H. Burnside will act as judges.

B. F. Keith's Boys' Band, composed of 125 boys, who have received a free musical education, will lead the Liberty Loan campaign parade to-day, having their place at the head of the theatre representatives, who form the first section.

The Henderson Players" to-night give the third of four special performances at the Bramhall Playhouse, on Twenty-seventh Street, near Lexington Avenue. This week the programme includes three of Alfred Sutro's one-act plays.

There will be a free vaudeville entertainment for men in service at the Playhouse, Sunday night, April 28th. Frank Vincent, of the United Booking Office, has arranged the programme given under the auspices of the Stage Women's War Relief.

Keep the Knitting Needles Flying for Sockless Soldiers

Mrs. Duryea Tells Audience of Needs of Fighters of the Allied Armies

"For God's sake, women of America, knit still. Your own boys in the American army may be well supplied with socks, as your general has recently said, but that does not relieve you of responsibility toward the men who have been dying for you these three years.

"I have seen them, pouring back into their ruined villages after a battle, their feet in dead men's shoes and wearing no socks at all. These are the soldiers of France and Belgium, who have climbed Calvary for three years while you lived here in smug peace and prosperity. Do not forget them now."

This was the appeal of Mrs. Nina Larrey Duryea, president of the Duryea War Relief, to a large audience at the Cohan Theatre yesterday afternoon. Several hundred wounded and convalescent soldiers from New York base hospitals were the guests of honor, occupying the entire first gallery, whence issued the most vigorous applause and the most hearty laughter. The proceeds of the performance will be cabled at once to Mrs. Duryea's headquarters in Paris, for the relief of the refugees from the Somme battles.

Mrs. Duryea described the work of reconstruction and relief which she has been carrying on since September, 1914. She told the story of a tiny French boy, who was outfitted with clothing by the American committee.

"The reverend father told us that the good God lived in the little white shrine in our church," the child said, "but the Boches burned our church and drove the good God out. We thought he was dead. Then came these beautiful pantaloons and this honorable coat and this most excellent shirt from America, so now we think perhaps the good God has gone to America to live."

"That is the feeling of France to-day toward America," said Mrs. Duryea, in conclusion, "and I pray you to send your clothing, as well as all the money you can spare, and all the knitting you can do, for the twice desolated villagers of Northern France."

Percy Grainger, Julia Marlowe, E. H. Sothern and Clifton Crawford were among those on the programme. Brigadier General White, head of the British recruiting mission and a wearer of the Croix de Guerre, made a short speech in the intermission. "'On ne passe pas!' was the slogan of the French at Verdun," he said, "but it is the slogan of the British as well as of the French to-day. It applies to Amiens as much as to Verdun. Don't let anybody tell you the news in the papers is terriole. Of course, it is serious, but there are many strategical reasons operating behind the bare news that we cannot understand. Don't you worry, though. 'On ne passe se pas.'"

Fighting McCook Died With Debts of $18,099

Soldier-Lawyer Insolvent, the Transfer Tax Appraisal Shows

Colonel John J. McCook, soldier, lawyer and one of the foremost laymen of the Presbyterian Church, who died in 1911, was insolvent. A member of the family known as the "Fighting McCooks," he once declined a Cabinet portfolio from President McKinley.

The condition of Colonel McCook's estate, with a deficit of $18,099, was revealed yesterday through the filing by Appraiser Anthony P. Ludden, of the transfer tax appraisal in the Surrogates' Court. This report places the assets at $45,493. Colonel McCook had 6,543 shares of stock of no value. The deductions, mostly for debts, amounted to $63,543, which placed the deficit at $18,099. The largest debt was twenty-one demand notes amounting to $62,224, made jointly by Colonel and Mrs. McCook to Charles B. Alexander.

Art

High Prices Rule at Stefano Bardini Collection Sale

High prices were obtained yesterday afternoon at the third session of the sale of the Stefano Bardini collection at the American Art Galleries. Otto Bernet, agent, was the highest bidder, paying $11,600 for a fifteenth century glazed terra-cotta Cass-relief by Andren Della Robbia. P. W. French & Co. purchased a fifteenth century Florentine colored stucco bass-relief, by Antonio Rossellino, for $7,600, and a fifteenth century Sienese colored stucco bass-relief, by Francesco Di Giorgio, for $3,000.

A pair of eighteenth century marble flower holders went to Mrs. Keller for $5,900, and R. Ederheimer paid $6,300 for a fifteenth century Florentine marble bass-relief by Bernardo Rossellino.

The following items were purchased by W. W. Seaman, agent: Fifteenth century Florentine colored terra cotta bass-relief by Luca Della Robbia, $3,000; fifteenth century Sienese colored stucco bass-relief, $2,100; fifteenth century Florentine colored stucco bass-relief, by Donatello, $3,000; sixteenth century glazed terra cotta figure, by the Della Robbia Family, $2,100; fifteenth century marble profile portrait, $2,250; Parian marble torso of a youthful athlete by Polykleitos of Sicyon, a Greek sculptor of the fifth century B. C., $5,400; thirteenth century Pisan colored wood figure, by Giovanni Pisano, $5,100, and a fifteenth century Florentine colored terra cotta bass-relief, by Donatello, $4,200.

Mrs. H. H. Spaulding bought a fifteenth century Mantau colored stucco bass-relief, by Sperandio, for $3,000. This session brought the high total of $185,390.

In contrast the prices obtained at the evening session, when the paintings were sold, were low, the highest being $900, which was paid by H. L. Kauffman for a painted panel by Francesco Ubertini. The same buyer also bought a pair of decorative panels of the school of Panini for $750. The total for the evening session was $13,917.50.

Drama

New Midnight Frolic Proves To Be the Best of the Series

By Heywood Broun

Since every one is aving daylight nowadays, it seems only fair that something should be done for the midnights. The Ziegfeld Frolic should save them from neglect. The present show, which is the seventh of the series, is quite the best the New Amsterdam Roof has seen. These Ziegfeld shows are presented in a spirit of contagious confidence. Most of the new bill deserves this complacent assurance, but even the acts which are not so good are borne along by the quality of authority.

The honors of the first night belonged to Eddie Cantor. Here manner was rather more important than material. None of the quips of Mr. Cantor would convulse the reader if set down in the cold gray dawn of the morning after, but they were rare jokes as he told them in his insistent emotional style. Other comedians insinuate their witticisms in a duly dry and impersonal manner. Cantor's method is different. He makes his jokes exciting. He gets worked up over them and succeeds in conveying the same spirit to the audience. The mildest divergence from the path of propriety becomes in his telling daring and devilish. By his intensity he can make the merely vulgar seem wicked. Of all the comedians we know Eddie Cantor is the only one who mixes his humor with ecstasy.

Night in, night out, we prefer Will Rogers. No one, unless it be George Hassell, ever amuses us so profoundly, but Rogers is erratic. He leans little on formula. Strictly speaking, he has no method. Personality is the only constant factor. He depends upon the inspiration of the moment. At best, Rogers is a humorist of high class. He is a true satirist, and we can't think of any other monologist who begins to deserve that title. Moreover, Rogers never allows his material to get set. He keeps up with the times. "To-day's jokes to-day," as we might say, with apologies to a famous news agency. Sometimes he is better than that. Occasionally he is not a funny man at all, but a humorist. And then he gives us "to-morrow's jokes to-day."

However, it must be admitted, that on the first night at the roof a few of yesterday's crept in, somehow or other. Maybe it was the fault of the audience. The tuning between giver and receiver seemed just a little out of gear. Something was amiss for the audience was further away from Rogers at the end of his little talk than at the beginning. All this we set down merely as a first night chronicle. Rogers is a marvel, and he will crackle again. After all, perhaps the trouble was neither with the actor nor audience, but in the rope. It may have been frayed.

Though not at his best, Rogers was responsible for the most amusing quip of the evening. In announcing a song by himself and Cantor he said, "Mr. Cantor and myself have been selling Liberty bonds, and if this song doesn't go well we attribute it to German propaganda."

The dancing members of the performance are all good. Frisco is the best, for he is the only one who mixes humor with his steps. Ann Pennington was alluring. Although never a pupil of Helen Moller, she has come somewhat under the influence of that school of dancing, particularly in a number called "Oriental Jazz." Frank Carter was interesting chiefly for his nimbleness of foot and his acrobatic stunts. We could not quite catch the connection between a song announcing that Pershing would cross the Rhine and a series of high kicks—but, then, nobody is too particular about symbolism after midnight. We did not even object during a patriotic tableau when a large and husky chorus girl dressed in black stepped forward in the character of Our Coal Supply. Pray heaven it will not be necessary to intrust the part to one of the ponies next winter.

Bird Millman did her marvellous stunts on a wire, and Lillian Lorraine looked beautiful and sang passably well. The concerted numbers are attractive and the new Urban set extremely handsome. Nobody has urged the saving of chorus girls yet, and they were present in the usual lavish number and quality.

The revival of "The Servant in the House" at the French Theatre will be reviewed in The Tribune to-morrow.

Thrift Stamp Day Postponed Week Because of Loan Drive

Arrangements Being Made to Establish New Record of Sales—All Stores Co-operating in Move

Monday, May 6, not May 1, is to be Thrift Stamp Day. The change was announced yesterday. The object is to avoid interference with the wind-up of the Liberty Loan drive.

The War Savings Committee of New York City, aims to make May 6 "the biggest business day in history" by increasing the turnover of retail stores by millions of dollars. On that day every customer at every store, shop, stand, booth and counter in the country will be urged to buy one or more 25 cent thrift stamps.

Special Sales in Stores

Everybody who receives change on that day will be asked to take it in thrift stamps. The committee has requested storekeepers to hold special sales to attract customers and to offer unusual values in every kind of merchandise.

"Thus," says the committee, "the money we actually save on that day through economical buying will go a long way to balance the amount we invest in thrift stamps."

Many New York stores have prepared striking window displays for Thrift Stamp Day, in order to increase the number of customers and thus to sell as many stamps as possible.

It was announced yesterday that a musical festival, in which grand opera soloists and a chorus of 10,000 will take part, will be held at the Polo Grounds on Sunday, June 2, in the interest of the War Saving campaign. Mendelssohn's "Elijah" will be sung.

Lieutenant John Philip Sousa will act as musical director and he will be supported by a military band of 200 pieces. The chorus will be composed of high school children, college students and all the choral societies within a radius of twenty-five miles.

Dr. Frank Rix, director of music in the public schools, assisted by George H. Gartlan, is in charge of organizing the student choruses. Among others who are training the singers are Louis Koemmenich, of the New Choral Society; Edward G. Marquard, of the People's Church Union; Mortimer C. Wiske, of the Newark Festival Committee, and Tali Esen Morgan.

Theodore Bauer, vice-chairman in charge of the programme, at 102 West Thirty-eighth Street, has sent out a call for volunteers for the choruses.

Captain Charles B. Dillingham is in charge of the committee on arrangements. The other members are Mr. Bauer; Mark A. Leuscher, in charge of finance and publicity; Earl R. Lewis, of the Metropolitan Opera Company, treasurer; Joseph I. Bernat, secretary; Edward L. Bernays, R. H. Burnside, Edwin G. Clark, Giulio Gatti-Casazza, Walter Damrosch, Daniel Frohman, H. O. Osgood, Dr. Frank Rix, Arthur S. Somers, William G. Stewart and Edward Ziegler.

Society women and popular actresses will sell war savings and thrift stamps at the Public Library plaza this afternoon under the auspices of the Women's Committee on National Defence. Mrs. David Belasco will preside. There will be solos by Mme. Clayburg and Joseph Philips.

To Honor W. A. Jones

MANILA, April 25.—Governor-General Harrison, the President of the Senate, Manuel Quezon; the Speaker of the House, Sergio Osmena, and other prominent persons have sent messages of condolence to the family of Representative William A. Jones, of Virginia, author of the Jones bill, providing for the independence of the Philippines, who died last week. Flags are being flown at half mast, and plans are under way for a memorial service and also for the erection of a mausoleum over the grave to represent the Filipino people.

HOTELS FOR ARMY and NAVY MEN

Sunday's Tribune will contain an announcement of interest from the following Hotels:

The Plaza Hotel, Fifth Ave. at 59th St.
Ritz-Carlton Hotel, Madison Ave. and 46th St.
Mr Alpin Hotel, Broadway at 34th St.
Hotel Imperial, B'way at 32nd St.
Prince George Hotel, Fifth Ave. & 28th St.
Hotel Belleclaire, B'way at 77th St.
Hotel Hargrave, 72nd at Columbus Ave.
Hotel Le Marquis, 12-14 East 31st St.
Holley Hotel, Washington Square W.
Hotel Collingwood, 45 West 35th St.
Hotel Webster, 40 West 45th St.
San Remo, 74th St. (Central Park West).
Park Avenue Hotel, Park Ave. at 32nd St.
Hotel Martinique, B'way at 32nd St.
Hotel Majestic, Central Park W. and 72nd St.
The Broxton, 27th St. and 5th Ave.
Herald Square Hotel, 34th St., W. of B'way.
Hotel Continental, B'way at 41st St.
Hotel Irving, 26 Gramercy Park.
Hotel Margaret, Brooklyn, N. Y.

Cafe des Beaux-Arts, 80 West 40th St. Supper Dances Nightly in the Art Room. Madame Samya, hostess.

Luchow's, 14th Street, near Fourth Avenue

A Bond in the Hand Is Worth Two in the Booth!
NEW YORK'S LEADING THEATRES AND SUCCESSES

EMPIRE B'way & 40th St. Evgs. at 8:15. Mats. To-mor'w & Wed. at 2:15. ETHEL BARRYMORE in the Comedy THE OFF CHANCE. MONDAY, MAY 6th, "BELINDA."

GEO. M. COHAN THEA., B'y & 43 St. Evs. 8:25. Mats. To-morrow & Wed., 2:25. Mrs. FISKE in Henri Lavedan's New "SERVICE" Preceded by Lord Dunsany's "A NIGHT AT AN INN."

HUDSON THEATRE, W. 44 St. Evs. 8:20. Mats. Tomorrow and Wed., 2:20. EUGENE WALTER'S NANCY LEE. CHARLOTTE WALKER—LEWIS STONE.

COHAN & HARRIS W. 42 St. Evs. 8:20. Mats. Tom'w & Wed. FUNNIEST AMERICAN COMEDY OF RECENT YEARS. A TAILOR-MADE MAN with GRANT MITCHELL

LYCEUM W. 45 St. Evenings at 8:20. Mats. Tom'w & Thurs., 2:30. DAVID BELASCO presents TIGER ROSE

LIBERTY WEST 42 STREET. Evs. 8:20. Mats. Tom'w & Wed. (Pop.) 2:20. GOING UP THE TALK OF THE TOWN. The Aviation Musical Comedy Sensation.

METROPOLITAN OPERA HO., B'way, 40 St. LIBERTY LOAN MAT. TO-DAY. FREE ORCH. SEAT WITH EVERY BOND PURCHASED IN LOBBY. Matinees TO-DAY, Saturday and Wednesday. HARRY LAUDER. SEATS 50c, 75c, $1.00, $1.50 AND $2.00.

ELTINGE W. 42 ST. To-night 8:30. MAT. TO-MORROW, 2:30. Popular Price Mat. Wed. BUSINESS BEFORE PLEASURE. With Barney Bernard and Alexander Carr.

STANDARD B'way & 90th St. Evs. 25c to $1. Mat. TO-MORROW, 25c to 75c. "WHY MARRY?" With ORIGINAL CAST. Next Week—"ODDS & ENDS OF 1917."

CRITERION B'way, 44th St. Last 3 Times. Last Mat. TO-MORW. 2:15. Laurette Taylor in a new comedy by J. Hartley Manners. "HAPPINESS" TO-DAY 2:15. MISS TAYLOR in Special Shakespearean Matinee.

HARRIS Thea., 42 W. of B'y. Evs. 8:30. Last 3 Last Mat. To-morrow, 2:30. Times (LADY CHETWYND) in ROSA LYND. HER COUNTRY

Ambassador Jas. W. GERARD'S MY 4 YEARS IN GERMANY. KNICKERBOCKER 38th St. & Broadway. Mats. 2:30, 25c. 75c. Evs. 8:30. 25c to $1.50.

NEW AMSTERDAM W. 42 St. Evs. 8:15. Mats. Tom'w & Wed. Prices 50c to $2. Except Sat. Night, $2.50. KLAW & ERLANGER'S RADIANT MUSICAL COMEDY. THE RAINBOW GIRL

NEW AMSTERDAM THEATRE ROOF. ZIEGFELD'S NEW MIDNIGHT FROLIC

HENRY MILLER'S Theatre, 43 St. East of B'way. "The Distinctive, Beautiful Playhouse." Bryant 7410. Evs. 8:20. MAT. TO-MORROW. LAST 3 TIMES The Fountain of Youth. WEDNESDAY, MAY 1st. SEATS NOW. NOTABLE REVIVAL. A Marriage of Convenience. ★ Great Star Cast ★. BILLIE BURKE, HENRY MILLER, LOWELL SHERMAN, LUCILE WATSON, FRANK K. COOPER, FRED'K LLOYD

PARK THEA., Col's Circle. Evenings 8:20. Matinees Wednesday and Sat., 2:30. SEE THE GIRL WHO SINKS THE GERMAN SUBMARINE, in The Great Pro-Ally Success! 7 DAYS LEAVE. Prices 25c, 50c, 75c, $1 & $1.50

BELASCO West 44 St. Evenings 8:30. Mats. Tom'w & Thurs., 2:30. DAVID BELASCO presents POLLY WITH A PAST

GAIETY BROADWAY & 46 ST. Evgs. 8:20. Mats. Tom'w & Wed. (Pop.) 2:30. SICK-A-BED. Greatest LAUGH-maker in town.

REPUBLIC W. 42 St. TO-NIGHT 8:30. MAT. TO-MORROW, 2:30. Popular Price Mat. Wed. PARLOR BEDROOM AND BATH. With FLORENCE MOORE

FRED STONE JACK O'LANTERN GLOBE Mats. To-m'w and Wed.

CORT 48 ST., E. of B'WAY. Evs. 8:20. Mats. Tom'w & Wed. (Pop.) 2:20. FLO-FLO. The Pinch Hitter of the Musical Comedy Season.

CORT THEATRE SPECIAL SAT. MORN. at 10:30. "A MIDSUMMER NIGHT'S DREAM"

VANDERBILT THEATRE. W. 48th St. Evgs. 8:20. Mats. Wed. & Sat. OH LOOK! With HARRY FOX. Melody, Mirth, Chic, Comely Chorus.

FULTON 46 St., W. of B'way. Evgs., 8:20. Mats. To-mor'w & Thurs., 2:20. CHAUNCEY OLCOTT in "ONCE UPON A TIME." A Story in 4 Chapters by Rachel Crothers. HEAR OLCOTT'S NEW SONGS

BROADWAY THEATRE—at 41st St.—2:30—4:30—8:30. Matinees 25c—50c—75c. Evgs. 25c. to $1. "THE DOCTOR AND THE WOMAN" Special Added Attraction "THE FADETTES OF BOSTON." The Greatest Musical Novelty in N. Y. CAROLINE B. NICHOLS, Conductor.

RIVOLI B'way, 49th. 20,30,50,Lges.$1. Douglas Fairbanks in "MR. FIX-IT," and RIVOLI ORCHESTRA

RIALTO Times Square. 20-30-50. WM. S. HART in "THE TIGER MAN" RIALTO ORCHESTRA

Cheer Up! Biggest Show, Lowest Prices. Houdini, Bell Story, 1000 People. Matinee To-day. Best Seats $1. AT THE HIPPODROME. Evgs. 8:15

B. F. KEITH'S PALACE B'WAY & 47 ST. Daily Mats. 25c-$1. TRIXIE FRIGANZA, EDDIE LEONARD "The Forest Fire," others, & CHARLES CHAPLIN in "A DOG'S LIFE."

B. F. KEITH'S RIVERSIDE B'WAY & 96 ST. ALL STAR BILL 10 BIG ACTS 10 incl. NAN HALPERIN.

CHUNG HWA THEA., 6CD, n'r B'way. Tel. 8560 Col's. Evs. 8. Last Mat. To-morrow, 2. 7th MONTH LAST 3 PERFORMANCES. CHUNG HWA CHOW

CENTURY GROVE ATOP CENTURY THEATRE. MIDNIGHT REVUE STARTS 11:30. Where Smart New Yorkers Nightly Gather.

44TH ST. THEATRE 4TH CAPACITY WEEK. Biggest Sensation in New York. D. W. GRIFFITH'S Supreme Triumph. HEARTS OF THE WORLD. The Sweetest Love Story Ever Told —A Romance of The Great War. MAT. TO-DAY 25c to $1.00. EVENINGS 25c TO $1.50

TO-NIGHT. Hungarian Night Baseball Night. ABRAM I. ELKUS, Former Ambassador to Turkey, Speaker. MME. YVONNE DE TREVILLE, Soprano of National Patriotic Song Committee. ALICE GENTLE, MITZI HAJOS, HUNGARIAN SINGING SOCIETY, HUNGARIAN GIRLS IN NATIVE COSTUME, NEW YORK GIANTS AND YANKEES, 69TH REGIMENT BAND.

LEXINGTON THEA., 51 St. & Lex. Av. Friday Matinee at 2:30, 25c to $1.00. THIS AFTERNOON ONLY. The last opportunity of hearing ISAAC F. MARCOSSON, America's most celebrated War Correspondent. Lecture in Conjunction with CAPT. DONALD THOMPSON'S THRILLING WAR PICTURES. SGT. ARTHUR GUY EMPEY will speak. Twenty-seventh Division Orchestra. Seats on sale at 521 Fifth Avenue and Lexington Theatre.

HORSE SHOW. Benefit of the American Red Star at DURLAND'S 66th St. and Central Park West. TO-NIGHT

OFFICERS' DANCE. For the Benefit of the American Women's Hospitals in Europe. Sat. Eve., Apr. 27, 1918, 9 P. M. AT THE RITZ-CARLTON. Music by the Seventh Regiment Band, N. Y. Guard. Admission $3. Tickets on sale at Ritz-Carlton.

LEXINGTON THEA., 51 St. & Lex. Av. Eve. 8:30. Sat. Mat. 2:30. 50c to $2.00. LAST THREE TIMES. The New York Division presents "YOU KNOW ME, AL!" Seats on sale at Lexington Theatre and 721 Fifth Avenue.

MAXINE ELLIOTT'S THEATRE. SUNDAY EVENING, APRIL 28, at 8:15. By Repeated Request—Positively Last. YVETTE GUILBERT. Tickets at Box Office. Knabe Piano.

CARNEGIE HALL SUNDAY EVENING APRIL 28 AT 8 SHARP. The Fight Is On! DEBATE—TEMPERANCE vs. PROHIBITION. —Between— SOLON FIELDMAN, Nat. Director Am. Temperance League, FOR TEMPERANCE, AND WESLEY J. JONES, U. S. Senator from Washington, FOR PROHIBITION. HON. GEORGE GORDON BATTLE will preside. UNDER AUSPICES OF THE AMERICAN TEMPERANCE FORUM, Inc. ALL SEATS RESERVED. Prices 25c, 50c, 75c, $1.00. Boxes (Seating 8), $15 and $20, at Box Office, Carnegie Hall. Phone Circle 1770.

Winter Garden Evgs. 8. Matinees To-day, To-m'w, Tues., Thurs., 2. EXTRA MATINEE TO-DAY. AL JOLSON IN SINBAD. SUNDAY NIGHT CONCERT. BIGGEST BILL OF THE SEASON!

BIJOU 45th, West of Broadway. Evenings 8:45. Matinees To-morrow and Wed., 2:30. A PAIR OF PETTICOATS by Cyril Harcourt with Norman Trevor—Laura Hope Crews.

Broadhurst Thea., 44th, W. of B'way. Evs. 8. Mats. To-morrow & Thurs., 2. Lee & J. J. Shubert's Model Musical Production. MAYTIME. PASSED 366TH TIME. Charles Purcell, Peggy Wood and Wm. Norris.

Maxine Elliott's 39th, nr. B'way. Evenings 8:30. Mats. To-m'w & Wed., 2:30. EYES OF YOUTH with JANE GREY and Original Cast.

CASINO B'way & 39th St. Evs. 8:20. LAST WEEK. Last Mat. TO-M'W, 2:30. Patriotic Prices 50c to $1.50. AN AMERICAN ACE

LONGACRE WEST 48 ST. Evenings 8:20. LAST MAT. TO-MORROW. YES OR NO. Last 3 Times. CHRYSTAL HERNE, JANET BEECHER, Marjorie Wood and Great Cast.

FAMOUS GELMAN SPY PLAY. THE MAN WHO STAYED AT HOME. 48th ST. THEA., E. of B'way. Evgs. 8:15. Mats. To-morrow and Thurs., 2:15.

Nazimova in "Hedda Gabler" By Henrik Ibsen. Mon., Apr. 29, "A DOLL'S HOUSE." Seats now. PLYMOUTH 45 St., W. of B'y. Evs. 8:10. Matinee To-morrow, 2:10.

PRINCESS 39th, n'r B'way. Evenings 8:20. Mats. To-m'w & Wed., 2:20. "A Musical Comedy Masterpiece." OH, LADY! LADY!!

BOOTH 45th, W. of B'way. Evgs. 8:30. Mats. To-morrow & Wed., 2:30. The Stuart Walker Co. in Booth Tarkington's Comedy. Seventeen

Loew's 7th Ave. at 125 St. Evs., 25c to $1. Mat. Sat., 25c to 75c. FISKE O'HARA in "The Man From Wicklow." Next Week—"CHEATING CHEATERS."

ASTOR Thea., 45th & B'way. Evs. 8:15. Mats. Today, Tom'w & Wed., 2:15. EXTRA $1.50 MATINEE TO-DAY. "A JOYOUS HIT" —Charles Darnton, Eve. World. CLIFTON CRAWFORD in a new musical show FANCY FREE. Marilyn Miller—Harry Conor—Ray Raymond

FRENCH THEATRE 59 W. 39. du Vieux Colombier. Evgs. 8:15—Matinees To-morrow and Thurs., 2:15. EDITH WYNNE MATTHISON in Charles Rann Kennedy's Masterpiece THE SERVANT IN THE HOUSE

44TH ST. Theatre ROOF THEATRE, W. of B'way. Phone Bryant 61. Evenings 8:20. Matinees To-m'w & Wed., 2:30. The U. S. Army Ambulance Service Presents GOOD BYE BILL. A Musical Comedy of Army Life As It Isn't Written. Presented and Acted by enlisted soldiers. Soldier Symphony Orchestra. Proceeds for benefit of U. S. Army