

Demi-Virgin' Is Too Risque For Broadway

Immoral' and 'Disgrace to Stage,' Magistrate McAdoo Rules; Producer Woods Held to Special Sessions

Distressed Rector's Wife

He Also Saw 'Getting Gerie's Garter' at Request of Minister in Brooklyn

The Demi-Virgin' one of Avery Wood's boldest forces, is too risqué for Broadway, in the opinion of Chief Magistrate McAdoo. After hearing testimony from its accusers yesterday, the Chief Magistrate bound A. H. Woods, producer of the play, in \$1,000 bail to await the action of Special Sessions on the charge of presenting an immoral and disgraceful drama.

Distressing, Says Rector's Wife

Thus it remained for Mrs. Herbert Glover, wife of the rector of St. Stephen's Episcopal Church, Brooklyn, who was a witness for the prosecution, to face the fire of Max D. Steuer's cross-examination as attorney for Woods. Mrs. Glover was visibly aroused over the play, which she said, she had gone to see in her capacity as a member of the Society for the Betterment of Public Shows.

Under direct examination by Assistant District Attorney Johnstone, Mrs. Glover said she had failed to find any moral lesson in the performance, which she said was distressing to one seeking the good in present-day plays.

Cross-questioning elicited the information that, as far as she could remember, Mrs. Glover had seen only two scenes of the play—"Getting Gerie's Garter" and "Welcome Stranger."

She went to see the former at the suggestion of a Brooklyn minister, who said he had heard complaints about it, and the latter of her own volition.

"Were you asked to go and see 'Lilies of the Field'?" persisted Steuer.

"No, 'Bluebeard's Eighth Wife'?" "Yes, but I haven't got around to that yet."

Illegal, Court Decides

Magistrate McAdoo, in sustaining the complaint against "The Demi-Virgin," declared it to be "deliberately, painfully, and for the purpose of gain, coarsely indecent, flagrantly and suggestively immoral, impure in motive, word and action, repelling vulgar and in every respect offensively illegal."

"It is my duty under the law as laid down by the highest court of this state to judge this play as it would appeal to the intelligence of ordinary men and women," the decision continued, "and not experts or those connected in any wise with theatrical productions."

"This play is an intentional appeal for the profit of the box office, to the taste and licentious, to the morbidly grotesque, to the vulgar and disorderly mind."

Calls It an Outrage

"It is an outrage upon the decent management of theaters, producing many excellent plays and comedies therein; an insult to the theatrical profession, whose talents are prostituted, presumably under compulsion, to enact parts against their own sense of decency, and professional pride must revolt. Such plays as this and indecent exhibitions in general will grow more prevalent and audacious in this city unless the law which covers such cases is seriously enforced, and on conviction and sentence, an adequate punishment meted out by the court."

"As to how the machinery necessary for an effective enforcement of the law is to be had, it is a matter not necessary to discuss in this connection."

Jury Exonerates Eddie Foy

CHICAGO, Nov. 14.—Eddie Foy, comedian, on trial in the Municipal Court today, was found not guilty of violating the state child labor law by permitting his son Irvine, fifteen years old, to work in performances after 7:30 p. m.

New Ship Construction Placed at \$3,500,000

Two Freight and Passenger Vessels Now in Contemplation; 4 Yachts To Be Built

Construction and repair work on ships to cost more than \$3,500,000 is now in sight, in addition to the reconditioning of the Leviathan, according to a statement in "Marine Engineering." It is expected that this will be under way in the first six months of 1922. More than \$2,000,000 is included for the building of yachts. The balance represents new freight and passenger vessels.

It is said that there are now under construction in the country 641,855 tons of steel ships, compared with 138,928 tons for 1914, and that an increase in new enterprises in the shipping industry was indicated in October by the formation of four companies with an authorized capital of \$7,350,000. This compares with \$2,150,000 in September.

Two passenger and freight ships will be ordered in the next few months, it is said. The yachts to be built are: one steel yacht 235 feet long, oil burning, equipped with steam turbines and electrical transmission. The engine is to develop 1,500 horsepower to drive the vessel at a speed of 16 knots.

One steel steam yacht, 225 feet in length, equipped with reciprocating engines and oil burners, to develop 1,200 horsepower and a speed of 14 knots.

A 165-foot yacht equipped with Diesel engines, developing 700 horsepower and driving the vessel at a speed of 13 1/2 knots.

Craig's Chauffeur Freed by Court in Death of Clerk

Sister of Victim Testifies Kelly Told Her He Was Going 50 Miles an Hour; Dismissed by Corrigan

Thomas Kelly, the chauffeur who was driving Comptroller Charles L. Craig the night of November 5, when the automobile struck and killed Harry Houghton, twenty-two years old, a bookkeeper, of 334 West Forty-seventh Street, was exonerated yesterday by Magistrate Joseph E. Corrigan in West Side court.

After listening to testimony given by Patrolman Edward O'Rourke, of the Arsenal Station; Walter J. O'Neill, a special examiner of the Department of Finance, who was in the machine at the time; Miss Elsie Houghton, of 334 West Forty-seventh Street, sister of the dead man, and Comptroller Craig, Magistrate Corrigan said the evidence was not sufficient to show any criminal negligence in the case. The car at the time it struck Houghton.

Mr. Craig testified that he was on his way to a political meeting in Town Hall when the accident occurred. He said that the car had entered Central Park at Seventy-second Street and had gone perhaps two blocks south when Houghton was struck. The automobile, he said, was going about fifteen miles an hour.

Miss Houghton testified that she was positive that Kelly had told her that night, after her brother had been carried to the hospital, that he had been going "only about fifty miles an hour."

O'Rourke said that, so far as he knew, no examination had been made of the brakes of the automobile after the accident.

Houghton's legs, his right arm and right hip were fractured. He died the morning of November 7.

Obenchain Marriage Halted

Law Steps in When Lawyer Tries to Rewed Prisoner

SPECIAL DISPATCH TO THE TRIBUNE LOS ANGELES, Nov. 14.—Ralph Obenchain, the Chicago attorney, who is here defending his divorced wife, Madalynne, against the charge of the murder of J. Belmont Kennedy, of which she is jointly accused with Arthur C. Burch, tried in vain today to remarry his former wife. He was stopped by the order of Judge Willis after he obtained a license to marry her.

The law, in the person of a deputy sheriff, stepped in when Obenchain and his former wife were found in earnest conversation in a corner of the jail visiting room. This conference had been interrupted a few minutes previously by Burch, who, when informed of the marriage license, appeared before the couple, threw himself on his knees before Mrs. Obenchain and pleaded with her until the jailer ordered him away.

Union to Open Milk Business, Say Strikers

Have Plenty of Support and Capital to Maintain Delivery to Fight Employers, Drivers' Leaders Declare

Break in Ranks Denied

Concerns Report a Further Increase of Men, Returning on Companies' Terms

Launching of a union milk distribution system in New York City, with the motivating spirit of its backers a desire to "put the Milk Trust" out of business, was threatened by leaders of the milk workers' strike last night, as a means to induce the companies to abandon their open shop plans and resume negotiations with the union for an end of the controversy.

While refusing to reveal their plans in detail, the union heads declared they "have plenty of support for them, including a sufficient amount of capital in sight." They would not say whether they intended to organize a distributing company of their own, or whether their efforts would be directed toward consolidating a group of the smaller companies which are operating under union agreements and without membership in the New York Milk Conference Board.

Distribution System Planned "All that can be announced now," said Harry Pivnik, chairman of the strikers' publicity committee, "is that the Milk Trust is going to find itself competing for its life against a big and powerful union distribution system in the event that it keeps up its present tactics and continues declining to deal with the union."

"We are now working out final plans for organization of this system and believe that placing it in operation will result in putting the milk trust out of business. We have succeeded in effecting state-wide connections and have obtained the assurance of an adequate milk supply. In addition, we have the promise of an amount of capital sufficient to undertake extensive distribution operations."

"Are any city officials among the backers of your plans, financially or otherwise?" he was asked.

"I cannot say at this time," was the reply. "Full details will not be ready for announcement for several days."

Both Pivnik and Dominick Lucchese, secretary of the union, denied reports received by several of the newspapers to the effect that "the International Brotherhood of Teamsters did not authorize the strike, and therefore refused to pay strike benefits and ordered the strikers to return to their jobs."

As controverting claims of the conference board that many of the strikers are returning to work under the companies' open shop system, the union chiefs said that "a check-up made on Sunday showed that there have been only eighteen desertions from our total membership of 11,500."

Last night's review of the situation from the distributors' point of view was given by I. Elkin Nathans, secretary of the Milk Conference Board, in part as follows:

"Every company which treats with

labor problems through the conference board has re-employed some of the striking workers. On Saturday the first evidence of a marked break were discernible, and to-day this was further manifested by the return of a number of workers to their former jobs."

After giving figures showing large increases in such re-employment on the part of the Borden, Sheffield and Empire State concerns, as well as the attainment of a greater distribution by all the conference board companies, the statement concludes:

"A committee of distributors conferred with Chief Police Inspector Lohay to-day on plans for further protection of wagons. The protection has been thoroughly adequate. In view of the garment strike the companies will make every effort to avoid duplication of service and in other ways will conserve in order to cut down the need for police. This will, however, not interfere with the rapid movement toward normal deliveries."

In the hearing on the application of the companies to make permanent the temporary injunction restraining the strikers from interfering with milk deliveries in greater New York was postponed to Wednesday in Kings County Supreme Court yesterday. A similar hearing, applying to New Jersey, will be held to-day before Vice Chancellor Foster in Newark.

Ships Bring \$2.50 a Ton

Go for \$9 a Ton in Canada; Building Costs \$85 Here

Six German sailing vessels were sold on the Baltic Shipping Exchange in London recently for \$29,000, or about \$2.50 a dead-weight ton. The aggregate tonnage was 11,725.

The Shipping and Exporting Register of Canada reports a sale of a new steamer recently at \$9 a ton, or about one-half of the present cost of construction. The paper draws the conclusion that shipbuilding cannot revive as long as ships are sold at bargain prices.

At the hearing in Washington before the Shipping Board last week, representatives of American steamship companies said that a fair market price for ships was \$30 a ton, while the cost of construction here ranges from \$60 to \$85 a ton.

'Public Health Father,' 99, Has Convention Seat

Dr. Stephen Smith Honored by Delegates Here for Celebration of Association's Semi-Centennial

Exhibition Doors Opened

Commissioner Expects Visitors at Grand Central Palace to Reach 500,000

Dr. Stephen Smith, ninety-nine years old, was the honor guest last night at the semi-centennial celebration of the American Public Health Association, which he founded in 1871.

Officials concerned with public health from foreign countries and delegates from all parts of the United States, as well as the commissioners of New York City and State, gave "The Father of Public Health" a stirring welcome at the first general session of the convention at the Hotel Astor. Tomorrow evening there will be a dinner in his honor, at which a gold medal commemorating his service to the public good will be presented to him.

Dr. Smith is the proof of his own rules of health. He lives on bread and milk and walks one mile every day.

He addressed the convention in a powerful voice that penetrated to the remotest part of the hall. He stood erect and used frequent gestures. In part he said:

"I need only say that the gathering

here to-night brings to my mind a flood of memories. When we organized my associates and I had no idea that the association would achieve the great work that is now to be placed to its credit.

Remarkable Decrease

"I have heard my friend Dr. Copeland make the statement here that within fifty years the death rate has fallen from twenty-seven per 1,000 to twelve. That is a remarkable decrease, and I may say without exaggeration that a large part of the credit for it is due to the work of our organization. Perhaps the idea may be suggested through this statement that little remains to be done in the direction of conserving public health, but I have ideas which I intend to present at our meeting Wednesday which I believe will be startling."

Dr. Smith was applauded enthusiastically as he concluded. He was introduced by Mazyck P. Ravenel, president of the association, Commissioner Copeland and Hermann M. Biggs, State Commissioner of Health, congratulated him.

"Public Health Week" for the general public centers in the exhibition at the Grand Central Palace, which is under the combined auspices of the Public Health Association and the New York City Department of Health.

Every child in the public schools has been given a free ticket. Commissioner Copeland said yesterday at the opening that he hoped 500,000 persons would visit the exhibition during the week. Mayor Hylan attended the opening exercises last night.

Contest for Feet

The women who have secretly cherished for years the conviction that they possess the most beautiful feet in the city can put their beliefs to the test under the benevolent auspices of the Institute of Podiatry, which is offering a prize for the most beautiful foot.

The dental clinic of the Board of Health offers a prize for the most perfect set of teeth in the city. Adults may compete, but one of the specifications is that there shall be no fillings or discoloration.

Thirty-five thousand babies are entered in the perfect baby contest. To-day will be Public Health Day, and Dr. Stephen Smith is expected as the guest of honor.

80 Traction Lines to Attend Hearing To-day

Eighty traction lines of this city will be represented to-day at the first

public hearing by the Transit Commission conducted to reorganize the lines on a unification basis. The commission has announced that the five-cent fare will be continued for at least a year after the plan goes into effect. Plans have been formulated for the restoration of the free transfers on several trolley lines and these will be put into effect as rapidly as possible.

The first two hours of to-day's session will be devoted to the taking of names of the representatives of the eighty lines. All have received notification of the proceedings and subpoenas will be issued for the absentees.

The first witnesses will be the commission's statistical experts, who will identify the records from which they have made their reports.

Clarence J. Shearn, counsel to the commission, in his opening address, will describe the traction situation as it exists in the city to-day. It was said that the investigation will take the form of a legislative inquiry with the public looking on, but not actually participating. After complete testimony has been taken the public will be heard, it was said, and its sentiments noted.

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Foreign Bodies

We mean in automobiles, of course, not in these ladies and gentlemen of colour with the stream-line effects. And speaking of automobiles, you will find that every foreign body, every fine car of domestic or European make, every exhibit of the motor coach-builder's art to be shown at the Salon, is portrayed or discussed, in advance of the opening, in the

Automobile Salon

VANITY FAIR

And, in matters other than motor cars, Vanity Fair unlocks the door to everything that's new and intriguing—before the official openings. Its pages are a Salon of the most original creations of the three capitals of the world. Its humour runs as smoothly as the best-tuned engine. Its illustrations invariably introduce the newest lines.

In This Issue:

The Automobile Salon is forecast by George W. Sutton, while Gerald Biss writes authoritatively of European motoring. In the way of literature, there are imported models of essays by Franz Molnar, author of "Liliom", Paul Gerald, St. John Ervine and Arthur Symons. Among the home products Francis Hackett throws himself into neutral on the Irish question, and Donald Ogden Stewart reveals the new tendencies in college motive power.

Where's the Nearest News Stand?

Condé Nast, Publisher Frank Crownshield, Editor Keyworth Campbell, Art Editor

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