

THOUSANDS FOR SUBWAY JOBS, FEW ARE HED

Contractors May Face Penalties, Even if Law Is Repealed.

LIABLE FOR YEARS. IT LAY DORMANT

Americans, native or naturalized, by the thousands, headed yesterday morning toward the various shafts in the city which are the headquarters of the subway contractors. All were anxious for work; all were eager to work at 25 cents an hour, all were willing to handle spade or pick, and each thought he was physically able to duplicate the work of some foreigner who had been discharged because the Court of Appeals held that it is illegal to employ a foreigner on public work.

But, according to official reports made by the contractors to the Public Service Commission, only about 5,000 men were at work on transit construction yesterday, whereas about 20,000 were employed on February 1.

Just why this is the contractors refuse to say, referring the matter to A. Crane, secretary of the general contractors' Association and spokesman for the contractors engaged in transit construction. He was in Albany yesterday when he saw the men applying for work thought they looked as strong as the men they hoped to supplant, and their presence at the shafts seeking for work showed that the wage was enough.

Hundreds Turned Away.

At the shaft of the Longman Construction Company Canal and Varick streets, for example, hundreds of men had been turned away at 11 o'clock, and at least 500 men were still in line. The company had accepted only thirty-three men, but had told fifteen more to report for work this morning. And yet the company reported that only about 200 men had been employed yesterday, and passed the citizenship test applied in the morning, and that more than 800 men were needed.

The Rapid Transit Subway Construction Company's shaft is at Seventh avenue and Thirty-eighth street. Only fifty-two men were working yesterday, compared with 1,200 men a month ago, but hundreds of applicants were turned away.

It was impossible to estimate whether the shaft workers, for whom the contractors asked on Sunday, applied yesterday, but visits to several shafts indicated that they had. About 1,000 men were estimated that less than 1,000 men were hired.

No official report has been made by the contractors as to the number of men who were discharged yesterday. One shaft, but a report was made by many contractors as to the number of men who were working yesterday. Contractors who had to get men to work on February 1 had 6,000 men working yesterday. If this proportion was maintained for the rest of the year, it would mean that 600,000 men would be employed at more by the unions.

Contractors Face Suits.

The point was raised yesterday that even if the Legislature repeals the law which places a contractor in a position which would be comfortable, as they would be criminally and civilly liable for having violated the law during the contractors' term of dormancy, they might have their contracts voided.

Each contract for subway work contains a provision that the alien laborer must be obeyed if the contract becomes void. Even if the law is repealed, some one is liable for a taxpayer's suit at any time to void the contracts under this clause. It is possible for the Legislature to allow present contracts to be amended so that this clause might be stricken out, and Travis H. Whitridge, secretary of the contractors' association, went to Albany yesterday afternoon to call this phase of the situation to the attention of the legislators and the Governor.

The law committee of the General Contractors' Association held a closed meeting at 11 o'clock yesterday, at which a word was reserved for the day. It might repeal the law last night. A. Crane immediately caused a train for Albany, and that is why the contractors had no spokesman here. Walter J. Sears, head of the Municipal Employment Bureau, said that the contractors had only asked him to supply 300 men. The contractors were Jacobs & Davis of Brooklyn, the Crawford Contracting Company and the United States Realty Company. He supplied these, he said, and had about fifty men applicants for jobs on the subway.

WOOD BLOCKS UNDER PILLARS.

Service Commission Engineer Collaborates Brooklyn Man.

Michael O'Sullivan of Brooklyn was right when he testified before the Thompson committee on Saturday that wooden blocks had been left beneath some of the steel columns of the new Fourth avenue subway in Brooklyn.

WOOD BLOCKS UNDER PILLARS.

Service Commission Engineer Collaborates Brooklyn Man.

Michael O'Sullivan of Brooklyn was right when he testified before the Thompson committee on Saturday that wooden blocks had been left beneath some of the steel columns of the new Fourth avenue subway in Brooklyn.

WAGNER URGES HEARING—WILL PASS ON THURSDAY, SAYS BROWN.

ALBANY, March 1.—Elihu B. Brown, chairman of the state Senate, told Gov. Whitman today that the Legislature would pass this week Senate bill permitting aliens to be employed in New York subway construction work and other public works.

PHYLLIS NEILSON-TERRY CHARMS IN 'LADY URSULA'



Miss Phyllis Neilson-Terry as the Lady Ursula Barrington and Montague Love as Sir George Sylvester in "The Adventure of Lady Ursula."

"The Adventure of Lady Ursula"—At Maxine Elliott's Theatre.

Joseph Brooks was courageous enough last night to defy tradition and revive at Maxine Elliott's Theatre the fantastic comedy of Anthony Hope called "The Adventure of Lady Ursula." It has been seventeen years since New York saw this play first. Then E. H. Sothern and Virginia Harned acted the leading roles at Daniel Frohman's famous Lyceum Theatre in Fourth avenue. The New York public is supposed to be profoundly indifferent to plays that have been acted before and regrets them even though the generation may be altogether ignorant of their excellence.

Mr. Brooks' production of "The Adventure of Lady Ursula" was in every way designed to reveal the best qualities of the play. Rarely has a drama been more artistically put before the public. Its investment involved irresistibly the eighteenth century spirit in which its action passes. Theatregoers who neglect "The Adventure of Lady Ursula" at the Maxine Elliott's are missing a play which will miss an altogether delightful production of a dainty comedy.

Mr. Hope's fantasy about the young couple who decide upon the marriage of a man takes of course a special patience. It is as remote from all human probability as a play would be. Even its ending seems at times rather thinly spread over four acts.

This bill was introduced last week immediately following the Court of Appeals decision upholding the alien labor law. Gov. Whitman told Senator Brown he would give him an emergency message if necessary to get the bill through the Senate Assembly as soon as possible.

Senator Brown expected the Senate Committee on Labor and Industries would meet tonight and report the bill at once, but Chairman Spring of the committee did not attend tonight's session. It is expected that the Democrats will fight the report at least Senator Wagner declared he would oppose the bill until the representatives of labor had a hearing before the legislative committee. Senator Brown expected the committee would give a hearing on the bill tomorrow afternoon. This means that the bill cannot pass the Legislature before Wednesday, but Gov. Whitman and Senator Brown expected the bill would become a law by Thursday at the latest.

WOOD BLOCKS UNDER PILLARS.

Service Commission Engineer Collaborates Brooklyn Man.

Michael O'Sullivan of Brooklyn was right when he testified before the Thompson committee on Saturday that wooden blocks had been left beneath some of the steel columns of the new Fourth avenue subway in Brooklyn.

WOOD BLOCKS UNDER PILLARS.

Service Commission Engineer Collaborates Brooklyn Man.

Michael O'Sullivan of Brooklyn was right when he testified before the Thompson committee on Saturday that wooden blocks had been left beneath some of the steel columns of the new Fourth avenue subway in Brooklyn.

WAGNER URGES HEARING—WILL PASS ON THURSDAY, SAYS BROWN.

ALBANY, March 1.—Elihu B. Brown, chairman of the state Senate, told Gov. Whitman today that the Legislature would pass this week Senate bill permitting aliens to be employed in New York subway construction work and other public works.

E. B. ALSOP 80, SUES WIFE, 22, FOR DEGREE

Wealthy Pittsburger's Action Follows Suit by Former Telephone Girl.

HE CHARGES DESERTION

Pittsburg, March 1.—In a suit entered before Judge Brown today Edward B. Alsop, 80 years old, a wealthy resident of this city and who also maintains a home in Washington, began divorce proceedings against his young wife, Ethel Pose Alsop, aged 22. He charges his wife with deserting him. When seen after the suit was filed Mr. Alsop refused to talk.

The couple separated over a year ago, the wife suddenly leaving Alsop's home in Washington. The filing of the divorce suit is the culmination of a romance which had its inception eight years ago at Lake Tokaway. N. C. Ethel Pose Hill, then only 14 years old, was romping about the lawn of the hotel in a sun-bonnet and coffee girth. Alsop, 22, Dorothy Fenlon, Virginia Fox Brooks, Mrs. Fenlon, Annie Edmond, Lady Ursula Barrington, Phyllis Neilson-Terry.

From the moment Ethel Pose Hill, who has been a telephone operator at the Hotel Knickerbocker, married Edward B. Alsop, a retired manufacturer, 77 years old, he and she have been getting into newspaper headlines. She was 19 years old when she left the switchboard to become a bride. They were married in Trinity Church in Manhattan. The bride had been seen here but in a few representations of "Twelfth Night" had a second opportunity to explain her great London success. Until last night she had never played the role. It was of course, easy for an actress of her technical proficiency to master its chief difficulties. But it is all amiable, and in most of its details last night, very charming. The audience was constantly interested in the actors as the play progressed from scene to scene.

But it was in the manner of its performance that the novelty lay last night. Phyllis Neilson-Terry, who has been seen here but in a few representations of "Twelfth Night" had a second opportunity to explain her great London success. Until last night she had never played the role. It was of course, easy for an actress of her technical proficiency to master its chief difficulties. But it is all amiable, and in most of its details last night, very charming. The audience was constantly interested in the actors as the play progressed from scene to scene.

But it was in the manner of its performance that the novelty lay last night. Phyllis Neilson-Terry, who has been seen here but in a few representations of "Twelfth Night" had a second opportunity to explain her great London success. Until last night she had never played the role. It was of course, easy for an actress of her technical proficiency to master its chief difficulties. But it is all amiable, and in most of its details last night, very charming. The audience was constantly interested in the actors as the play progressed from scene to scene.

KLAW REPLIES TO BRADY.

His Final Word, He Says, in Cut Rate Ticket Discussion.

In reply to the article by William A. Brady in last Sunday's SUN on the cut rate theatre ticket discussion, Mr. Klaw yesterday made the following statement, which he said would be his final answer to any other concern in New York City. "I don't propose to carry on a discussion with a man who argues from false premises. I don't want to quarrel with the Legislature last winter or any other time, but I deliberately state that which he knows to be untrue. I will assert that I have never had a contract for a year to defeat which Mr. Brady lined up with the Tyson company. The only one which would have cured the theatre district in New York City, and nobody knows that better than William A. Brady. My advertisements on the cut rate ticket practice, which seem to have been held up by the Legislature, adhere to a manager should not charge less for tickets disposed of outside of the theatre than he does at his box office."

"This ends the argument so far as William A. Brady and I are concerned, because I don't intend to participate in the trouble of his misstatements. I haven't the time."

\$100,000 COMPANY TO GIVE BALLET FORMED

Metropolitan Opera Men Organize to Import Russian Dancers.

A corporation backed with a capital of \$100,000 has been formed by men connected with the Metropolitan Opera Company called the Metropolitan Ballet Company, Inc., to operate and control the Imperial Russian Ballet, which, as reported several weeks ago, is to be brought over from Europe to give a season's engagement at the Century Opera House. Papers of incorporation were filed yesterday in Albany.

The directors of the new company are John Brown, business controller of the Metropolitan Opera Company; Ben Stern, formerly general manager of the Metropolitan Opera; Ernest Henkel, assistant business manager of the Metropolitan.

Besides the season at the Century opera house the Russian Ballet, it was announced yesterday, will be taken on a tour of the principal cities of the country. It is said unofficially that the new ballet may be made a part of the regular repertoire of the opera house in the event of a successful season at the Century and on the road.

The Imperial Russian Ballet is headed by Mrs. Thamar Karsavina and Vaslav Nijinski and is under the direction of M. Diaghilev. It has attracted wide attention in European capitals.

PRIMA DONNA IS WELL RECEIVED AT THE PALACE.

Another leaf in vaudeville history was turned yesterday afternoon at the Palace Theatre when Miss Emma Calvo, formerly of the Metropolitan Opera Company and elsewhere and famous for her portrayal of Carmen in Bizet's opera of that name, made her first appearance on any stage under vaudeville auspices. Miss Calvo sang three songs, "Lo Mialli" from the opera "Pelle di Borsini," "Le Clarion" and the famous "Habanera" from "Carmen." She was in splendid voice. To cap the climax of her recital, Miss Calvo literally brought down the house when as an encore number after her last song she sang "Way Down Upon the Suwanee River" in English. The "Habanera" was sung in costume.

Another feature of the bill was the vaudeville debut of Edith Talfarfer in "A Breath of Old Virginia," a pleasant comedy piece with a distinctly Southern atmosphere.

CAN'T PUT PASSENGERS OFF, SAYS WHITRIDGE

But If Goldwater Will Supply Enough Police, He'll Obey Health Department Order—Defends Service and Denies Jurisdiction in Sharp Letter.

Frederick W. Whitridge, president of the Third Avenue Railway, which controls the Fifty-ninth street trolley line, which has been forbidden by Commissioner of Health Goldwater to permit more passengers on its cars than 150 per cent of the seating capacity, sent a letter to the Board of Health yesterday which was written in Mr. Whitridge's own characteristic style, a style which would be unpleasantly peppery.

Mr. Whitridge says in brief that transit conditions are none of the business of the Board of Health. He then brings three points to the consideration of the board: first, that the line is operating a sufficient service; second, that the company cannot divide the passengers among the cars in compliance with any one's desire; and third, that the record of the Public Service Commission shows that in no case has the seating capacity in the cars been equal to 50 per cent of those seated.

After acknowledging receipt of the Health Commissioner's order and quoting from it Mr. Whitridge continues in this vein: "On the face of that order the matter is obviously not within your jurisdiction. I notice, however, in the press that you have apparently discovered something or other which you think confers upon you such jurisdiction. I think you are entitled to have a statement of what that is, and I shall be much obliged if you will be good enough to send it to me. Assuming that the Public Service Commission has abdicated in your favor or that for some other reason I am to recognize this order, I beg to say that if it will kindly transmit to me a statement of how many additional cars you wish to have run on the belt line I will put those cars into service with pleasure, but before taking that action I should like to draw your attention to the following considerations: "First—During the rush hours the cars on the Fifty-ninth Street Railway are run on a fifty-five second headway. During other hours of the day they are run on a headway of a minute and a half. Our judgment is that this is a sufficient service to compare with other lines and that practically no more cars can be run."

"Second—It is quite impossible for us to divide the passengers among the cars at will or you wish. Any observer may see with his own eyes at any point that if there are two or three cars standing the public insists on getting into the first, and particularly on the line where the rides do not average more than five minutes in length—the fact that they have to stand seems to be of no consequence whatever."

"Third—The Public Service Commission has been examining this road for some months and while the tables of their observations have never seemed to be based on common sense they are not likely to favor the railroad companies, and from the twelve carbon blue prints showing the result of the commission's observations it appears that within the last few months less than half of the cars run on this line have had any passengers standing, and in no case did the number of standing passengers equal 50 per cent of those seated. I believe the Public Service Commission's reports, on which I hope you will recind your order."

"To do more than to undertake to put on as many cars as the public might demand I cannot do. Conductors will be instructed not to admit to the cars more than the number of people you think right, but it is obvious that to use force to prevent the passengers entering the car and still less to eject them, we must ask you to provide a sufficient force. It is obvious that the points to accomplish the results you desire."

"This is what Dr. Goldwater said of me last night. Mr. Whitridge's letter, despite its scolding tone, is a prompt and frank acknowledgment of the fact that the public has a right to be served. It is a statement of how many additional cars you wish to have run on the belt line I will put those cars into service with pleasure, but before taking that action I should like to draw your attention to the following considerations: "First—During the rush hours the cars on the Fifty-ninth Street Railway are run on a fifty-five second headway. During other hours of the day they are run on a headway of a minute and a half. Our judgment is that this is a sufficient service to compare with other lines and that practically no more cars can be run."

HOSPITAL SUPPLIES SHIPPED TO SERBIA

The steamer Georgios, sailing for Salonica today, will carry 211 cases of hospital supplies for the American Red Cross for use in Serbia, where the need for such materials is said to be very pressing. The shipment will be divided between Belgrade and Geyvels, where there are American Red Cross centers, and assembled from various parts of the country, the greater donations coming from the United War Relief Committee, the Salvation Army and the Central Club for Nurses, all of New York.

The Commission for Relief in Belgium announced yesterday that 250 tons of food have been assured for the New York state relief ship Mariposa, sailing from this port on Saturday, and that so many offers of additional food have arrived that a second steamer, the St. Kentigern, sailing early in April, will carry an equal if not a greater tonnage. The women's section of the commission, under the chairmanship of Mrs. Lindon W. Bates, is organizing committees in various parts of the State to facilitate the collecting of donations for the St. Kentigern.

Cardinal Parley undertook yesterday to have the St. Vincent de Paul societies throughout the city join in an effort to collect old linen that the 300 old girls now employed by the Salvation Army in making bandages may be kept in working material.

Four little Indian boys from the Garden River reservation in Ontario, Canada, came to New York yesterday to take part in the children's Revival Theatre on Thursday afternoon for the benefit of the Lafayette Fund.

The Belgian Relief Fund reported yesterday that the committee for the Princess Marie Jose of Belgium scrapbook continue to arrive from about every State in the Union daily. Twenty-five cents is the insertion of a message in this scrapbook, but the donations are averaging a greater amount.

Various relief funds acknowledged the following contributions for the St. Kentigern: New York State Board of American Red Cross, \$233.25, making a total of \$464,551.20; Secours National, \$20; Red Cross of Germany, \$162.42; Belgian Relief Fund, \$2,342.65, making a total of \$950,839.90; British American War Relief Fund, \$1,300.00.

EUGENE BUREUX'S LETTER FOR WAR RELIEF SETS \$1,500.

Eugene Bureux, the French dramatist, yesterday made a momentary detour from his usual life of a dilettante in a conference on "France of Today" before an audience of 500 in the ballroom of the Ritz-Carlton for the benefit of the Secours National and the war orphans fund. M. Bureux's description of the heroism of France's peasant soldiers was applauded. The French peasant has not been completely destroyed that it will take five years to restore them by importing vines from the United States.

The vineyard of the champagne district, he said, has been completely destroyed that it will take five years to restore them by importing vines from the United States.

If your business has either a past or a future

If your business has a past—a past which is an unbroken record of honorable dealing—then the Equitable Building is a fitting place for it.

If your business has a future—a future which is bright with the prospects of a bigger and more prosperous history—then the Equitable Building is the logical place to develop it.

And our Renting Staff, now located on the premises, will furnish you with a hundred reasons why space in the Equitable Building is the soundest proposition at present before the Metropolitan business world.

Leases now being made from May 1, 1915. Equitable Building 120 Broadway

In asking for your favorite brand beware the risk of being served with a substitute.

Look for the name F. CHAUVENET on the bottle of the best SPARKLING BURGUNDY RED CAP

RITTMAN SECRETS GIFT TO PUBLIC CHEMISTS SKEPTICAL

Local chemists and dyestuff producers were induced yesterday to take with a grain of salt the announcement by Secretary Lane of the discovery of processes which will greatly increase the supply of gasoline and also make it United States independent of other nations for supplies necessary in the dye industry and in the manufacture of high explosives for warlike.

Dr. Walter F. Rittman, chemical engineer of the Federal Bureau of Mines, who is credited with making the discovery, was in Washington. In the absence of a direct statement from him no one could be found who was willing to be quoted in comment.

One chemist, connected with a large dyestuffs manufacturing concern, said that he knew of the discovery, but would not believe that he would make any extraordinary claims and that he knew enough of Dr. Rittman's work to be certain that Secretary Lane's announcement did not exaggerate the facts.

This belief was supported by the little that could be learned at Columbia concerning Dr. Rittman's discoveries. It was said there that little or nothing was known as yet of the commercial possibilities of Dr. Rittman's discoveries. Their importance, it was pointed out, was not so much in the ordinary commercial uses to which they may be put as in the fact that the discoveries make the United States independent of outside help in the manufacture of the kind of explosives that would be absolutely necessary if the country had to go to war.

At the standard oil office it was said that without knowledge of the details of Dr. Rittman's discovery as regards gasoline no one could discuss the probability of the discovery of outside help in the manufacture of the kind of explosives that would be absolutely necessary if the country had to go to war.

Dr. Rittman is only 31 years old. He received his B.S. from the University of Pennsylvania last year. He was born in Sandusky, Ohio, and is a graduate of Ohio Northern and Swarthmore colleges. At Swarthmore he was known as one of the best athletes in the college ever had.

"My—but Sanatogen makes one enjoy living!" AND you know it is a pleasure beyond the telling when, after weeks of overwork have weakened your system's forces, you begin to take Sanatogen and feel that old-time vigor come back with a new desire to accomplish and a new joy in living.

The best of it is that it's no temporary relief that Sanatogen gives—but a real, lasting improvement in bodily health—and especially in the health of the nervous system. For combining the properties both of a food and a tonic, Sanatogen nourishes the nerve-cells, rebuilds the wasted energies and tones up the whole system as it helps gather a new store of strength.

You can scarcely doubt that Sanatogen will help you when you remember that over 21,000 doctors have endorsed it in personal letters—and when you read what John Burroughs, the celebrated naturalist, writes: "I have been greatly benefited by Sanatogen. It does not only give me strength, but it gives me a new life."

Or what Colonel Watterston, the famous editor, writes: "I do not think I could have regained my vitality without the aid of Sanatogen. It has done for me what nothing else could do." Sanatogen is sold by good druggists everywhere in three sizes, from \$1.00 up.

Grand Prize, International Congress of Medicine, London, 1912. SANATOGEN ENDORSED BY OVER 21,000. Send for a Free copy of "Nerve Health Regained." If you wish to learn more about Sanatogen before you use it, write for a copy of this booklet, beautifully illustrated and comprising facts and information of the greatest interest. Tear this off as a reminder to address THE BAUER CHEMICAL CO., 31 Irving Place, New York.

