

THREE STRIKE PLAYS TO-NIGHT

They Are Fore-runners of a National Profit Sharing Show Syndicate.

FINAL VICTORY IS SEEN

Confab With Managers Not So Distant, Is View of Insurgents.

Officials of the Actors' Equity Association were met yesterday at the opening of "The Duke" at the Hippodrome this afternoon, since a threatened boomerang that seemed likely to react unfavorably on the public's attitude toward the striking actors had been turned into a complete success—just as though the Hippodrome about to be closed.

In return for recognition of the Equity and a minimum wage of \$35 a week for the chorus Frank Gillmore, executive secretary of the A. E. A., thought it only fair to recompense the Hippodrome management with a complimentary statement.

After the show had closed, Gillmore and the other members of the Equity met in a conference to discuss the situation.

On the strength of this victory and George M. Cohan's statement at the meeting of the Actors Fidelity League on Saturday that the Hippodrome theatre to be reopened within ten days—without mentioning that they would use Fidelity casts and non-union stage crews—there was a general feeling of optimism.

Other executives of the organization were busy putting the final touches on the three new shows with which the Equity will sign the new contract.

Since the Equity was not actually forbidden as the arbitrating organization, this was considered a triumph. Dr. Crane calls "the way out." However, though it was said at Equity headquarters that a conference on these matters seemed to be in the air, it is believed that none of the leaders indulged in any parting during the day with managers.

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ST. LOUIS THEATRE CLOSES

"Unsettled Conditions" Darken the Shubert-Jefferson.

St. Louis, Aug. 31.—The first echo of the strike was heard here to-night when the management of the Shubert-Jefferson Theatre announced the theatre would not open its season.

The management of the theatre, which has been in the hands of the Shubert-Jefferson Theatre since the death of the late Shubert, announced that it would not open its season.

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THIRSTY BOWERIES PART WITH SHOES FOR STUFF DUDE HAD IN SUIT CASES.

Business on the Little Stock Exchange at the Bowery and Bayard street was a bit dull up until 11:30 yesterday afternoon.

Joe Tiptitz of the Norfolk Street Chamber of Commerce had driven a few neat bargains with Morat Haffke yesterday.

Thereby a batch of thirds and fourths in men's nobby straws and three suits bearing the blue label of Sam Smink's Kiever Kutz shop had fetched an assortment of collars, nutmeg graters, half pint and one pint dippers and a wash boiler or two.

Rutha Zellner, the Grand Street Frick, who is no relation to "Wireless Louie," did not bring in her usual lot of women's slightly worn low cuts and a dozen raincoats which, would one believe it had come out of the stock of a store the name of which is not recalled.

She had to break a confidence, would positively sell every coat for more than Rutha was willing to take for the lot.

The American Legion announced yesterday the organization of four large posts in this city last week. They will be made up respectively of employees of the Metropolitan Life Insurance Company and of the Pennsylvania Railroad.

They have been in the service and former members of the 307th Infantry of the Seventy-seventh Division and of old Squadron A, the crack National Guard cavalry outfit.

The Squadron A men during the war were turned into machine gunners and served with the 105th Machine Gun Battalion of the 1st Infantry Division, but they have decided to name their post after their old organization, which won fame in previous campaigns.

It was stated at American Legion headquarters that the new posts in the present war risk insurance laws are favored by the national executive committee, which will seek the assistance of the War Risk Insurance Commission.

The committee advocates granting the insured the right to elect whether his converted policy shall be paid in a lump sum or in thirty-six or more monthly installments. It is claimed this would increase the beneficiary class, raise the basis of awards in compensation for death and disability and increase the period of automatic insurance.

Such changes, the legion heads believe, would make the Government more attractive to discharged army men.

The Chemical Warfare Post of the American Legion has adopted resolutions protesting against the abolition of its former branch of the army, a special corps and placing it under the Engineer Corps.

In resolutions which have been forwarded to members of the Senate Committee on Military Affairs members of the post call attention to the fact that America's lack of preparedness in the chemical warfare field is a great handicap and say that the fruits of the work in this direction should not be thrown away.

"It was our experience," the post declares, "that the highly technical work in the manufacture, research and handling of chemicals in warfare was not adequately covered by army officers and was little understood by the general public who were directly connected with the chemical warfare service."

The post advocates a continuation of experiments in the methods of chemical warfare by a highly trained department which would be subordinate to any other branch of the service.

The Motor Corps of America, of which Col. Helen Russell Bastedo is commander, is to get back on the active list after a brief retirement.

The women who helped out with their automobiles during the war by transporting the fighting men to the front and several big jobs such as were presented by the Perth Amboy explosion and the crash of the dirigible, will now put their cars at the disposal of the health department clinics for treatment.

They are getting ready for a few other new things. The corps will have classes in which many things from mechanical training to aviation will be taught. The members will learn revolver shooting at the training school of the Police Department, rifle shooting at the national range at Caldwell, N. J., and automobile mechanics at the Atkinson and Automobile School.

Three women have been enlisted to date to learn the operation of aircraft through the corps, and more are thinking the proposition over.

Col. Bastedo said yesterday: "The vast number of women who have put heart and soul into war work feel that they are entitled to some recognition in daily lives and are groping around for something to occupy their time. Pink tea, even khaki colored ones, dinners at home, these have lost their ante-war charms."

By 2 o'clock the traders had most of the whiskey buyers, the strangers had more than \$150 and the motorguy had more than 150 of the half pint fasks.

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FIVE FAMILIES SAVED IN TENEMENT FIRE

Scaling Ladders Used in Rescuing Victims of Blaze.

Five families were made homeless by a fire which partly destroyed a four-story brick tenement at 133 Broome street yesterday morning.

The blaze started in the basement and spread quickly up the stairway, so that when firemen of Hook and Ladder Company 13 arrived the occupants of the house were grouped on the fire escape. Scaling ladders were thrown up and all were rescued.

Neighbors at other buildings in the crowded neighborhood might catch fire, Deputy Chief "Smoky Joe" Martin, in charge of the fire, sent in a second alarm.

Firemen fought for more than an hour to get the flames under control. The damage is estimated at \$5,000.

FOUR POSTS ADDED TO AMERICAN LEGION

Executive Committee Urges Changes in War Risk Insurance Law.

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ALWAYS BEAT THE TIME

Skipper Blaikie of the Columbia Rammmed Submarine Which Sank Caledonia.

Prisoner for 3 Years.

Stewards, Comrades in Battle and Hospital, Meet Again on Vessel.

The Columbia, only survivor of the seven vessels of the Anchor Line which plied between New York and Glasgow prior to the war, arrived yesterday with 208 military and 138 civilian passengers. She brought also 463 in the second cabin. The other Anchor Line steamships all were lost during the war.

Capt. Blaikie, present commander of the Columbia, spent three years in German prison camps and narrowly escaped the fate of Capt. Pratt for having rammed the submarine which sank his ship in the Mediterranean.

Capt. Blaikie was in command of the Caledonia, another Anchor Line, and had landed 2,200 troops at Salonica, when he was captured by the Germans 120 miles east of Malta, on December 4, 1916.

"I had two ways to go," he said yesterday in telling the story of his escape from the submarine, "to turn and run for safety. To run meant turning the Caledonia broadside to the submarine and getting a torpedo, so I decided to try to ram it."

The German captain maneuvered to get a chance to put a torpedo into us, and I tried to keep the ship bow on to the submarine and avoid a torpedo. We could run over him. He took a chance, came up, and fired a torpedo. That skipper had the luck of a Mongolian hoop, and although the torpedo missed the length of the Caledonia, it finally went off. They are not supposed to explode unless they are fired at an angle.

John E. Howley, 25, eleven-year-old boy, was in a motor car driven by Mrs. Ernest Carr, same address. Ernest Carr, the latter's husband, was driving the car. With him was George Washington of Newburgh, N. Y.

Abraham Wolf, 26 Murray street, was driving the other automobile. He was not injured. But the Carr motor overturned, spilling its occupants into the road. All were bruised, cut and rather the worse for shock, but none would go to a hospital.

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BAKER DISCREDITED

PEDLERS IN UNIFORM Urges Public to Help Stop Panhandling Practice.

Uniformed pedlers have aroused the ire of New York's Secretary of War, and in a letter which he addressed yesterday to Col. Arthur Woods, who is connected with the unemployment service, he called for strenuous measures to abolish the practice.

Secretary Baker suggests that civilians will help the soldiers best by discouraging this commercialized panhandling, and by forcing them to take up more productive pursuits.

"Ex-soldiers," he writes, "are employed in many instances to peddle worthless devices and articles and sometimes very shabby papers and mementos of a pseudo-patriotic character, with the plain expectation that their uniform and their recent military service will appeal to the charity of passers-by."

He declares that this practice can only tend to bring the uniform into disrepute and that the men could obtain better jobs if they washed without degrading the uniform from a badge of honor to a means for panhandling.

EIGHT INJURED IN MOTOR ACCIDENTS

Two Women Victims of Crash in Queens—Stolen Car Found in Collision.

The crop of Sunday motor car accidents fell below its average seriousness yesterday. Among a list of injured pedestrians and motorists who suffered nothing more alarming than cuts and bruises were two women and two men who occupied automobiles that collided at Jackson and Astoria avenues, West Corona, Queens.

The women are Mrs. Belle Carr, 104 Ninth avenue, Astoria, and Mrs. Ernest Carr, same address. Ernest Carr, the latter's husband, was driving the car. With him was George Washington of Newburgh, N. Y.

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