

MUSICAL & THEATRICAL IN MUSICAL CIRCLES. BOOKS OF THE SEASON.

Now that the concerts to be given by the Oratorio society are so near, the active members of that body, at least, are bestirring themselves, although the concerts will be a week later than the original dates.

The October meeting of the "Old Musical Club" was held at Mrs. Wm. Bowden's, Sydney street, on Tuesday evening. There was a good attendance of active members, and a number of visitors.

On Sunday the Harvest Festival will be celebrated in the Mission church, where the assistant choir of women will sing for the first time. In the morning Tour's service in F will be given.

On Tuesday evening the "Music Union" had a rehearsal in Leinster street church. The choir is taking some of the solos.

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DONE WITH THE BRUSH. THE CARE SCENIC ARTISTS GIVE TO DETAIL IN THEIR WORK.

Mr. Chidley Tells Interesting Stories About Them, and How Some Wonderful Stage Pictures Were Produced—A Red Lobster for Effect.

One of the reasons for the comparative obscurity of scene painters, apart from the seclusion of the paint-bridge on which they pass their lives, is the somewhat dirty nature of their occupation.

The scene painter, dressed in a suit of canvass overalls, spattered from the crown of his head to the heels of his slippers with paint of all the colors of the rainbow, often presents an appearance which in the eyes of the careless observer, discounts him.

Yet this should not be so; sub palliolo sordida, scope virtus is an axiom old enough to redeem from the slight and justify the spirited defence of a scenic artist in London upon a certain occasion.

Among the foremost ranks of scenic art Clarkson Stanfield in his time stood eminent. He had been a sailor, but on his last voyage in that capacity fell from the rigging and broke his leg, which not being properly set incapacitated him for a sailor's life.

For many years after he had left the theatre as a professional field of action he occasionally worked in it. One of his latest and I may say most brilliant performances was the scenery for the "Frozen Deep" at the Guild of Literature and Art.

A very similar anecdote to that of the lobster is told of the great Turner who in one of his pictures put a bunch of carrots floating in a river. It being demonstrated to him that carrots sink he said "I can't help it, they ought to float!"

It is, however, only a few men of established reputation who could dare defy criticism in this way. Scene painters in particular are necessarily trained to great particularity in point of correctness of detail.

An illustration of this occurred in the practice of the great Ciceri of Paris. He had once four pupils and a scene to paint which represented the interior of a banking house with the name of the firm written on a glass door.

Genivet, another French painter, was equally scrupulous; he would set his pupils to lay out columns of the orders of architecture 70 and 80 feet long, and then measure the work himself to test if they had drawn it with the correct modules of proportion.

Beverly, the great English painter, was equally precise. Nothing was left to chance; in the great spectacular pantomimes at Drury Lane he would draw a perspective line upon the wall under which all the persons in the play were measured.

Various governments pay their chiefs as follows: United States, \$50,000 a year; Persia, \$30,000,000; Russia, \$10,000,000; Siam, \$10,000,000; Spain, \$3,900,000; Italy, \$3,000,000; Great Britain, \$3,000,000; Morocco, \$2,500,000; Japan, \$2,300,000; Egypt, \$1,575,000; Germany, \$1,000,000; Saxony, \$700,000; Portugal, Sweden and Brazil each \$600,000; France, \$200,000; Hayti, \$240,000; Switzerland, \$3,000.

THE ENGINE DRIVER. An English Paper tells of His work and Responsibility.

We all travel nowadays, and we are all interested in engines and engine-drivers. There is a readable article on the men who drive locomotives and the speed they run at in Chamber's Journal.

A man on being appointed a driver will try his hand at first with a slow goods train; and having shown himself competent and careful he will then have charge of an express goods or slow passenger train, and the height of his ambition is generally attained when he is called upon to drive such trains as the Flying Scotchman, the Wild Irishman, or the Flying Dutchman.

Engines are very much like racehorses—they have little tricks and peculiarities of their own, and require humoring; for this reason every driver keeps to his own engine as much as possible.

The average time on duty for the men is nine hours a day, beyond which they are paid overtime. When they are not running, their time is devoted to examining the engine.

As the question is often asked, "Which is the fastest train in the world?" it would be well to give it here with the particulars. The honor belongs to the Great Northern Railway company.

Behind the black and greasy faces of these men there are brave hearts, and seldom do they forget their duty to the public in times of accident. Nine times out of ten they could leap from their engine without much injury in cases of collision; but nine times out of ten they don't, but stick to their post till they can do no good.

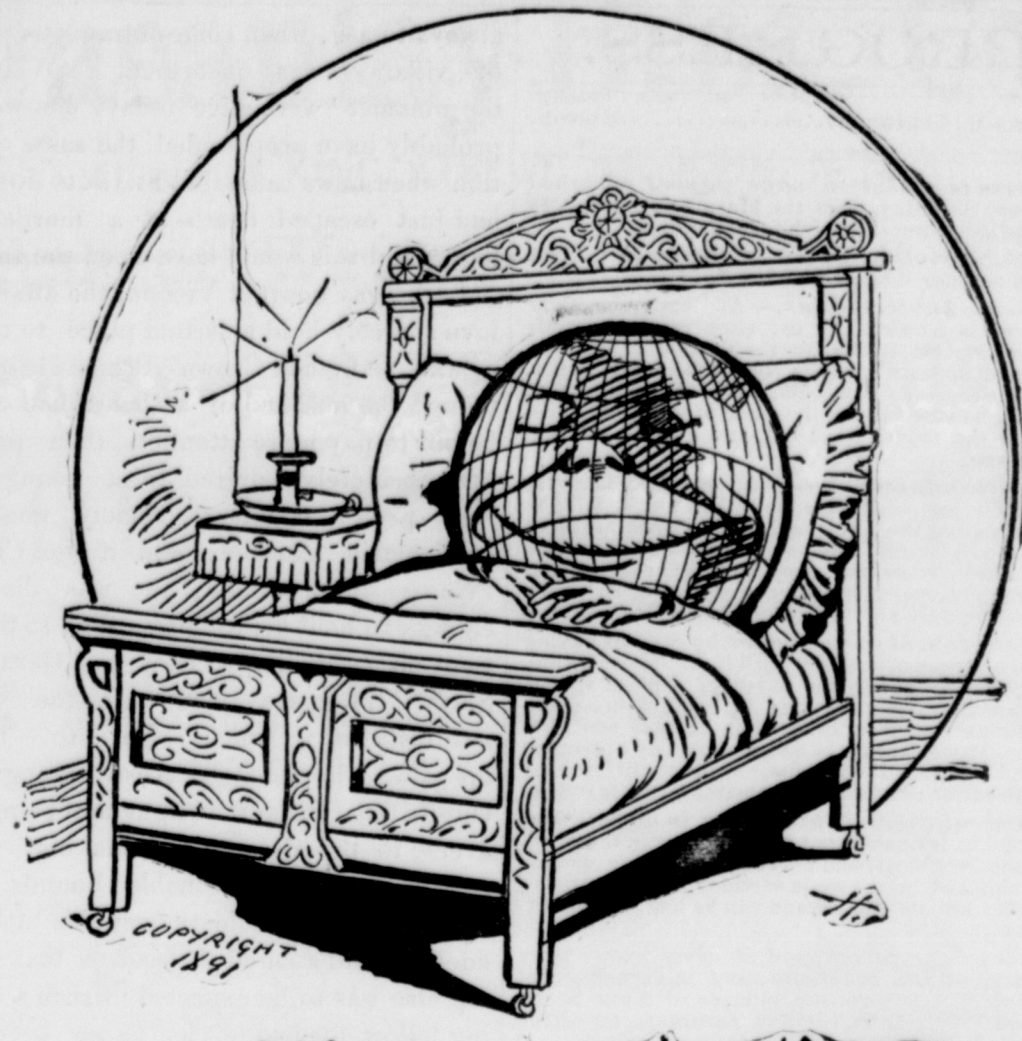
"Mamma," whispered the soft-voiced, blue-eyed girl, "Harry is in love with me." "How do you know, Mabel?" asked the cautious mamma.

"Because, mamma, he told me so." "When, darling?" "Last night, mamma, as we sat out in the pale moonlight. He said I was an angel, mamma."

"Did he ask you to marry him?" inquired mamma anxiously, for Harry had money. "Oh, yes, mamma." "And you accepted him of course." "No, mamma, I did not."

"You didn't?" and mamma began to pat her foot and get red and white about the nose. "You didn't? Why didn't you? Don't you love him?" "Yes, mamma." "Then why don't you marry him?"

"Because, mamma," and the conscientious little creature sighed, "I love him so much I don't want him ever to change his opinion of me."—Detroit Free Press.



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If you spend a cent in Furniture before you have taken a look at our stock and our prices you'll make a mistake, and the more you spend the bigger your mistake will be.

HAROLD GILBERT'S WAREROOMS, - 54 KING STREET.

The Ostrich Kicks. In the nesting season the male ostrich is a ferocious animal, and cannot be approached with impunity. Kicking is his mode of attack.

Engines are very much like racehorses—they have little tricks and peculiarities of their own, and require humoring; for this reason every driver keeps to his own engine as much as possible.



INFANTILE SKIN DISEASES CURED BY Cuticura

EVERY HUMOR OF THE SKIN AND SCALP of infancy and childhood, whether torturing, disfiguring, itching, burning, scaly, crusted, pimply, or blotchy, with loss of hair, and every impurity of the blood, whether simple, scrofulous, or hereditary, is speedily, permanently, and economically cured by the CUTICURA REMEDIES, consisting of CUTICURA, the great Skin Cure, CUTICURA SOAP, an exquisite Skin Purifier and Beautifier, and CUTICURA RESOLVENT, the new Blood and Skin Purifier and greatest of Humors Remedies, when the best physicians and all other remedies fail.

THE WORKMEN are in charge of the OPERA HOUSE

blasting under the stage, and preparing to put in heating apparatus.

Meanwhile the management is arranging for immediate

ATTRACTIONS.

GRAND TESTIMONIAL CONCERT TO MR. CHAS. H. WILLIAMS, AT Mechanics Institute, TUESDAY, OCT. 27, 1891.

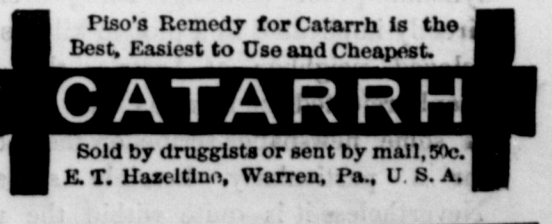
THE CITY CORNET BAND, KINGSVILLE BAND, CITIZEN'S BAND, HARRISON'S ORCHESTRA, and leading Vocalists will assist.

1891 LECTURE COURSE, 1892 THE YOUNG MEN'S ASSOCIATION OF TRINITY CHURCH.

Season Tickets 50 cts. Single Admission 10 cts. Tickets may be obtained from Members of the Association, or at the stores of J. & A. McMillan, C. P. Clarke, and Geo. H. McKay.

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Always keep a large stock of all goods pertaining to the Jewelry Business, and are continually adding to their stock in the Latest things that are manufactured.



Fancy Goods, at McArthur's Bookstore 80 King Street.

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LADIES' CHILDREN'S Jacket and Mantle CLOTHS, CLOAKINGS, ETC.

In all the (New Makes, Designs and Colorings. Prices ranging from 50 cents to \$6.00 per Yard.

Manchester, Robertson & Allison

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WRITE TO GEO. P. ROWELL & Co. No. 10 Spruce Street, NEW YORK.

Some Fat Salaries. Various governments pay their chiefs as follows: United States, \$50,000 a year; Persia, \$30,000,000; Russia, \$10,000,000; Siam, \$10,000,000; Spain, \$3,900,000; Italy, \$3,000,000; Great Britain, \$3,000,000; Morocco, \$2,500,000; Japan, \$2,300,000; Egypt, \$1,575,000; Germany, \$1,000,000; Saxony, \$700,000; Portugal, Sweden and Brazil each \$600,000; France, \$200,000; Hayti, \$240,000; Switzerland, \$3,000.

Secured Control of the Goods. Many persons who visited the exhibition noticed the exhibits of the Oxford manufacturing company of Nova Scotia—a concern that has won a reputation on the quality of its goods and not by any advertising.

Hallow'een. To observe the old and amusing customs of this day, it is necessary to have a full supply of Chestnuts, Walnuts, Filberts, Almonds, Hickory and Peanuts, nice Apples, Grapes, Figs, Bananas, Confectionery, etc., from J. S. Armstrong & Co., 32 Charlotte street.