

**Music and
The Drama**

IN MUSICAL CIRCLES.

The picnic party is still the prevailing idea and there is little cause for surprise in the fact during these delightful days of summer. There the picnic party is assembled there also is music of varied quality. There is music of merry voices. The music of the mouth organ played not without some skill in many instances, the music of flute and concertina and the oftentimes sweet blending of tones in duett, trio or quartette, and the music that is perhaps the most melodious, viz. the laughter of merry happy children.

Beyond this there is nothing in the local musical world this week that calls for remark.

There is one item of superior musical interest, however, which has reached me this week and which will please all music lovers who read PROGRESS. It is in the form of a somewhat substantial intimation that there is a probability of our people in the early fall again having opportunity to hear Miss Mary Louise Cistry, who is well called America's greatest contralto.

Tones and Undertones.

Lottie Mae Mackay, the young Boston singer, has sailed for Italy, where she will finish her musical studies. She will be absent probably two years, the greater part of which time she will spend in Florence.

Mrs. Richard Blackmore, jr., with her husband will pass the current month in New York and thence start on a bicycle trip to Niagara falls.

The Worcester Annual Musical festival (the fortieth) will be held in Mechanic's hall, Worcester, Mass., beginning September 30th. There will be seven concerts and seven public rehearsals. Carl Zerrahn will be conductor.

A new Boston contralto who, comparatively unknown, has made quite a success by her beautiful voice and artistic singing is Madame Benzling.

Henri Marteau's reappearance in the United States will be on January 7th, next at the third concert of the New York Philharmonic Society.

Victor Maurel it is now said, may probably return to the United States next fall and give a series of recitals.

The principal tenor roles of the forthcoming Worcester festival will be sung by Evan Williams.

"Venus on Earth" is the title of a new burlesque operetta recently produced in Berlin at the Apollo theatre. It was well received.

A new opera in three acts entitled "Perdita" which has been given at Pragus, is, in its story, taken from Shakespeare's "A Winter Tale." The music is by Joseph Nervera.

Felix Godetroid, a composer of ecclesiastical music, died recently in France. In his youth he was called the "Paganini of the harp."

Madame Elsie Pech, who furnished the libretto for Smetona's opera, "L. Baiser," has been decorated by the emperor of Austria.

The New York Times, in a recent issue tritely observes that "it is not every national anthem that knows its own composer."

The fad of the wealthy Americans of engaging artists to appear at favorite musicales has reached London. Madame Melba has sung at thirteen such affairs and received \$1500 on each occasion. Calve and Eames \$1000 each and Plancon and Ancona \$500 each.

Paderewski played at but four musicales in England and received \$20,000. He would not appear at more than these four occasions.

Camille Saint Saens has given his various art collections from his home in Paris to the town of Dieppe where he intends to reside in future. Among other things the library contains several hundred musical scores and some thousands of autographs of celebrated men.

Rosenthal is in Gastein making preparations for his coming tour in America.

Comic opera has fallen upon evil days in Vienna as recent productions have failed to please the public, and the theatre An des Wein is to be devoted to works of a higher lyric order.

The opera Comique in Paris has closed its doors for the season. The closing performance was an admirable performance of "Werther."

Wagner asked twenty-five louis d'or for his opera "Rienzi," payable on delivery. A writer on this note says "It was not with that that he was able to supply himself

with the sumptuous dressing gowns that he effected and the stuffs of silk, of velvet and of brocade with which he wished to cover himself and his surroundings.

Verdi has been demonstrating that he is in excellent health and spirits. On his way to the baths of Montecatini he stopped over in Milan and went to an evening party given by Ricordi, his publisher, where he sang the love duet from "Otello" with Mme. Stoiz, the original Aida, imitating the poses and mannerisms of the tenor Tamagno. He told a newspaper man to deny the rumors "which announce that I am a candidate for Paradise." Several foreign theatres will celebrate his 85th birthday, Oct. 13, by a performance of his first opera, "Il Conte di Bonifacio."

"I see where the Queen of England has sixty pianos, and doesn't play any of them." "That's a good girl. I know a woman who has only one piano, but she plays like sixty."—Cincinnati Tribune.

TALK OF THE THEATRE.

The company known as "Rice's Comedians" which has been playing to a very satisfactory business during the past fortnight at the Opera house, close their present engagement this evening. Differing somewhat in method from other companies which have been playing at popular prices, Rice's Comedians have given but two matinee performances each week, on Wednesdays and Saturdays. The closing matinee will be given this afternoon. During their stay here they have given satisfaction to a great many patrons, in the variety of their plays, and the singers on the topical songs have voices beyond the average in that line of work. Sometimes funny incidents occur on the stage that are not on the bill, that are unexpected and due sometimes to thoughtlessness often caused by familiarity with a part, and this company supplied an instance last Monday evening. It was during the piece "In the Trenches," and consisted in the fact that the negro Old Uncle Ned, when at the front turned white as to his hands, while his face retained its orthodox blackness. It certainly was funny and the actor seemed to be entirely unconscious of it.

I regret I am not now able to make other note of the dramatic performance given by Miss Anglin and the talented people who supported her in Mechanics Institute last evening than to say the performance was given to one of the largest, most elegant and refined audiences that ever assembled in that historic hall. I have read from time to time, in the press of other cities, comments upon the work of Miss Anglin in various roles in which she has appeared and through them all runs a similar sense of her cleverness and the thoroughness and naturalness of her impersonations. It is only a reasonable assumption then, and crediting these papers and their dramatic critics with discrimination, that the performance by this young lady and her supporting company was of a superior character in every respect. Though not exactly born in St. John Miss Anglin to all intents and purposes is a St. John girl and her career and future distinction upon the stage will interest every one in this city.

The receipts from the performance of Pinero's play, "The Princess and the Butterfly," for the season, were \$80,000. It was an artistic rather than a financial success.

Tina di Lorenzo, the young Italian actress is again said to be coming to America. Four years ago she was advised by the late Alexander Salvini to study English, and he assured her that fortune would meet her on the west of the Atlantic.

Georgia Cayvan is in New York and her plans for next season are delayed until she gets a good play.

"Tess of the D'Urberville" with Minnie Maddern Fiske in the title role, will begin a season at the Fifth Avenue theatre, New York in March next and afterwards go to California for a spring tour. Two new plays will be produced by this company during the season. Frank McCormick a clever young actor has been engaged for this company.

Albert Tavernier who was recently in this city with the Miles Ideal Stock Company goes in support of Robert Mantell next season.

The Floy Crowell company appears in the Opera house here next week.

Edgar Davenport the actor, is much improved in health and is still resting in his home at Duxbury with his family.

Laura Biggar and Bert Haverley who last season introduced "A Trip to China Town" to St. John theatregoers, are to play an engagement at Keith's theatre, Boston, appearing in a piece called "She Would be an Actress."

Nat Goodwin and the beautiful leading lady of his company Maxine Elliott are frequently seen in London. Goodwin purposes playing a London engagement next summer and he will have a company of exclusively American players.

Charles Wyndham will produce a new play by Harry Arthur Jones at the Criterion theatre in September next. The piece is called "The Trifler."

Robert Downing will be seen the coming season in a new play called "Davia Laroque." It is based on a popular novel by George Olanet. Its first production on any stage will be at the Academy of Music Washington on the 30th inst.

Sadie Martinot has been engaged by Messrs Hoyt and Magee to play the role of Hatty in "A Stranger in New York" next season. There are seventeen people in the company.

"The play called 'The Strange Adventures of Miss Brown' will be sent on the road again next season.

The Miles Ideal Stock Company are now playing an engagement in Halifax, N. S. at the Academy of Music.

E. hel Barrymore, daughter of Maurice Barrymore, is said to have been engaged for Sir Henry Irving's company. She is en route to the United States now.

Miss Julia Arthur who is to star next season in "A Lady of Quality" has been interviewed as to her work in Sir Henry Irving's Company. Speaking of the hard work there Miss Arthur says. It has done me a world of good. When I first joined the company I was afraid that my American accent, which I know is marked, would arouse comment, and, indeed, Sir Henry was afraid so, too. But after the first rehearsal he came to me with a delighted smile. "Where is your accent?" he said. I looked at him wonderingly. "You have it in private life," he went on, but it disappears on the stage." And from that time to the day I left him," said Miss Arthur, "he never mentioned accent again." Her tour will begin at Detroit on 4th October next.

"Jim the Penman" is on at the Castle Square Theatre, Boston, this week, with J. H. Gilmore in the leading role.

E. H. Sothorn and his wife (Virginia Harned) recently had a narrow escape from drowning near Far Rockaway. They were rescued in time by Joseph Raynor of the Life guards. They were caught in the undertow and though both good swimmers they would have been lost were it not for their brave rescuer.

TELEGRAPHY WITHOUT WIRES.

Authoritative Account of a Simple and Important Invention.

Mr. W. H. Preece, the telegraphic expert of the post-office, lectured recently on 'Telegraphy Without Wires.' There is, of course, nothing new in the fact of being able to communicate without wires, but toward the close of his lecture, Mr. Preece announced that a new invention, which might have the widest possible influence not only on the future of telegraphy, but on the safe navigation of ships, had lately been brought before the department, and no expense would be spared to thoroughly test it. Mr. Marconi, a young Italian electrician, came to him recently, he said, with a system of telegraphy without wires, depending not on electro-magnetic, but on electrostatic effects—that is to say, on electric waves set up of a much higher rate of vibration, 250,000,000 a second in fact. These vibrations were projected through space in straight lines, and could be reflected and refracted like light—indeed, they were capable of all the phenomena which light was allowed to go through. The invention—which dealt with the method of

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receiving and sending messages by this means—was first experimented with on the roof of the post office, and then for three-quarters of a mile on Salisbury Plain. Mr. Marconi was present that night, and this was the first occasion on which the apparatus had been shown, except to government officials. The great difference between the system which had already been tried and Mr. Marconi's system was that in the former a wire on each side was necessary, and in the latter no wire was required. Vibrations were simply set up by one apparatus and received by the other, the secret being that the receiver must respond to the number of vibrations of the sender.

The apparatus was then exhibited. What appeared to be just two ordinary boxes were stationed at each end of the room, the current was set in motion at one, and a bell was immediately rung in the other. 'To show that there was no deception,' Mr. Marconi held the receiver and carried it about, the bell ringing whenever the vibrations at the other box were set up. Continuing Mr. Preece said he had had the greatest possible pleasure in telling Mr. Marconi that day that the post-office had decided to spare no expense in experimenting with his apparatus, and one of the first trials would be from Penarth to an island in the channel. He might add that he had the greatest faith in the apparatus. The curious thing about it was that there was no new principle introduced. The first man who taught us how to generate these waves was Hertz, the German physicist and they had been developed by others. But in making practical use of these waves Mr. Marconi had invented devices which were highly novel and very beautiful, and when they were patented and could be made public he thought they would be admired by everybody. Lord Kelvin it was who dubbed the apparatus first used for setting up these vibrations 'the electric eye,' and in this connection he might say that there had been a great deal of nonsense written about Prof. Bose, who, beyond experimenting on these waves, had done nothing. He ventured to say that the subject was not only interesting in itself, but that the experiments were successful—as he believed they would be—it would be of inestimable value to our ships, for it would provide another easy way of communicating with lightships and lighthouses. To take an instance: Since last year they had had a cable with the Fastnet light, the first light seen by Atlantic voyagers, but in the early part of this year it broke down, and they had never been able yet to land on the rock in order to repair it. But there was a possibility beyond this of enabling ships as they came near dangerous rocks and shallows to receive an intimation of the fact by means of these electric waves. Neither day nor night made any difference, fog nor rain nor snow would not interfere with them, and if the invention was what he believed it to be, our mariners would have been given a new sense and a new friend, which would make navigation infinitely easier and safer than it now was.

KENTUCKY'S FIRST DUEL.

An International Encounter in Which an Englishman Came to Grief.

An old letter, which has just come to light and was written by Joan Ross of Paris, Ky., under date of Feb. 18, 1812, gives an account of probably the first duel ever fought in Kentucky. It is not the first it is at least the most remarkable encounter that has taken place on Kentucky soil. Mr. Ross says: "On the first day of November, 1811, James Allen of Kentucky and the subscriber met with Thomas Fuller, an Englishman, and his company, at a small branch between the United States Saline Salt Works and Fort Massack. Making a stop at that place, Messrs Allen and Fuller entered into a conversation which led to a very serious rencontre. After learning the name, nation, and residence of each other, Fuller asked Allen if the Kentuckians were anxious for a war with England. Allen replied they were warm for war. Fuller said they need not be, for one Englishman could drive five Kentuckians. Allen thought one Englishman could not drive one Kentuckian, and was willing, as one of each was present, to have the thing tested. Fuller was willing also, but it must be done in an honorable way; he would fight with pistols, standing about one pace apart, to which Allen was agreed. Fuller finding Allen in earnest, said he thought it too savage-like to stand so near each other and proposed that they should choose seconds and take distance ten steps apart. This proposition was agreed to, and the preliminaries settled; but Fuller said he had a wife near Pittsburg, and before they fought he would go aside and write a few lines to her, so that if any accident should happen to him she might know it. He went and returned in a short time ready for action. 'The combatants then took the places assigned them, and at the word they both fired, and Fuller fell, having received the ball of his antagonist in his left breast; but not appearing to be much hurt he proposed another round. They then proceeded to fire again, upon which Fuller fell a second time and declined fighting any more and was found to have received the second ball in his breast within an inch of the first. 'Allen was surprised to find that the balls had not taken effect, and suspecting

some stratagem he protested he would kill Fuller on the spot unless he would fight again or acknowledge himself a coward. Fuller, rather than smell powder again, would submit to anything. His jacket was then unbuttoned, and to the astonishment of the beholders a Dutch blanket was discovered in eight folds, and one quire of paper opened and spread under the blanket both between his waistcoat and shirt and upon lifting up the blanket the two balls were found, having penetrated through the eight folds of the blanket and were lodged on the paper. His breast, notwithstanding the fortification, was very much bruised and black, and he appeared considerably injured.

'Allen received no material injury. The first ball struck between his feet and the second grazed the skin on the side of his head. And thus ended a contest which proved the superiority of the Kentuckian, and exposed the boasting, imperious Englishman to eternal contempt and disgrace. And it is highly probable from his own story and conduct that this same Fuller is employed to do business for the British in the Western country and among the Indians. The subscriber was the second of Mr. Allen and is willing to attest the truth of the facts above stated. He is now on his way home, which is on Brush Creek, in the State of Ohio.

DOOM OF THE LOCOMOTIVE.

It has Done Its Work and Must Soon Give Way to Motors.

About 100 years ago Oliver Evans, the inventor, was rash enough to say that the time would come when his high pressure locomotive would take people after breakfast in Washington and get them to New York for supper. The idea of covering 200 miles in this time was of course preposterous, and he was the butt of many a joke. But when the rails were finally laid, which was not so many years ago, the passengers soon began to want more speed, and thus it has gone on. Americans accept inventions as marvels for a whole day sometimes, and then demand more. Some people have been known to complain of the telephone.

But the locomotive has been a faithful old friend. Locomotive engineering goes so far as to say it 'was always kept equal to any speed required put upon it,' and that the only obstacle to fast trains a half a century ago where the tracks and the lack of signals, and the absence of efficient means of stopping the trains. How human this sounds. If we only had the right sort of tracks, the proper warnings, and the power to stop, how many of us would arrive at our destination in time to sup on success and prosperity instead of getting sidetracked or wrecked?

It is the fact, however, that the locomotive has kept strictly up with the times and few of us care to travel faster than on the limited trains that allow us fast to break in Washington and take luncheon in New York—a beggarly five hours of smooth motion that could easily be reduced to four if the railroads wanted to do it. But the faithful old puller, varying in size from the shifting, if not shiftless, busy-body that puffs around stations, to the marvelous machine of a hundred tons, is reading the handwriting along its tracks. The electrical motor, dumpy and ugly, is preparing to retire its handsomer rival. It is like a mean little torped boat sending the beautiful full rigged man-of-war into retirement; but it represents force, and force rules. Millions upon millions of dollars are represented in these locomotives, but even millions cannot prevent the advance of invention. And so, after awhile, the old locomotive may be as rare as the old street car horse; but let us be grateful for what it has done and admit that the man was almost right when he called it 'the plowshare of civilization,' for wherever its whistle has been heard progress has found a way and the furrow has been plowed—Leslie's Weekly.

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