

NEW YORK
THEATRICAL
HAPPENINGS

(Continued from Page 14.)

an extent that the show is going livelier and more triumphantly than ever. Mr. Arthur Dunn, Mr. Alexander Clark, Mr. Van Rensselaer Wheeler, Mr. William Gould, Mr. Al. Fields, Mr. William Wolf, Miss Dorothy Dorr, Miss Amelia Stone, Miss Helen Lord, Miss May Hengler, Miss Flora Hendler, Miss Suzanne Halpren, Miss Mabel Carrier, Miss Florence Worden, Miss Miriam Falconer, Miss Margaret Rohe and the others in the big company of 100 are doing their share to deserve the vast amount of praise being accorded to them on all sides for clever and conscientious work.

A partial list of the theatrical attractions at Manhattan Beach this summer may be made public now. On June 30 "The Sultan of Sulu" will begin a two-weeks' engagement. On July 13 Lew Dockstader, in a newly-revised musical show and with a company of 100, will appear. He will be followed by "Sleeping Beauty and the Beast" for an engagement of six weeks.

The engagement of the all-star Shakespearean cast at the Knickerbocker Theatre in "Romeo and Juliet" under the Liebler management, proved a great success, as it had done previously on the road. It will be succeeded, at an early date, by the new musical production in which George Lederer will star as "Blanche Ring" and which, it is promised, will be so good that an all-summer run is guaranteed.

The cooling apparatus now used in the principal metropolitan playhouses entirely does away with the old hot weather discomfort, so that there is no reason why some of the managerial aspirations in this direction should not be gratified.

"The Prince of Pilsen" continues his merry tale at the Broadway Theatre under the management of the same manager. The same is true of "The Sultan of Sulu" at Wallack's. Both of these can run all summer from present indications.

Henry W. Savage returned to New York last week from a six-weeks' trip abroad. Among the announcements made by him upon his return was that he will produce "Parsifal" in English, providing he can secure the rights and can secure a suitable translation. He returns with many new players engaged, some for the Castle Square Opera Company and some for his light opera companies. He has secured two new musical plays, and has entered into preliminary arrangements for others. His grand opera company will begin its season in Brooklyn in September, and "Othello" will be one of the chief productions besides "Parsifal." A new musical comedy by Henry Blossom will be produced by Mr. Savage in Boston early next season, and later he will bring out a comedy by George Ade. He stated that his production of the Puccini opera, "Mme. Butterfly," for which he owns the American rights, is still delayed. Just before his arrival in Milan, Signor Puccini met with a serious automobile accident, from which he has not yet fully recovered, and in consequence has been unable to complete the opera. Mr. Savage has engaged for the Castle Square Opera Company Jennie Morelli, a coloratura soprano, whose success at the Philharmonic concerts in London has been marked.

"The Earl of Pawtucket," at the Manhattan Theatre, is said to be looked for the best part of the summer. At the Third Avenue Theatre "A Working Girl's Wrong" has been succeeded by "Across the Rockies; or Home Sweet Home," another very strong play with scenic presentation. So successful was "A Working Girl's Wrong" that it has been put on for a limited run at the Academy.

At the Majestic "The Wizard of Oz" continues to fill the house and will positively be an all-summer attraction. The run has already been phenomenal.

Another winner, "There and Back,"

closed out at the Princess, only to return next season to the same theatre. There are to be Sunday evening concerts at Terrace Garden this season in the open air, as well as performances of operetta in the Lexington Opera House. The repertory of the company under the direction of Signor Montegriffo, which began with Offenbach's "The Brigand," on Saturday evening, May 30, embrace the following works: "Il Traviatore," "Merry War," "Boccaccio," "Amorita," "Martha," "Grand Duchess," "Erminie," "Pearl of Pekin," "Dorothy," "Maritana," "The Gypsy Baron," "The Beggar Student," "Chimes of Normandy," "Paul Jones," "The Queen's Lace Handkerchief," "Bohemian Girl," "Fra Diavolo,"

management of George H. Brennan. The title role is filled by the eminent Hebrew tragedian, Jacob P. Adler, who, in the character of Shylock, recently achieved distinction in Philadelphia, Baltimore and Boston. The elaborate scenery prepared by Augustin Daly is used and the production throughout is very elaborate.

Vaudeville of the class that has made Mr. Keith and his houses all over the country famous will be the offering at his Union Square Theatre during the coming week. There will not be a dull spot in the entire performance and the bill is one that caters to all kinds of fancies in the entertainment line. It will abound in comedy and novelties and

"DREAMLAND"



"Dreamland" is one of the exceptional features to be presented by the Southern Carnival Company, which is to appear in Portland during the street fair which begins June 14, but there are 15 other attractions said to be scarcely less entertaining. When witnessing "Dreamland," it is claimed to be hard for the audience to determine whether it is awake or sleeping, for a woman is made to float through the air above the crowd and assume a vast variety of poses and positions apparently without anything to hold her from the earth. The charming young woman who flies through the air in this mysterious production is first hypnotized in plain view of the audience and is then caused to gradually rise from the platform on which she has been standing. When clear of the ground she takes position as the hypnotist dictates. This novel act was one of the leading features of the Buffalo World's Fair, and has since that time been seen in many cities, always attracting large crowds.

"Faust," "A Trip to Africa," "A Voyage to China," and a few of the up-to-date Broadway successes. The vaudeville and open-air concerts before and between the acts and after the opera will be a feature of the summer nights at Terrace Garden.

The return of Mabelle Gilman to the Bijou Theatre in her great success, "The Mocking Bird," reopens this theatre, which was closed for a week after the withdrawal of "Nancy Brown." Miss Gilman has made one of the pronounced hits of the season and will acceptably fill the gap left by the premature departure of Marie Cahill.

Although the regular season of the American Theatre Stock Company closed Saturday night, the boards of that theatre are occupied by a presentation of "The Merchant of Venice," under the

is particularly strong in acrobatic features. Prominent at the top of fundmakers will be found Kerns and Cole, the German comedy stars. In their sketch, "Professor Schlitz," Johnny Williams, the American Li Hung Chang, will be seen in his burlesque novelty, "Professor Herrman Outdone." Miss Marjorie Ainsworth, the mystic protean character artist, will make five changes without leaving the stage, while Campbell and Caulfield will provoke many a laugh with their sidewalk conversation. Mr. Frank C. Bostock, "the animal king," who had the show at the St. Nicholas Garden last autumn, has taken a lease of the Sea Beach Palace, at Coney Island, for the summer and began a series of exhibitions there on Saturday last. HERBERT E. CLAMP.

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9--BIG ACTS--9

Matinee Prices 20c-10c; Evening Prices 30c-20c-10c
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ELECTRIC LINESGeneral Manager Berry of the
Boston & Maine Road Says
Steam Traffic Is Facing a
Serious Problem.He Cites the Suburban Business as the Greatest Drain
on the Receipts of Profitable
Systems.

"How to successfully compete with electric lines is the most serious problem the vast railroad interests of the United States have ever been called on to solve," said William F. Berry, second vice-president and general traffic manager of the Boston & Maine road, this morning. "Railroad officials all over the country," he continued, "saw the handwriting on the wall, so to speak, when it was demonstrated a few years ago that electricity as a motive power had come to stay."

"Cars can be propelled by electricity at about one-half the expense of steam. Time was when many of the larger cities had a system of steam motor cars on the main streets. These as well as horse cars have all been superseded by trolley cars. The law recognizes the fact that one man cannot be carried one mile on a railroad for less than two cents without incurring loss, yet there are many electric roads in the country that carry a passenger two or three miles for five cents. In most of the states there are laws regulating the minimum mileage charge of railroads to three cents per mile, for instance, Minnesota. No attempt has ever been made to fix the bounds of streetcar fares, it being generally agreed that local fares shall be five cents and charges for suburban trips in proportion."

Railroads Ignored.
The remarkable growth of suburban and interurban lines has practically forced the railroads from some of their most lucrative short line runs. I might cite Tacoma and Seattle as an example. A passenger is carried between the cities for 50 cents. Before the projection and completion of the line the Northern Pacific did almost all the local business, except a certain percentage that went to the Puget Sound steamer. Since the interurban started its cars the Northern Pacific has abandoned the field.

"New England is a perfect network of interurban roads and I learned recently that a line is to be built from New York

to Boston, on which will be run not only sleepers, but diners also. This is striking a soft spot in railroad circles, for sleepers and diners the railroads have always considered peculiarly their own. "Minnesota and St. Paul give another example. The road is ten miles in length and the fare is ten cents. This has forced seven railroads to abandon all attempts to secure the local traffic between the two cities. The line also runs to Stillwater, a city 20 miles from St. Paul, and I heard only recently that the river will be crossed and the line extended into Wisconsin. At that rate the time is not far distant when the electric roads will run into Chicago."

But the passenger traffic gives but a small part of the profit. Most of the interurban lines have been so successful that regular express and freight trains are being run. It is here that railroads feel the greatest effect of the competition. If unable to fight for passenger traffic they will soon be unable to force freight into their own hands.

Future Outlook.
"I have studied the situation carefully, and to my mind the time is not far distant when the steam roads will have to grant concessions that have never yet been suggested except in jest. As sure as electricity is a motive power the time will come when one can travel from coast to coast in vestibuled, luxuriant coaches, for probably less than half the present cost."

"By the Western papers I see that a line is to be built from Portland to Hillsboro in competition with the Southern Pacific. That bears out what I have just said. Another line that I hear some talk about is from Baker City through the valleys of Central Oregon. I also am informed that the line from Seattle to Tacoma has been surveyed from the latter city to Olympia and will ultimately run through to the coast. As I said before the problem of steam railroad existence will soon be forced upon us."

Mr. Berry is an old and experienced railroad man. He is interested in mining and railroad affairs in the West and is here to confer with business associates. He spent some time this morning with local railroad men and will leave tonight for Southern Oregon.

HAVE YOU SEEN THE SEA SNAPE?

Watch for the unique and catchy pamphlet issued by the General Passenger Department of the Astoria & Columbia River Railroad Company, which tells a little tale about the Summer Girls, Sea Serpents and Sunsets at Seaside. The story is short, but well told and handsomely illustrated, and will make its first appearance about June 15. Copies mailed free upon application to J. C. Mayo, G. P. & F. A. Astoria, Or.

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