Trade

October 20th.

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UNCLE SAM'S DRUNKEN SOLDIERS.

Forty-Sixth Regiment of Volunteers Had to Be Side-Tracked at Columbus to Get Sober.

Cincinnati, O., Oct. 19.—The forty-sixth regiment of volunteers en route from Massachusetts to Manila was delayed here by enforced drum head court-martial on account of an epidemic of drunkenness. The first section arrived yesterday over the Chesapeake & Ohio and held high carnival. They had whisky secreted on the train. Col. Hegle immediately called a drum head court-martial which sent 35 of the worst offenders to the Columbus barracks. As the other sections arrived during the day it was found that there was plenty of whisky aboard of them also, and the supply was greatly increased here, so that the four sections were all side-tracked west of this city at Valley Junction for more trials by drum head court-martial and additional instalments were to-day sentenced to the Columbus barracks guard house, awaiting further action. Everything has been in readiness by the Big Four Railway since yesterday noon to carry the regiment to St. Louis, but trains are this afternoon still held at Valley Junction.

BLACKSMITHS' COMBINE.

Those in That Business in Huron County Cannot Live at the Present Prices.

Clinton, Ont., Oct. 19.—A large convention of blacksmiths of the County of Huron and surrounding country met here to-day to consider the situation in which they are placed. The advance of prices of stock in all their different branches has caused a serious blow to the trade and they find it impossible to live at present prices and have formed themselves into an association, with an executive, which will handle all matters to their interest. Officers elected were: President, T. L. Jobb, Wingham; secretary, J. Stewart, Seaforth; treasurer, O. Johnston, Clinton.

CATHEDRAL OUT OF DEBT.

Most Imposing Catholic Edifice in Halifax Consecrated.

Halifax, N.S., Oct. 19.—St. Mary's Cathedral, the most imposing Roman Catholic edifice in Halifax, having been declared free of debt, was to-day consecrated with impressive ceremonies, conducted by Archbishop O'Brien. This evening Bishop Wire delivered by Rev. Father Ryan of Toronto.

Should Be Welcomed.

London, Oct. 19.—The Daily News this morning, referring editorially to the coming visit of the German Emperor says: "There is no reason why he should not meet with a hearty reception. The Emperor's neutrality and pacific counsel to the Boers has atoned for his famous Kruger telegram. It is quite clear that some new negotiations, of which Samoa is the turning point, are in active progress and the understanding will probably extend far beyond that Samoa question."

Liederkranz Entertainment.

Wednesday the Liederkranz inaugurated a series of entertainments for the coming season. Consul Nordheimer, Ald. Steiner and other prominent German citizens were present, and the company witnessed a pleasing dramatic performance, in which Madame Wolfram was conspicuous, and was ably supported. A dance followed, and the affair was a splendid success in every way. The dance was kept up till the early morning hours.

The Demon Dyspepsia—In olden times it was a popular belief that demons moved invisibly through the ambient air seeking to enter into men and trouble them. At the present day the demon, dyspepsia, is at large in the same way, seeking habitation in those who by careless or unwise living invite him. And once he enters a man it is difficult to dislodge him. He that finds himself so possessed should know that a valiant friend to do battle for him with the unseen foe is Parmelee's Vegetable Pills, which are ever ready for the trial. ed

East Buffalo Market.

East Buffalo, N.Y., Oct. 19.—Cattle—There was only one load on sale, with a fair demand and prices quotably steady. Calves were light supply, good demand, stronger. Choice to extra were quotable $7.50 to $7.75; good to choice, $7 to $7.50.

Sheep and Lambs—The offerings were moderate, 11 loads, including one load of Canada lambs. The market for choice lambs was a little stronger. Choice to extra were quotable $5 to $5.30; good to choice, $4.75 to $5. Sheep, choice to extra, $4 to $4.25; good to choice, $3.75 to $4; Canada lambs, $5 to $5.30.

Hogs—With only 27 loads on sale and a materially active demand the market was steady with yesterday. Heavy were quotable $4.35 to $4.45; mixed, $4.45 to $4.50; Yorkers, $4.40 to $4.45; pigs, $4.35 to $4.40; grassers, $4.20 to $4.40; roughs, $3.65 to $3.80; stags, $3.25 to $3.40. There was a fair clearance and a steady close.

HEART DISEASE.

Some Facts Regarding the Rapid Increase of Heart Trouble.

Heart trouble, at least among the Americans, is certainly increasing, and, while this may be largely due to the excitement and worry of American business life, it is more often the result of weak stomachs, of poor digestion.

Real organic disease is incurable, but not one case in a hundred of heart trouble is organic.

The close relation between heart trouble and poor digestion is because both organs are controlled by the same great nerves, the Sympathetic and Pneumogastric.

In another way also the heart is affected by the form of poor digestion, which causes gas and fermentation from half-digested food. There is a feeling of oppression and heaviness in the chest caused by the pressure of the distended stomach on the heart and lungs, interfering with their action; hence arises palpitation and short breath.

Poor digestion also poisons the blood, making it thin and watery, which irritates and weakens the heart.

The most sensible treatment for heart trouble is to improve the digestion and to ensure the prompt assimilation of food.

This can be done by the regular use after meals of some safe, pleasant and effective digestive preparation, like Stuart's Dyspepsia Tablets, which may be found at most drug stores, and which contain valuable, harmless digestive elements in a pleasant, convenient form.

It is safe to say that the regular, persistent use of Stuart's Dyspepsia Tablets at meal time will cure any form of stomach trouble except cancer of the stomach.

Full-sized package of these tablets sold by druggists at 50c. Little book on stomach troubles mailed free. Address F. A. Stuart Company, Marshall, Mich.

AGAIN THE WIND DROPPED

When the Race Was Called Off, the Columbia Lead by Three Miles.

COLUMBIA WAS FIRST AWAY

And Led at the Turn—A Good Crowd of Excursionists—Another Trial To-Day.

New York, Oct. 19.—There was a cloudless blue sky over the Battery this morning and a light but steady northwest breeze blowing. The Long Island and Jersey shores of the upper bay were slightly covered with haze, but the early indications were that the day would be clear and cooler with light to fresh north to northwesterly winds.

The steamer Blackbird, flying the Shamrock's flag at 7 a.m., was at her usual place near the barge office waiting for the guests of Sir Thomas Lipton, and four or five press despatch boats were also moored in the immediate vicinity, awaiting the scribes who were to report what was expected to be, the last of the series of races this year for the America's cup. Concerning the outcome of the contest, there was no doubt expressed by the watermen and others assembled on the water front during the early hours of the day. In spite of the Shamrock's added ballast, the race was looked upon as practically a walk over for the cup defender, unless the challenger in her changed condition developed qualities which apparently nobody ashore thought her capable of possessing. The early morning arrivals of the "yachting crowd" were very few in number and decidedly lacking in enthusiasm. In fact some of them had more of the look of persons going to a funeral than of sportsmen on an outing bent. This was particularly true of those who straggled towards the Blackbird, though many good wishes were expressed on all sides for Sir Thomas Lipton and his Emerald yacht Shamrock.

Sandy Hook at 8 o'clock said a good northwesterly breeze had been blowing since 7 a.m., and that there was a promise of a nice race. The sea off Sandy Hook, during the early part of the morning, was smooth, but a few white caps began to dot the waves as the day wore on, still further raising the hopes of those ashore and afloat who were anticipating a breezy race between the rival yachts.

Crews Getting Ready.

On board the Columbia and the Shamrock the crews were up and doing with the sun, and soon afterward they both had their jibs and staysails up in stops, and covers off their mainsails, ready to sail at a moment's notice. From the shore, the Shamrock's new topmast appeared to be taller than the one carried away shortly after the start of Tuesday's race. The steam yacht Erin, after bidding good-bye to her friends on the White Star liner Oceanic, returned to Sandy Hook Bay last night and anchored. Part of her crew went ashore and entertained with song and dance a number of the natives and soldiers of Fort Hancock at Association Hall. It was early morning before they returned to their vessel. One or two ocean liners, coming down the bay early in the morning, saluted the yachts as they passed out to sea, while all around on the waters hovered the usual flock of fishermen, skimming about in a lively manner under the freshening breeze.

According to the rules, the yachts to-day were set down for a 15-mile run or beat from Sandy Hook lightship and return, and early this morning indicated that the yachts would go before the wind in a southerly direction, with a beat back, a total distance of 30 miles. This course would mean running straight out to sea, away from either shore, and with no chance of fluky wind off the Jersey or Long Island shores.

Some of the old fishermen at the Highlands, however, shook their heads when they saw the northwest wind and said that the breeze would not hold the day out. The Shamrock by 8 o'clock had been taken in tow by the James A. Lawrence, and was headed for the point of the Hook, with her mainsail set. Soon afterwards she sent a small club topsail aloft and then broke out her jib and cast loose her tow, evidently in order to try her new topmast. During this time the Columbia was hoisting her mainsail at her moorings. The Shamrock made a short run over toward Atlantic Highlands, then, coming about, stood up in the main ship channel near the southwest spit. Before reaching it, however, she gybed around and stood down again toward the Columbia at anchor. Her increased ballast seemed to make her stand up very well and she heeled but little to the frequent puffs of wind that came from off the shore.

The Shamrock, having run down almost to her moorings, swung around and, breaking out her staysail and big jib topsail, stood out for the end of the Hook on her way to the lightship, at 8.35. The Columbia's tug came alongside of her and ten minutes later, passing a line, they started out for the lightship. She left her moorings her crew began setting her mainsail. The wind at the Highlands at this hour was blowing from the northwest, velocity about 10 or 12 knots. The wind showed no signs of decreasing, but yet had not strengthened to any extent.

The Shamrock in running out to the lightship, found the wind very light and it took her over an hour to make the run of nine miles from inside the Horseshoe. The Columbia, which was about two miles astern of her, broke out her jib and cast off her tow when about half way out to the lightship. The excursion fleet was accompanied down the swash channel by a great fleet of coasters, all of whom made good progress in the fine northwest breeze.

Shamrock First to Lightship.

The two yachts arrived at the lightship about 10 o'clock, the Shamrock getting there a few minutes ahead of the Columbia. The revenue cutters were early on hand and nearly all had reached the lightship soon after 10 o'clock. The Shamrock's club topsail appeared to be one of the smaller ones, while the Columbia's was also rather under the size which she has set in days when the wind was light, indicating that both yachts expected more wind before the afternoon.

The conditions about the starting line near Sandy Hook lightship to-day were more favorable for good racing than on any day but one during the racing season. There was brilliant sunlight, comparatively smooth sea and a steady breeze from about northwest, that at 9 o'clock gave evidence of improving with the growing day. For spectators it was ideal weather, the sunlight warm, the observation clear, and the boats that came down early were better filled than for many a day. The wind was about eight or nine knots an hour, a rate equally as good as on Tuesday, when the Columbia covered the course in three hours and thirty minutes. The race on that day was triangular and that of to-day a run to leeward and return and some regret was expressed, about the start, that the race could not be triangular, so that the merits of the boats in reaches could be tested, a thing that had not been done. Sir Thos. Lipton's guests, reduced in number, came down to the Erin in the steamer Blackbird and, having transferred to the yacht, proceeded to the line. It was long after 9 when the revenue boats and torpedo boats began to arrive and they were followed by a number of private steam yachts and a number of excursion boats. The sun was warm enough to make October mid-month reminiscent of July, and it gathered in intensity as noon approached, but with its increase came also a freshening of the breeze that made jubilant the heart of yachtsmen and tempered the boat. The patrol fleet hovered around the start, tooting unnecessary warnings, for in reality there was little for them to do. The Shamrock's early appearance outside of the Hook was a cause of much speculation, but it was generally believed that she was out for the purpose of trying her new topmast. But the Columbia got out early also. Shamrock carried mainsail, jib and club sail, and seemed to sit up as well out of the water almost as she did before she took on her extra load of lead. The Shamrock under her immense expanse of sail showed to beautiful advantage and, going on a long reach, fairly flew over the water. At 10.22 the judges' boat raised the signal indicating that the course would be southeast by south. The yachts cruised about waiting for the preparatory signal.

Preparatory Gun Fired.

Immediately after the preparatory signal was fired from the committee tug Luckenbach at 10.45, the Manning, the flagship of the patrol fleet, tooted her whistle to warn all boats but the two contestants out of the patrol line, and Sir Thomas Lipton's yacht Erin took up the signal and echoed it down the line. Previous to the signal the Shamrock began to get her spinnaker ready to break out on the starboard side, and as soon as the gun was fired ran her balloon jib up to the outer stay in readiness for the start. Columbia was north of the lightship when the gun was fired, but swung around at once and bore down toward the line. Her crew also made the spinnaker pole ready to lower to starboard. The American boat made a couple of tacks to windward of the line and at 10.50 her big jib ballooner was sent up on the stay. The Shamrock, being to the westward of the committee tug, swung off after sending up her ballooner, and with sheets close-hauled ran up to the Columbia, overhauling her a half-minute before the warning gun was fired at 10.55.

The challenger did not attempt to push to windward of her rival, but contented herself with keeping abreast of her. In these relative positions the two racers came close up to one of the revenue cutters. Then the Shamrock swung off to starboard, and as soon as the Columbia had rounded to port gybed over and worked up across the latter's stern.

Both were then heading toward the starting line, and when the starting gun was fired at 11 o'clock they were making leisurely for it. The Columbia was moving just a little faster when the signal was given, but the Shamrock crew almost immediately broke out her ballooner to port, and under this increase of canvas the challenger began to foot better than the defender. As soon as the Shamrock's ballooner had been broken out and was fairly trimmed aft the forestaysail was lowered and the wind filled the great sail splendidly, driving the craft ahead at a fine speed. The Columbia's crew did not hurry about breaking out their ballooner, waiting until Capt. Barr saw that the Shamrock was gaining a trifle. Then a pull was given to the sheet and the huge sail slowly filled to the wind.

The Shamrock's crew meantime had lowered the spinnaker pole to starboard, but did not break out the sail then.

Columbia First to Cross.

The Columbia crossed the line 27 seconds in the lead, without the handicap, which meant fully two lengths distance. She crossed about the centre of the line, and Hogarth, after a vain attempt to luff out across her rival's bows and obtain the weather position, kept off, and gave the Shamrock a good full. The official time of the start was:

Columbia	11.01.33
Shamrock	11.02.00

The Shamrock's actual time of crossing the line was 11.02.02. She was handicapped two seconds because the yachts are allowed seven minutes from the starting signal in which to cross the line, and she exceeded that time by two seconds.

Jibs and forestaysails were taken in at once on both yachts to give the balloon sails a chance to fill. While the yachts were crossing the line spinnaker booms were dropped to starboard, and the sails hoisted in stops ready to break out, but in the game of luff and bluff which followed neither yacht had a chance to set these sails for five minutes. Hogarth, not being able to try his yacht on a reach on a triangular course, seemed determined to make a portion of the race a reach at all hazards, so they went at it instead of following the guide boat on the southeast by south course, on which they might have carried spinnakers, they sailed between four and five points to the east out course, in order to make the sails draw to best advantage, thereby covering at least five miles more ground than was necessary. The excursion fleet gave them miles of room, keeping so far away that the yachts' hulls were "hull down" most of the time. During the first fifteen minutes of racing the Columbia seemed to increase her lead. After that, for the next half hour, Shamrock was apparently gaining on the white sloop. At 11.50, when they both decided to abandon the luffing game and set spinnakers to starboard, the Shamrock had certainly gained some on her antagonist. Having the wind dead aft now the Shamrock had the better position. If, with the assistance of some friendly puffs, she could succeed in closing in on the Columbia, her chances of blanketing the latter would be excellent, as every yachtsman knows. While the wind remained steady in the same quarter it diminished in strength at times, coming in puffs occasionally, but on the whole the outlook for finishing the race was not very encouraging at 1 o'clock, when the outer mark was in plain sight from the racing yachts.

At 12.45 both yachts gybed after taking in their spinnakers and set those sails again to port, the Columbia setting hers first. The wind canted to the westward gradually during the next half hour, and at 1.32 the Columbia gybed to port, and was quickly followed by the Shamrock, which dropped her spinnaker boom to starboard and set the sail at 1.40, the Columbia setting her spinnaker four minutes later. It was a long drift before the wind, with scarcely enough of it to fill their sails during the next 45 minutes. Balloon jib topsails were taken in when the yachts were about a mile north of the outer mark, and as they approached it, jibs, staysails, and baby jib topsails were hoisted ready for the windward work soon to follow. It was noted as the Columbia came down for the mark, that her great mainsail, with its cross-cut cloths, was a brand new one, having in it four batons and two reef bands, the cloths in her spinnaker ran horizontally, while the Shamrock's were perpendicular.

At 2.20 the Columbia took in her spinnaker, and all hands stood by to round in the main sheets when she approached the mark. The Shamrock's spinnaker came in at 2.23.

The Official Time of the Turn.

Columbia	2.24.45
Shamrock	2.31.03

By this it will be seen that the Columbia was 6 minutes 18 seconds ahead at the mark; that her elapsed time was 3 hours 23 minutes 12 seconds, and that the Shamrock's was 3 hours 29 minutes 3 seconds, showing that the Columbia's gain had actually been 5 minutes 51 seconds in the 15-mile run.

When the Columbia luffed around the mark, coming up sharp on the wind on the starboard tack, Capt. Barr found the wind to be about west by north, which meant that if it held in that quarter he would be able on the other tack to lay his course for the finish without making another tack. One minute and 20 seconds after rounding the mark he put the Columbia about, and found his judgment to be correct, and, better still, the wind freshened considerably during the next half hour, sending the white sloop along at a six-knot clip. Hogarth, who went breeze hunting off to the southward, for 8 minutes and 10 seconds, lost just about that amount of time, for when he tacked and stood to the northwest, like the Columbia, his imaginary advantage was that he was to windward of Columbia's wake, while the latter yacht was nearly two miles ahead of him and pointing direct to the finish.

The wind was now falling lighter every moment. The Shamrock was nearly, if not quite, three miles astern of the Bristol boat, and while the lightship was in sight from the Columbia's deck she was still five miles from it, at 4 o'clock, with one-half hour of time left to finish within the limit.

At 4.10 the committee boat sheered in towards the yachts, and at 4.19 exactly she fired a gun and hoisted a signal declaring the race off. The yachts kept their sails drawing and headed toward the finish for some 10 minutes longer, until their respective tugs came alongside and took them in tow.

When the race was declared off the Columbia was leading by about three miles. She had sailed towards the finish about 11 miles of the 15.

So ended the eighth fluke of the international series. The yachts will race to-morrow over a similar course—to windward or leeward and return.

Wood's Phosphodine,

The Great English Remedy.

Sold and recommended by all druggists in Canada. Only reliable medicine discovered. *Six packages guaranteed* to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package $1, six, $5. *One will please, six will cure.* Pamphlets free to any address.

The Wood Company, Windsor, Ont.

Sold in Toronto by all Wholesale and Retail Druggists.

PUBLIC AMUSEMENTS.

Mr. Murphy at Popular Prices.

The appearance of the legitimate Irish comedian, Joseph Murphy, at the Toronto Opera House next week will be a matter of surprise to the thousands who have previously had an opportunity of seeing Mr. Murphy only at the high-priced theatres, but his engagement at the Toronto is in line with Mr. Small's policy this season, to secure the greatest number of high-class attractions possible to be presented at the prices current at his theatre. Mr. Murphy, according to all accounts, is to give a much more improved production of his two plays this season than ever before. He will this year, it is said, make his farewell appearance in "Shaun Rhue" and "Kerry Gow," and he has had an entirely new mounting prepared for both of these, and in addition to this has secured a company of players which is larger and stronger than any support which he has previously obtained. The contract signed by Mr. Small with the manager of Mr. Murphy's company is to the effect that the regular prices of the theatre shall not be advanced, Mr. Small being determined to protect his patrons to this extent. Both of Mr. Murphy's plays, "Shaun Rhue" and "Kerry Gow," will be presented during the engagement, and there will be the usual matinees.

High-Class Opera To-Night.

The great musical event of the season will begin at the Grand Opera House tonight, when the Metropolitan Grand Opera Company of New York, under the direction of Mr. Maurice Grau, the distinguished impressario, will commence a brief engagement. The operas to be given in Toronto are "The Barber of Seville," "Faust" and Carmen." These works have been selected because they are best calculated to show the strength of the remarkable company under Mr. Grau's direction. In "The Barber of Seville" will be heard Mme. Marcella Sembrich, Mathilde Bauermeister, Edouard de Reszke, Guiseppe Campanari, Signor Pini-Corsi, Roberto Vanni, Thomas Meux and Thomas Salignac. "Faust" will be sung with a cast that will include Mmes. Suzanne Adams, Bauermeister and Olitzka, and MM. Dippel, Illy, Meux and Plancon. "Carmen" will have for its interpreters Mmes. Emma Calve, Bauermeister, Van Cauteren and MM. Bonnard, Devries, Bars, Dufriche, Queyla and Campanari. Signor Luigi Mancinelli will have charge of the orchestral forces to-night and Saturday night.

In the very middle of the centre of Paris, Emma Calve, the great Carmen of the company, who will make her first appearance here Saturday evening, has a charming apartment, accessible, and prettily furnished in a Parisian sort of way as to color and divans, with five Buddhas of as many sizes and materials, to emphasize the Oriental suggestion. Although brought up as a most devout Catholic in mid-France, she is occult, esoteric, Buddhistic and superstitious to a degree. She consults fortune tellers, is herself something of a medium, believes in reincarnation, and regards death as but a change of existence. Somebody said once: "You never think of any one else when Calve is on the stage." It is the same in a room. Every one seems tame and commonplace, and like every one else. It is not only that she is very handsome, but that her type and her personality are so pronounced. She is a typical gypsy, and her proper draperies are shawls and kerchiefs, sashes, big earrings, bangles and a rag or two. No matter how elegantly she is dressed this picture forms a double about her that cannot be shaken off. As if in confirmation of this idea her favorite position, and that into which she drops, with a little chuckle of relief, the moment the door is shut on the last of her "grand guests," is that she will come to. She's in front of the wood fire, which by choice she has burning on the hearth instead of a grate. "Ah, now for comfort," she cries, dropping down with that mobile grace of a young savage, her bare arms crossed over her knees. Indolent content is in every lithe attitude, the fire-light painting Murillo flashes over the rugged mats of dense black hair tumbling about her round cheeks, the flesh tints of face, arms, and large white throat, the dark glints of eyes half closed, the marked brows, the full red lips, the sweet womanly chin, and the black and gilt framing of her dress. "O, how I wish I had something to roast!" she says, poking the embers with a little branch. "How I love to roast raw things in a fire." No one would ever mistake the picture for that of a Fifth-avenue belle. Anything more like a "Bohemian" never breathed.

Frank Daniels' Birthday.

Frank Daniels' birthday will be celebrated on the stage this year as usual. It will consist of an elaborate banquet, to which his entire company will sit down immediately after the fall of the last curtain on "The Ameer" at the Grand Opera House next Thursday night. When asked yesterday what age he would reach on the eve in question, Mr. Daniels replied: "For the past several seasons I have, like the crab, been traveling, so far as age is concerned, backward. Now, as I was seven seasons ago, just 35 years old, I fancy that now I am about 30. You know Napoleon said that a man is as old as he feels. And I wouldn't be either courageous or at all clubby to question the accuracy of Napoleon, just because he happens to be dead." Frank Daniels' chorus is pronounced by a New York photographer, popular with the theatrical profession, to be the prettiest aggregation of beauties ever seen on the comic opera stage. The girls of Mr. Daniels' chorus had to pass three examinations before being accepted by Manager Kirke La Shelle. First, they had their voices tried by the musical director; second, their figures were inspected by the wardrobe mistress; third, they had to face the critical eyes of Frank Daniels himself, who will have no one in his company whose face is not pretty enough to attract attention in a crowd. If an applicant pass these three tests she is admitted; if she fails in any one, she is rejected.

"Little Lord Fauntleroy."

This pretty little play, a favorite with mothers and children, was presented at the Grand Opera House Thursday afternoon and evening. In the afternoon there was a crowded house, but the disagreeable weather at night caused but few to attend. The story of the play is the same as that of the book and needs no narration here. The various parts were well taken. Miss Nellie Preble as Cedric and the Little Lord was excellent, and gives promise of being a successful actress when years will have mellowed her talents. Mr. George Moutserrat as the Earl of Dorincourt was sufficiently irascible, and did not overdo his part. The fun of the play falls to the lot of Mr. Washington Melville in the role of the stout grocer, Mr. Hobbs, and his acting was the best in the performance. Miss Rachael Stirling as "Dearest" was, if anything, too melodramatic, though she was strong in the pathetic parts of her role. Miss Ann Warrington as the adventuress had a small part, but played it with vivacity. Altogether, the show was good, though hardly up to the standard of Grand Opera House bills.

Daniel's New Comic Opera.

Frank Daniels will present his new comic opera here next week at the Grand Opera House. It is "The Ameer" and sets forth in comical fashion the difficulties which punctuate the life of that East Indian ruler. The story is from the brains of Fred M. Ranken and Kirke La Shelle, it is their first effort at librette writing and those who have heard the story pronounce it excellent. Comedian Daniels says that he has never had a part which fitted him so well as his part in "The Ameer." Daniels is a very funny man and he finds in his new part scope for the free exercise of all his remarkable comedy talent. The music of "The Ameer" is by Victor Herbert, whose "Wizard of the Nile," "The Idol's Eye" and "Serenade" have made his name familiar to all the music lovers of this country. He says that he has done his best work in "The Ameer." People who have heard his score, endorse Herbert's judgment, and add that there are more catchy numbers in "The Ameer" than in any two of his other operas. The support which Manager La Shelle has provided for Mr. Daniels is said to be by all odds and away the very best the comedian has ever had. In addition to the principals of last year (Helen Redmond, Kate Uart, Norma Kopp and Will Danforth), the management has engaged Mr. George Boyd, the celebrated young American tenor, who made a decided hit in London last season; Will F. Rochester of Alice Nielsen's forces and William Corliss of "The Highwayman" company. The costuming is from the best resources of New York city, and the scenery is fashioned after a personal inspection of the Ameer's palace and grounds in Afghanistan. The chorus numbers sixty and is said to be even better voiced and prettier than usual. Mr. Daniels' forthcoming engagement here will be the only time he will be seen in this city this season.

At Shea's.

The week at Shea's is a record-breaker, the principal attraction, of course, is Camille D'Arville, a beautiful woman, beautifully costumed, who, with her grand voice, has to respond to four or five encores at all performances. Others on the program who are worthy of special mention are Miss Lillie Western, Adele Ray and Onri and Edgar Foreman and Miss Julia West, in their very amusing sketch entitled "Their First Quarrel." Next week the great Paplinta, the dancing sensation of the day, is to come to Shea's Theatre. Her dances excel anything ever seen on a stage. She has overtaken and outstripped the best efforts of La Loi Fuller, and it seems that if the stage is to see anything to excel Paplinta some new genius in the way of an electrician must first invent a surprise in the way of electrical effects. Paplinta has spent a fortune in perfecting her dances. Indolent content is the one of the best cards Mr. Shea has offered. Moung Toon and Moung Chit, the wonderful Oriental foot jugglers, have the greatest novelty act ever presented in vaudeville. They juggle in wicker hall and frail glass balls with their feet and muscles of the body, and never uses the hands. There are many other clever acts on the bill for next week.

Frohman's Father is Dead.

New York, Oct. 19.—Henry Frohman, the father of the theatrical managers, died here yesterday. He was a retired tobacconist, who in early life played in amateur theatricals.

Rose Coghlan Gets a Discharge.

New York, Oct. 19.—Rose Coghlan, who, under the name of Rose Maria Sullivan, filed a petition in bankruptcy on July 22, with liabilities of $26,836, and to assets, was yesterday discharged as a bankrupt under the uniform bankruptcy law, by Judge Brown, in the United States District Court.

People's Popular Course.

Plan opens to subscribers Monday, Oct. 23, at 9 a.m., Massey Hall. Subscribers are given the privilege of reserving the whole or half of course. The opening concert takes place Oct. 30, when the famous London Glee Singers will appear.

Festival Plan Opens.

The plan opens at Massey Hall this morning to subscribers to both concerts. Subscribers to one of the concerts will select seats to-morrow. Each subscriber has been notified of the hour his number will be called. As the demand for seats is unusually vigorous, subscribers will do well not to be caught napping.

Wet Inside and Out.

There were persons abroad last night who looked tired, whose feet were muddy, and who bore all the appearance of having gone over the ground of the sham battle. There were also persons abroad later last night who looked bewildered, whose clothes were wet and who bore all the appearance of having devoted lengthy sessions to the real bottle. It was an evening of external and internal wet. Some people got wet inside and others outside, many both ways.

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LOCAL TOPICS.

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The lecture to-night in Knox Church school room by Rev. William Patterson will no doubt draw a large audience. Mr. Patterson's abilities as a lecturer are well known, and to-night's subject, "From Toronto to Belfast via Salt Lake City and San Francisco," is especially interesting.

The managers of the Girls' Home desire to call the attention of the public to an entertainment, which will be given in St. George's Hall, Monday evening, 30th inst., under the direction of Mr. Daniel C. Bangs, Shakespearean reader and humorist, of Washington, D.C. He will be assisted by local musical talent.

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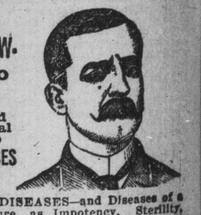

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