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THEATRES ~ CIRCUSES THEATRES ~ FAIRS ~ MUSICIANS

# The Billboard

America's Leading Theatrical Weekly

REGISTERED IN UNITED STATES PATENT OFFICE.

Volume XVIII. No. 31.

CINCINNATI-NEW YORK-CHICAGO

August 4, 1906.



Ethel Levey, Appearing in the Revival of The Governor's Son at the Aerial Gardens, New York.

**ELEANOR ROBSON'S REPERTOIRE**

The return last week of George C. Tyler, general manager of the Liebler attractions, was followed by his announcements for the coming season.

Of most importance, probably, is the announcement concerning Eleanor Robson, who will open the Liberty Theatre about Sept. 20 with Israel Zangwill's new play, Nurse Marjorie. Following this engagement, the favorite actress will appear in Susan in Search of a Husband, by Eugene W. Presbrey, from Jerome K. Jerome's short story, and in connection a one-act play, Tina, by Miss Clothilda Graves. In November she will appear in a new play by Mrs. Humphrey Ward and C. Haddon Chambers, called Agatha, and Mrs. Ward will make her first visit to America to see the premiere. Mr. Chambers will come over to stage it. Included in her repertoire this coming season will also be The Girl Who Has Everything, in which Miss Robson appeared a part of last season. In January she will do The Lady of Dreams, and there will be a production of an old classic comedy and a new version of Judge Robert Grant's play, Unleaven Bread, by Leo Ditrichstein. There will also be a new one-act play by Alfred Sutro and others, due announcements of which will be made later.

Charles Cartwright, of England, has been engaged as general stage manager, and it is announced that each play will be presented regardless of its success or failure. H. B. Warner, son of Charles Warner, has been engaged as Miss Robson's leading man, and it will be his first engagement in New York. Reuben Fax and Ada Day have been engaged for the cast.

Miss Robson and her mother, Madge Carr Cook, now at St. Valerie-sur-Somme, on the French Coast, sail for New York on La Provence, Aug. 24.

While abroad Mr. Tyler engaged Yvette Guilbert and Albert Chevalier, who will arrive in October for a tour of six weeks of one and two nights in the principal cities. These actors will then return to England under the banner of Charles Frohman.

During December or January Mr. Tyler will present a new and original play by C. Haddon Chambers, entitled Sir Anthony. He has also arranged for a new play by Louis N. Parker. It is on the spectacular order, and it will be put on in January in conjunction with Klaw & Erlanger.

Miss Ellis Jeffreys opens the Royal Theatre, London, in September, after which she comes to America.

Mr. Tyler has not arranged for a star to play Charlie Steele in The Right of Way.

Mr. Tyler sums up his other attractions as they will open on tour as follows: The Vanderbilt Cup, with Elsie Janis, at the Colonial Theatre, Chicago, July 29; Cape Cod Folks, at the Boston Theatre, Aug. 29 in Punxsutawney, Pa.; The Squawman, with William Faversham, at Power's Theatre, Chicago, Sept. 10; a second company in The Vanderbilt Cup, at Asbury Park, Sept. 11, and a second company in The Squaw-Man, at Asbury Park, Sept. 14.

**NEW BIG CITY DAILY**

Those identified with the publicity end of the amusement business with traveling organizations as well as managers and performers will be interested in the fact that Washington, D. C., is to have a new morning paper. The paper will be controlled by Mr. Scott Bone, one time manager of the Washington Post, and will be called The Herald. It will be published from the old home of the Post at Tenth and D streets.

The price of the paper will be one cent, a new departure in journalism in Washington.

**APPLETON LEAVES GOODWIN**

George J. Appleton, for twenty-two years manager for Nat C. Goodwin, is to sever his connection with the comedian at the end of the present tour. Mr. Appleton will still remain in the family, for he is to have entire charge of Maxine Elliott's tour the coming season. Mr. Goodwin states that Mr. Appleton will rejoin him in two years, when the actor begins his long anticipated repertoire tour of the United States.

**STILL RETAINS CREATOR**

The announcement that Lieut. Amers' English Red Hussar Band is coming to America under the management of Howard Pew need not indicate that Mr. Pew has left the management of Creator's Band. The English band comes to this country for only ten weeks and Manager Pew is simply overseeing the booking, the details of the tour being in the hands of Ed. F. Guzman and George M. Robinson. Creator's bookings are completed to the end of the season and he is doing, as usual, very large business everywhere.

**BIRTHS**

Born to Mr. and Mrs. Ed. DeLong, on July 17, an eight pound girl baby. Mr. DeLong is well known as a still walker and clown. A son was born, on July 4, to Mrs. Thos. J. Derham, widow of the late Thos. Derham, of the Sells & Downs Show, who died in December at Winnipeg, Can.

Born to Mr. and Mrs. William Barry, at Craig's Point, Lake Maranocook, Me., last week a baby girl. Last season Mrs. Barry was Linda Duth in the Rogers Brothers company.

**MARRIAGES**

LaROSE-BELL.—W. E. LaRose and Jessie Bell, of the Minelli Brothers Co., July 26, by the Rev. Frank L. Carson at the Evanston Avenue Presbyterian Church, Chicago.

DUNBAR-WILSON.—Archie Dunbar, of the Flying Dunbars, and Lulu May Wilson, daughter of the late J. Wilson, of the Wilson Brothers, acrobats, July 21, in Chicago.

DEVINE-MARTIN-MOSS.—E. Jack Devine, agent and manager, and Miss Annie May Martin-Moss, of Darlestone, Eng., June 27, in Ontario, Can.

HIESTAND-WILFORD.—Chas. F. Hiestand, the illusionist and hypnotist, and Mae G. Wilford, his assistant, July 3, in Chicago.

KINGSLEY-SHRADER.—Miss Florence Kingsley, a chorus girl, and Bert Shrader, fore-

man of the Menne Candy Works, Louisville, Ky., July 26, in Louisville.

BURLEY-SAWYER.—Guy S. Burley, manager of the Mishler Theatre, Altoona, Pa., and Miss Marian E. Sawyer, of Hollidaysburg, last week, by Rev. E. M. Bowman, at the Presbyterian parsonage in Altoona.

BOEHLER-JOYNES.—Andrew F. Boehler, an actor of Des Moines, Ia., and Miss Fanny Joynes, one of the Kangaroo Girls in Ruth White's musical sketch, in Des Moines, July 24, by the Rev. Father Schmidt.

**DEATHS.**

Philip Charles Hager, who supported Fanny Davenport, Margaret Mather, Booth, Barret, Modjeska and other leading actors a generation ago, died very suddenly in New York City July 15. Mr. Hager was born in Buffalo, N. Y., fifty one years ago and early entered professional life. In the early '70's he became a member of the stock company at the Academy of Music in Buffalo, and was quickly promoted to leading parts. Later he joined Lawrence Barrett and for five years, beginning in 1880, he played leads with Thomas W. Keene. Mr. Hager was decidedly a product of the old school of acting, but he was also generous and delighted in the good things of life. His later years were clouded with serious illness. The body was taken to Buffalo for interment on July 19, the funeral being held at the residence of Wm. J. Lucas, a brother-in-law of the deceased. Geo. L. Hager, a brother of the deceased, is a well known lawyer of Buffalo.

Charles F. Bryant, for the last three years stage manager of the Belasco Theatre, New York City, died at Marysville, Cal., July 19, of tuberculosis. Mr. Bryant was about thirty years of age. He began theatrical life at the Alcazar Theatre, San Francisco, under Frederick Belasco, brother of the independent manager, and steadily worked his way up. He was a very popular fellow and an efficient stage manager. He assisted in the staging of Adrea, The Girl of the Golden West and in Mrs. Leslie Carter's revivals.

Alman Barrett, a member of the theatrical firm of Alman Barrett & Co., of Chicago, died Thursday night, July 19, at the Hotel Somerset, New York City, of acute indigestion. Mr. Barrett was about 37 years of age and was to manage the forthcoming concert tour of Mme. Nordica. He registered at the Somerset on June 13 and two days later was taken ill. The body was shipped to Chicago for interment.

Louise Marcell, leading woman of the Herz Stock Co., at the Coliseum, Cleveland, Ohio, died July 23, of cancer of the stomach. In private life Miss Marcell was Mrs. Butterfield and her daughter, Mitties, is about eleven years of age. Miss Marcell was for several years in Robert Mantell's company; also with Chauncey Olcott and last season she was a member of the Castle Square Stock Co., at Boston.

John Brister, manager of the Real Widow Brown Co., died in Watertown, N. Y., last week of heart disease. The remains were taken to Canal Dover, Ohio, the home of the deceased, for interment.

Charles Bliss, known a generation ago as the "human fly," died at Madison, Wis., last week at the age of ninety. The deceased was born in Bavaria, Germany, and traveled for years with the Dan Rice Show. At one time Mr. Bliss, his five sons and three daughters were all performers with the same circus. Mr. Bliss is said to have originated the trick of "walking on the ceiling."

Harry M. (Doc) Smith, formerly stage manager of the Colonial Theatre, Akron, Ohio, died July 21 of a complication of diseases.

Al Christal, singer, talker and paper tearist, was found dead in his hotel at Omaha, Neb., July 22, where he was playing an engagement at the Crystal Theatre. Mr. Christal was about fifty-six years of age and had been on the stage for thirty years. Anyone possessing information concerning the relatives of the deceased, will confer a favor by corresponding with Harry Noyes, care the Crystal Theatre, Omaha.

Born to Mr. and Mrs. James Morris, of the Great Wallace Show, a girl baby.

Minor Swan, the old-time privilege man and treasurer of the Clinton County Fair, Blanchester, Ohio, was struck and instantly killed by lightning, Monday, July 23. Mr. Swan was well known throughout the fair circuits of southern Ohio.

**NEW INCORPORATIONS**

The Majestic Amusement Co., Cleveland, Ohio; capital, \$60,000. Will build theatre. Incorporators—Christian Schuele, I. C. Cohen, Mayor Tom L. Johnson, E. Wiebenson, C. W. Davis, Henry Fisher, J. E. Sykes, Jos. V. McCurray, J. M. Blatt, Louis Perezel and E. E. Admire.

The American Amusement Co., Boston, Mass.; capital, \$100,000. Amusements. J. E. Comford, of Brighton, president and treasurer.

E. J. Austin Co., New York City; capital, \$25,000. Amusements. Incorporators—Edw. J. Austin, Newark, N. J.; Beverley R. Sweet, Coney Island, and Franklin Snyder, 93 Amity street, Flushing, N. Y.

Pencobscot Park Co., Bangor, Me.; capital, \$10,000. Amusements. Directors—C. J. Gillilan, St. Johnsbury, Vt., president, and B. C. Yerxa, Searsport, Me., treasurer.

**L. C. ZELLENO, PROMOTER OF PUBLICITY GREAT MUNDY SHOWS.**

Care of the Billboard. Cincinnati, O.

NOTICE—Dates of the Willshire Street Carnival have been changed from Aug. 15-18 to Aug. 14-16-17. Wanted, Two Good Shows on percentage. 12 to 14 Free Acts daily. Large crowds. Also two more Free Attractions. Address WILLSHIRE STREET CARNIVAL ASSOCIATION, Willshire, Ohio.

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## TRANSPORTATION SOUTHWEST

**M**R. W. A. ELLER, proprietor of King of the Cattle Ring and two Rip Van Winkle companies, seems to have adopted a very prudent method of combatting the proposed movement of the passenger agents of the southwest. We print below a letter received by Mr. Eller in answer to one he had written to Senator Elkins, appealing for interference by the Interstate Commerce Commission.

The Billboard reiterates the counsel of Secretary Moseley of the Commission, that all managers interested address the traffic managers voicing their protests and soliciting a communication of the details of the transaction. It will be observed that Secretary Moseley has written several railroads inquiring after their regulations with regard to the handling of private show cars. His further letters to Mr. Eller will be reproduced in these columns.

Washington, D. C., July 18, 1906.

Mr. W. A. Eller,

Whittemore, Ia.

Dear Sir:—Your letter of July 15, 1906, addressed to Hon S. B. Elkins, U. S. Senator, in which you refer to "a proposition now before the Board of Southwestern Passenger Agents to increase the transportation rates on one and two car shows, to charge \$25 for one car and \$40 for two cars, an advance of 66-2-3 per cent. in the former instance and 60 per cent. in the latter."

The Commission has no knowledge of such a body as the Board of Southwestern Passenger Agents. No such organization reports to the Commission, nor is its name found in the list published by the Official Railway Guide. Possibly you should refer to the Western Passenger Association or some other like association given in the list referred to.

Notice of proposed advance in rates for the transportation of car shows has not been filed in this office.

It would not seem practicable for the Commission to take any step in regard to the matter about which you write until the rate has been increased, if it is increased. After the increase you could make informal complaint to the Commission, whereupon we would take up the matter with the railroads through informal correspondence. Should it be found impossible to secure a satisfactory adjustment in that way, you could, if you desired to do so, make formal complaint, upon the filing of which the Commission would set a time and place for a formal hearing, at which all parties interested would have the opportunity to be heard, and through which an authoritative determination could be reached as to whether the rates complained of are excessive, unjust or unreasonable, and also as to whether the regulations for the handling of cars under such rates are reasonable and proper under the act to regulate commerce.

If you are reliably informed that there is under contemplation a proposition to increase rates it would not be improper for you to protest against such increase to the passenger association which is considering such proposition, or to the passenger traffic managers of the railways, stating your reasons for resisting such proposed increase and expressing your determination to make formal complaint (if it is your intention to do so) in case the rates are increased.

I have written to the passenger traffic managers of the Chicago, Burlington & Quincy, and of the Chicago, Milwaukee & St. Paul, asking them to furnish the Commission information as to their regulations with respect to handling of private cars, in so far as it relates to the cars of such companies as yours, and will communicate with you when their statements are received.

The newspaper clippings which accompanied your letter to Mr. Elkins are herewith enclosed.

Very respectfully,  
EDW. A. MOSELEY,  
Sec'y Interstate Commerce Commission.

Editor The Billboard,  
Cincinnati, O.

Dear Sir:—As to the transportation rates on one and two car shows, I wish to say I am glad the matter is being taken up with a view of laying it before the Southwestern Passenger Agents' Association. For several years I have thought something ought to be done, but feeling weak myself to do anything, have gone on suffering the high rate. Three years ago last April the Southern Railway raised the rate on a private car from \$15 to \$25 for a distance of fifty miles or less. If over fifty miles fifty cents per extra mile was charged. This season through North and South Carolina I have paid this road for three moves combined, 182 miles, \$91, and for twenty-one moves combined, 450 miles, \$525; or, in other words, \$25 per move, averaging twenty-one and a half miles. They are refusing to give a freight move at all for car and contents.

Most of the roads are charging \$25 minimum for a passenger train to handle a private car to points where there are no shifting engines, and they set the car in wherever it is convenient for them regardless of how it suits the occupants. This we do not kick on. If a local freight comes along they can set their car where they want it. Sometimes the car is left handy, or first out for the passenger train to pick up and as a rule set off, not to take longer than say five minutes, or time enough to load ten or twelve trunks into the baggage car. The road has no baggage to check or handle on the private car.

As to hiding people and throwing litter about the depots where the car may be is wrong on the showman's part, and should not be done. Then they charge us up for twenty-five persons on the car, when we often have less. I, for instance, never carry over ten people.

Most of us are liberal with free tickets, especially to railroad people. Unless some step is taken it will soon get to where we will have

to get off and we know that even a \$15 minimum charge for pulling a private car fifty miles or less is good pay and a fair profit to the railroad company, and I think it right and just that all roads should not charge over this.

I hope we can, and will, get together and have a committee or proper representative at the meeting of the Passenger Agents' Association and fight it to a finish. If properly looked after, I do not see why the railroads, as common carriers, should be allowed to charge such a high rate.

I am glad to see the few writing The Billboard on this subject, and hope to see all come and join us in our plea for our rights.

Yours very truly,  
JETHRO ALMOND,  
Mgr. Almond's Moving Pictures.

Editor The Billboard,  
Cincinnati, O.

Dear Sir:—I would be pleased to hear from theatrical and carnival people owning and controlling their own cars who are affected by the late ruling of the Chicago, Milwaukee & St. Paul Ry., to the effect that they refuse to transport cars owned by theatrical and carnival companies. I have taken up the case before the Wisconsin State Railways Company and intend to conduct the matter in the interest of all parties concerned. I wish to impress on the minds of such owners that this case is one of the most important in years and may mean the wholesale exclusion of all such equipment. Would be glad to receive your protest and any light you can give me on the subject will be presented to the company, and I think we can look for a fair and just decision.

With best wishes, I am,  
Yours very truly,  
DAN C. HALL,  
Address: Stevens Point, Wis.

Editor The Billboard,  
Cincinnati, O.

Dear Sir:—I have read with interest the articles appearing in The Billboard and the many letters from managers, and appreciate very much your efforts in behalf of the one and two car shows. There is not much that I can say except that it behooves the managers of the one and two car shows to do all in their power to have the case properly placed before the Passenger Agents' Association when the meeting is held. A lawyer of reputation, that thoroughly understands the railroad business, should put our side of the question in the proper light or we can gain nothing. The railroads of America pay out annually immense sums for the brightest talent. I can not see where men in the show business can gain anything by exposing many of the faults of the managers of the shows. There are wrong doings in every line of business, and I am sure there are as many brains in the railroad business as in ours, and if any of us get the best of a railroad it is not for long. They find out things very quick, and then comes the "call." We must give the railroad just as fair treatment as we expect them to give us. Now let us make every effort to have the case put in the proper light before them and trust that they will give us proper treatment, as the advance charges mean so much to us.

I shall hold myself in readiness at any time to pay my share towards being properly represented. Let us get together.

Thanking you, I remain,  
Yours truly,  
LEON W. WASHBURN,  
Proprietor Stetson's U. T. C. Co.

Wagoner, I. T., July 24, 1906.

Editor The Billboard,  
Cincinnati, O.

Dear Sir:—I have been watching for the past few weeks, as no doubt every other manager and agent has who has the interests of their show at heart, your comment, as well as others upon the projected raise in railroad fares for one and two car shows. In particular, I read with great interest the letter from Chas. Geyer. He states the case as it is. There is not a one car show in ten which reports the exact number of people carried to the railroad company, and if the engineer happens to hit the car a little extra hard and the cook gets a "splatter" of soup on her hand, or it knocks a dish or two out of the waiter's hand, it means a damage suit against the railroad company. While this show makes a six months' tour of the south every season and pays its \$25 minimum on a car, we also make a six months trip in the west. I will head the list of subscriptions to employ a person who is entirely conversant with this question, if such a one can be found.

Now, Mr. Car Showmen, get together and act quickly, as you haven't much time.

Yours truly,  
R. L. KERNS,  
Bus. mgr. Eller's Eastern Rip Van Winkle Co.

Minden, Neb., July 27, 1906.

Editor The Billboard,  
Cincinnati, O.

Dear Sir:—In regard to railroad rates in the southwest, I agree with Mr. A. G. Allen that all managers should be in St. Louis for the meeting of the Southwestern Passenger Agents' Association, and should state in The Billboard whether or not they will be there. I, for one, will be on hand, and would suggest that all managers be there at least one day ahead of time and register their address at the Great Western Printing Co.'s office, so we can get together and form some plan of action.

Respectfully yours,  
THOS. F. WIEDEMANN,  
Mgr. Wiedemann's Kit Carson Co.

Hastings, Neb., July 24, 1906.

Editor The Billboard,  
Cincinnati, O.

Dear "Bill":—It is laughable to read some of the observations of the various showmen regarding the proposed raising of the rates on

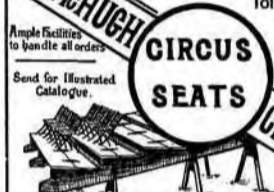
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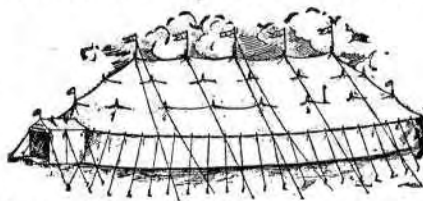
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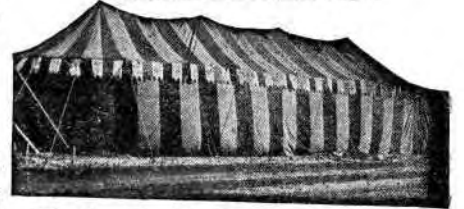
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Feature act. New to the world. Only one of its kind, Gap of 22 feet. Rollo has just closed two weeks engagement at White City Park, Duluth, Minn.

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handling theatrical cars by the Southwestern Association, and the reasons for the raising given are in most instances equally ludicrous. The "Belvidere is given as the cause by several managers, and small claims for damages against the roads as another. Regarding the latter, I will state, from the standpoint of one who has had probably as many damage claims as any one in a similar position, that the railroads do not pay one-half the just amount of injuries sustained by show people from rough handling of their private cars. When they have an accident or a complaint from rough handling, they send a suave and genial grafter called a claim agent to the scene, generally unannounced. He finds a poor ignorant colored cook has been thrown on a hot stove and badly burnt or scalded. He does not give him time to talk to an intelligent person regarding the matter. He hands the ducky a ten-dollar bill, after getting a receipt in full for all damages sustained, telling him how kind-hearted the railroad is, and the ignorant sufferer, having never had that amount in his possession at one time before, thinks he has done well and goes to the hospital for a few weeks, getting up when the show is probably a few hundred miles away, and the manager, if he wants him back, wires a thirty dollar ticket to him, and all is well. The claim agent then is given credit for a good piece of work, for had an ordinary intelligent passenger been injured in a like manner, \$500 would have been a small amount to repay him for his injuries.

A claim agent, who is a friend of mine, went to Texas on his line to settle the claims of thirty-four people who were injured in a wreck one morning, and on my meeting him the next day he merrily remarked that he had settled the entire bunch of injuries for \$78, and one of the injured was a poor old Hungarian immigrant woman who had her right leg cut off below the knee.

Now, when a wise showman gets a smash-up, why should the road not pay some of this money that they have robbed the ignorant of back to some one. In fact, the show coaches receive a hundred jolts that are not reported to one that is. Fifty times I have laid in my berth on my car and heard a conductor of an early train picking us up say, "Wake the — of — up." And before I could get to the platform the heavy train would smash into us, sometimes hard enough to knock men out of their berths.

We have had several claims for damages against railroads, and every time they have paid me the full amount of damages, because I have been damaged, and they are responsible. As to the roads refusing to haul private cars, I will state that they do not refuse every car. One road quoted as refusing to haul private cars has two shows of two cars each on their main line within two hundred miles of Omaha to-day, carrying them on fast trains, and I will gamble that one of the coaches will not pass M. C. B. inspection anywhere. This same road refused a fine Pullman sleeper a few weeks ago, giving as a reason that they do not carry private cars. They make fish of one and flesh of another every day. The Katy

charged me \$20 minimum last winter, and on buying my transportation one morning I saw the itinerary of another show, almost the same size as mine, with the same rolling stock, and their minimum was \$15. The Illinois Central carried two cars for one company from New Orleans to Memphis on a \$25 minimum for both cars, and charged the next fellow \$25 for his coach and \$10 for his baggage car. I defy them to deny it. The Southwestern Association has trimmed the showmen so often that it is useless to go into details. They have made Texas almost an unreachable point. But what is the use to "holter"? They will trim you again.

One gentleman says the roads are doing this because the carrying of people without transportation. He also states that he is the one to come to the front and tell the bad fellows that they are bad. He mentions one car which he has and which he always carries twenty-four people on with twenty-five tickets. How about the other cars, Charley, and the con show, etc.? The Belvidere is an acknowledged fact. Why? Because there is only one way on God's earth to get back a little of the money the railroads have skinned the showmen out of for years. The minimums were put on before a Belvidere was thought of. Had it not been for the Belvideres, the roads would have lost enormous sums paid out by companies for transportation from one coast to another, as the minimums would have eaten them up had they not carried enough people to put a big "flash" on the streets. A Topeka railroad man—a white man with a white road, by the way—will ask a manager when he requests a rate to the coast and return. "How many in the Belvidere?" and he will be told the truth and his menials will be instructed to treat that show right, and not to be too d— careful in counting them. Suppose you buy twenty-five tickets to the coast and return. It costs you about \$3,000. Suppose you start with twenty-five men, and lose six en route, as is often the case. Do you get back the hundreds of dollars you have paid for the transportation of these six? Not on your itinerary you don't. Try it, and have A. D. Charlton, the showman's friend at Portland, tell you that he believes you still have over twenty-five, and he will run his detectives through your car twice a day, and only find sixteen, and because that is the case, they will find a bell-cord frayed or a signal valve rusty and side track you long enough to make you miss the Spokane date and then laugh at you when you squeal.

And again: The passenger agent does not realize how the showman's extra equipment is abused. He travels in his little coach occasionally, and every time he touches a rod on that car, and the division superintendent is on the train, and all hands watch him and handle him and his like a baby. He thinks the showman's private car gets the same handling. But, instead, twenty times a day, the car is switched about by cheap switchmen, put in the middle of a long train of freight cars and bumped and smashed and shaken till the showman loses all temper, curses the menials, and sometimes calls his men out of the car, cuts it loose from the train, and administers a much needed thrashing to the switchmen. Mr. Passenger Agent, take a week's trip with a show car, and you will come back and vote to carry them free of charge.

Jim Busby is right. What is the use of kicking here? But what is the use of kicking at all? Showmen will not stick by each other. We have no legislation. We never had any. When the revenue tax was put on shows during the late war, we did not kick. We let them soak us with the same tax two years after the telegraph and telephone lines and the banks and the other institutions had been exempt, simply because we did not have ambition or brains or something enough to get up and ask to have it taken off. The railroads have found us to be the best kind of suckers, and will continue to hand it to us indefinitely. Let's shop the cars and go to farming.

Best wishes,

HARRY WARD.

Carthage, Mo., Box 342.

Exeter, Mo., July 27, 1906.

Editor The Billboard,  
Cincinnati, Ohio.

Dear Sir—In regard to the high tariff placed on one and two car shows by the Southwestern Passenger Agents' Association, I for one will be at the meeting, willing to act in any way the majority sees fit. I have had the pleasure of meeting Manager Fox, of the Fox & Harkness Minstrels, also Manager J. M. Busby, of the Cook Bros.' Ten Nights in a Bar-room during the past week, and they say they will be present.

I think in laying the matter before the Interstate Commerce people something can be done if there is any advantage taken to cause the small show to pay an exorbitant price for short moves with a well-equipped car. If there is a chance to procure a suitable representative to take the matter up with the association and act in our behalf, I am very willing to pay my share and will use time and influence such as may be desired.

I think it is a good idea to have as many managers present as possible during the time set for the meeting, then we can get together and decide on some means of holding up for justice to the small shows. I have met a number of small shows during the past few years and find they are dealing straight with the railroads, many times buying more tickets than they have people.

The showman, as a rule, is looked upon as a sort of a scape-grace or a worthless person, and as long as we stand for abuse and do not try to show our colors by good behavior and holding up for our rights we will stay in the same old rut (in the minds of some), though if we raise in a body and demand the attention and respect, which any legitimate man should, we will get attention and respect from those that come in contact with us.

Through the kindness of The Billboard, we will learn the exact date of the meeting and let all who can meet and we will do the best possible. Would like to hear from W. A. Eller, C. E. Beyerle, Tom Wiedeman, John F. Stowe, Rosco and Holland, Jack Maharrah, Walter McDonald and others.

Yours for success,

J. D. CHUNN.

Mgr. Chunn's U. T. C. Co.

Nels Lewis, tuba soloist, formerly of Wright's Concert Band, Waterloo, Ia., joined Howard Webb's Band with the Yankee Robinson Circus at Springville, Ia., July 23.

## CHICAGO CIRCUS ECHOES

Skyler Clark and wife, who are summering in their cottage at Eagle Lake, Wis., made a trip in their touring car to Chicago last week and visited the Carl Hagenbeck Shows.

Rhoda Royal has a number of fine menage horses with the Carl Hagenbeck Shows, and created considerable attention in Chicago. The Royal Family, with the Hagenbeck Shows were the guests at a wedding party last week. The groom was Capt. W. C. Sharp, of the Hagenbeck Shows, and the bride a Miss Taylor, non-professional. The ceremony occurred at 1602 Wabash avenue and was followed by a supper.

The tremendous success of the Carl Hagenbeck Shows in Chicago has laid to rest the tradition that a circus can not make money in Chicago, under canvas, after the Fourth of July. The writer is willing to wager even money that Chicago will see a circus under canvas every summer hereafter. It is rumored even now that the Barnum & Bailey Show will appear here during the month of September of the present year. Certain it is, the Hagenbeck Show has not only "broken in" two great circus lots, on Drexel avenue and Sixty-third street, south side, and Racine and Addison avenues, north side, but it has awakened a desire on the part of Chicago people to see circuses under canvas. At that it will be hard to convince the average Chicagoan hereafter that any show is the greatest in the world unless it presents plenty of trained animal acts. With twelve dens of performing animals the Hagenbeck Shows have created a stir in Chicago, the like of which has never been known here. As the Evening Post declares: "In point of entertainment the Hagenbeck Shows excel anything offered in Chicago in years." Here is a tip for animal dealers and trainers—there will be an extraordinary demand for trained animal acts next season. Every big circus in the world will be compelled to introduce animal acts. The diversity of the Hagenbeck Show has not only made a great reputation for it in Chicago, but has helped it to make a lot of money during its recent engagement. The last week on Chicago lots was a succession of turnaways every night. One evening on the west side there were as many people turned away as were able to gain admission. It was a marvelous sign, even for old-time professionals.

The Hagenbeck Show can come to Chicago every year and make plenty of money. The management will probably prefer making the town under canvas. Chicago's biggest amphitheatre, devoted to circus exhibitions, offers excellent facilities for a show opening the season, early in the spring, or for one closing late in the fall, when the weather is generally inclement, but the maximum capacity of the building, under the most advantageous circumstances (when the spectacle is presented through the center of the arena, in the rings and on the stages, instead of at either end of the amphitheatre) is but 4,500. Fully ten thousand people can gain admission to the main tent of the larger circuses.

Two weeks ago it would have been hard to find a Chicago man who knew much about the Hagenbeck Circus. To-day it would be hard to find someone who does not know all about the great exhibition. The fact that the Hagenbeck Circus is different from any other on the road is accountable for much of its success.

It is worthy of mention that during its entire engagement in Chicago the Hagenbeck Show did not experience a single "shake-down." It tells an eloquent story of the way in which the advance, under the direction of General Agent Fuller, handled affairs here. M. S. Bodkin, who resides in Chicago, and who has had many years of experience with the larger shows, was secured by the Hagenbeck management, and was busily engaged for six weeks prior to the Chicago engagement in looking after many important details. As special adjuster during the Chicago engagement, Mr. Bodkin was in instant readiness for any emergency call. The Hagenbeck Chicago engagement will go down in circus history as the most remarkable, in many respects, ever known. Not an accident happened nor one untoward incident occurred to mar the pleasure of the patrons or to cause expense to the show.

The decision in the license injunction case will not be handed down until some time in September. The result of the suit is of vital interest to every circus manager who contemplates exhibiting in Chicago.

The Chicago engagement of the Carl Hagenbeck Shows marks an epoch in the history of modern amusements. Chicago has long been considered by circus managers to be the sixth best circus town in America. The Hagenbeck engagement would seem to have boosted Chicago into a position second only to that of New York.

Figures do not lie—results are results—and the Chicago engagement of the Carl Hagenbeck Shows was a grand success in every sense of the word. WARREN A. PATRICK.

## CIRCUS GOSSIP

Unquestionably the quickest time ever made in getting a show on the road is to be credited to John D. Carey, of the Pawnee Bill Wild West. When Major Little decided to leave Brighton Beach he called Mr. Carey and made known his intentions. Though Mr. Carey had plenty of paper on the advance cars, no route had been decided on and no railroad contracts had been made. However, within six hours Mr. Carey had a Lehigh Valley contract in his pocket, the advance cars were on their way to Jersey City and the presses were running off the dates. The cars billed but a week in advance of the show. Opposition brigades were put out, one to fight the Barnum & Bailey Show in Wilkesbarre and the Robbins Show in Long Branch and Asbury Park, and thus was launched the road tour of the Pawnee Bill Wild West.

The Glasscock Show is doing well in Texas. Cushing is its banner town so far. Prof. T. S. Moncayo is in his fifth season as band leader with this organization. With him are Elmer Curtis, cornet; Louis Rothbaur, trombone; Jesse Walker, tuba; Will Smith, baritone; Edmund Williams, clarinet, and Walter Allen, trap drummer. The performers are Ely Lozano, Rosa Lozano, Mrs. Grace Walker, Walter Allen, Will Smith, principal clown; Foster and Ruth Glasscock and Nealy Ogden, principal bars. Those who saw the show two

years ago wouldn't recognize it now, it has grown so.

R. Z. Orton writes that the Orton Brothers Show has been making the inland towns in Iowa that haven't had a show for many years, and that business has been capacity all along. Mr. Orton says that this has been the best season he has seen for years. The show has been pretty lucky, too. It has never had to pack up wet canvas. A wagon team ran away with Miss Grace Orton last week, but she escaped uninjured. Four Shetland ponies were recently born in the menagerie.

The roster of the No. 2 car of the Sun Brothers World's Progressive Show is as follows: R. C. Woods, manager; F. J. Riley, Bert Moore, Fred. Bowers, D. A. Patterson, Tom Carroll, Wm. Lapham, Ed. Barton, Chas. Withnell, R. C. Benton and J. C. McClure, billposters; C. J. Sutphen, lithos; L. Fee, programs; Harry Davis, banners, and Samuel Snipe, who presides over the destinies of the kitchen. Six men left this car suddenly at Pontiac, Minn.

O. Robinson and Frank Burger, of the Cole Bros.' Circus, No. 2 Excursion Car, have signed the following people for their Military Maids Co., which will be on the road after the closing of the circus season: Charles Wilson, who will go in advance; R. R. Jones, Miss W. Burns, Clara Hewett, Dolly Matthews, Dora Hart, Beatrice Handle and twenty others. They have leased a fine sixty-foot car and will tour through the south.

Circus opposition clouds are gathering in bunches in the south. Texas promises to be the scene of a great battle between the circus agents this fall. It will be interesting to watch future developments. Agents for some of the largest shows are now in the south, and it is fair to presume that interesting announcements will soon be forthcoming from our southern correspondents.

The roster of Pawnee Bill's advance car No. 4 is as follows: Robt M. Simons, manager; Wilbur Winn, charge of paper; Sam. Moxley and Geo. Cummings, lithos; J. C. McCormick and Jack Taylor, banners; Al. Powell, Geo. Vanderslice, E. Hanford, Walter Graab, Kid Mills and R. McNally (all union men), billposters; Claude Dallas, chef, and E. Ludwig, pastemaker.

A new order has been organized among the members of the Frank A. Robbins Show. It is called the Benevolent Order of Smelts. The officers are Bill Lukens, president; Jack Wheeler, secretary; Arthur Davis, reporter; Frank Murphy, chief roaster; Doc Ellet, sergeant-at-arms, and Chas. Watson, steward. There are twenty-five members.

The people with the Campbell Bros.' Side Show are as follows: Mr. and Mrs. Sal-vall, Punch and Judy, the Arnolds, novelty musicians; Flossie LaBlanche, strong woman; Araminta May and Vida Earle, sister act; Mrs. Hardy, serpentine enchantress; Reginald Poole, female impersonator; Mme. Devere, bearded lady, and Baxter Reynolds' Minstrels.

It is reported that Mrs. Nellie Jones formerly a snake charmer with carnival companies and circuses, attempted suicide at her home in Johnstown, Pa., last week by the chloroform route. Mrs. Jones is married and has settled down to domestic life, but she said she wanted to surprise her husband who stayed out late at night.

Vermont was good for the Robbins Show, notwithstanding the fact that Barnum & Bailey preceded it. The Five Tasmanians joined last week and are making good. The Three Herbert Brothers have closed to join one of Chas. E. Blaney's companies. Herr Herzog's horses are a big feature with the Robbins Show.

Burt Silver has purchased some real estate at Crystal Lake, Mich., and he will make that city his winter quarters in the future. The Burt Silver Show has been doing good business this season and has only lost one performance. That was when Stone was injured at Crystal Lake, Mich., July 20.

A new club has been formed among the male members of the Campbell Brothers' Show. It was organized by Arthur Forbes, and is called the F. T. B. A. Club, meaning the Forbes Tobacco Bumpers' Association. Capt. Forbes (Adair) buys all the tobacco and everybody is assessed so much every week.

The roster of advertising car No. 3 of the Sells-Floto Show is as follows: Fred McMann, manager; R. B. Springer, boss billposter; C. W. Parker, head lithographer; J. H. Musgat, programmer; Chas. Berg, H. C. McDonald, Otto Essinger, A. M. Pot, Joe Burkhardt and Chas. Carlson, billposters.

President E. H. Macey, of the National Printing Co., and W. E. Frankling, general agent of the Wallace Shows, were included in a party of professional gentlemen who participated in a dinner on the lot with the Carl Hagenbeck Shows, in Chicago last week, the guests of President Frank R. Tate.

The Circo Anglo Americano made the trip from Progress to Belize, British Honduras, in twenty-nine days by water. This show is owned by the Austra St. Leon Troupe of acrobats and Alf Honey, bar performer. Mr. Aarons is in the St. Leon Troupe and is doing nicely.

Ed Thardo and Helene Tuttle's Dog Circus and Impalement Act are with the Geo. W. London-Tuttle's Olympic Shows, and their work has been tremendously successful this season. They will take a short rest at their home in Limesville, Pa., during the last of August.

E. C. Monce, the wizard of opposition agents, has just closed a four months' engagement with the Great Cole Show. After a two weeks' vacation at Mt. Clemens, Mich., Mr. Monce will take a position with the Bryan Billposting Co. of Cleveland, Ohio.

John C. Carlyle informs us that his wife, Ethel Adams, who was one of the Strik Family of bicyclists, with the Norris & Rowe Shows, and who recently left the show to come east has retired from the profession, and is at her home in Boston.

Harry Hardy and Dave McKay visited the Carl Hagenbeck Shows in Chicago last week.

Manager Harry Shannon of the Banker's Child Co., saw the Great Cole Brothers Shows in Ludington, Mich., July 17, and can not say too much in their favor. He says they have the best concert he ever witnessed.

The Campbell Brothers' Great Consolidated Shows and Gollmar Brothers' Circus recently came together in Rhineland, Wis., and a hot fight was made for business. It is said that both did equally well.

At Anaconda, Mont., the judge of the Circuit Court called an adjournment to witness the parade on occasion of the visit of the Sells-Floto Show to that town recently. Hurrah for the Judge!

Mr. and Mrs. James Morris, with the Great Wallace Shows, are happy over the recent advent of a baby girl. The newcomer has been showered with presents by the members of the Wallace Show.

Mrs. W. M. Bunt, wife of the late W. M. Bunt, glass engraver, would be pleased to hear from her many friends, who can address her at 5716 First avenue, Woodlawn, Ala., care I. E. Hood.

Jos. M. Briel has taken charge of the Covington, Ky., billposting plant. Mr. Briel is an old-time circus agent and is well qualified to take care of this work.

Circus managers are placing their orders for 1907 canvases. The United States Tent & Awning Co., of Chicago, entered several nice orders last week.

M. Hwatacz joined the Kennedy Brothers Show, July 17, and is making good with his chain balancing trapeze and acrobatic work.

Fred A. Morgan, advance man for Ringling Brothers Circus, was in Mattoon, Ill., July 16, making preparations for the show's appearance there.

Jack Pffiffenberger is back in Cincinnati. Jack is a first-class boss canvasman and will accept a job for the balance of the season.

L. H. Heckman of car No. 1 did splendid billing in Middleport, Ohio, for the John Robinson Show.

The LaComa Brothers, acrobats, have joined the Snyder Brothers and Hall Consolidated Show.

Charlie Parks and Arden Waters have joined the Stumon Family Band with the Hagenbeck Show.

Mrs. Charles Andress was among the visitors to the Carl Hagenbeck Shows in Chicago last week.

Sam Watson, the veteran clown, visited the Hagenbeck Circus in Chicago last week.

Beatrice Leslie, the little dancer, has closed with the Wallace Show.

## ENGAGEMENTS

Darcy & Wolford has made the following engagements: For Rosabelle Morrison Co., Sim Allen; for Baldwin-Melville Stock, New Orleans, Lillian Bayer; for Luna Park, Hartford, James H. Lewis; for Oliver Morosco's Burbank Theatre Stock, Los Angeles, Cal., Mace Greenleaf; for Forepaugh Theatre Stock, Philadelphia, Louis Miller and Sara Summer; for Vallamont Park, Williamsport, Pa., Edythe Rowand and Carol Arden; for Spencer & Adorn's Co., George B. Connors; for Fairland Park, Memphis, Lucia Moore; for Henry W. Savage, Margaret Gantier.

For Oscar Dane's new version of Dr. Jekyll and Mr. Hyde; Douglas Joss for Swipsey, the newsboy; Cressy Joss, for Donald, the choir boy; Hazel Dickson for Old Meg, and Chas. Haynes, for Clquette, the comedy French detective.

Charlotte Dean has succeeded Carol Arden in the cast of the Vallamont Stock Co., which is playing a summer engagement at Williamsport, Pa. Lillian Rhodes has joined the company.

Gertrude Dion Magill and George Arbine have joined Poi's Stock Co. at Bridgeport, Conn., to replace Lawrence McGill and Gertrude Shipman, who are taking a well-earned rest.

Chinese Walton, of The Waltons, has been engaged to play the Chinese part in Across the Pacific this coming season.

Arthur Hoyt will appear during the coming season in support of Elsie Janis in The Vanderbilt Cup.

John Findley and Robert Ober have been engaged for Arnold Daly's company this coming season.

Miss Stella Ramsey recently joined the Lyceum Comedy Co. as musical directress.

Evelyn Weibling will be in Hackett's Walls of Jericho Co. next season.

Beatrice Buckley will be a member of The Vanderbilt Cup this coming season.

Thos. E. Shea has signed with Murray & Mack for the coming season.

Walter Hitchcock for leading man with Otis Skinner in The Duel.

## MUSICAL

Why Don't You Play With Boys Your Size, a touching sentimental song from the pen of Harry Bonnell, of the New York Office of The Billboard, has just been given a launching by the Lyric Music Publishing Co., 1440 Broadway. Miss Marie Walton is featuring the song at Koster's Volks Garden, Coney Island, and among the other singers that have added the composition to their repertoire is Harry B. Leroy, who is playing a season's engagement at Old Coney.

The Bowling Green Military Band, under the direction of Benj. Topmiller, jr., was a feature attraction of the Bowling Green Horse Show. This organization is one of the best in the south and its services are in demand. A. R. Richardson, baritone; Geo. Stillman, tuba, and Harold Booth, trombone, have closed with this band to accept winter engagements in the north.

Francis Rogers, trombonist, filled a special engagement with the Morris Band at the Elks' convention in Denver, and is in Chicago rehearsing for the coming season.

## BILL JONES' LETTER

### THREE OF THE LADIES PLAY A NEW GAME.

#### Artistic and Financial Triumph of Barnum and Bailey in the Provinces.

(The Bill Jones letters, pertaining to the tour of the Barnum & Bailey Show, are the absolute property of The Billboard Publishing Co., and must not be used in any part or entirety by any other publication or person without the consent of The Billboard Publishing Company.—EDITOR.)

Halifax, Can., July 22, 1906.

Dear Mike:

They say all good things come to him that waits, and you can just wager that this was positively demonstrated on Sunday in many ways. For a long time the bunch had wished for a quiet Sunday away from the excitement of street cars, saloons and real granite streets, and they certainly got it good and plenty; the great, grand and glorious day of rest and prayer and incidentally Windsor Junction, where the show had to spend the Sabbath on account of the fact that some wise men of the far east, who claimed to be ancestors of Christ and other incorporators of religion deemed it against the laws of Christianity for a circus to enter Halifax on the Sabbath. These same great men who, cloaked in the robes of "love unto all men," and with the Bible as their guide forgot to note that people with religious inclination, men, women and children, can be associated in the amusement business and still be good Christians, be they in Halifax or any other place. And these same wise men forgot that the Lords' first duty and act was to feed the hungry and quench the thirst, and this happened so very long ago, that even Pop McLean and Harry Barnum have forgotten it, and therefore, my dear Mike, on account of this burlesque on religion, the animals and stock were compelled to almost go without water, and the employes of the show were nearly starved for the want of food and drink. Laws are laws and traditions may be all O. K. in some instances, but nevertheless the fact remains that the people who caused the refusal to be issued against the circus to come into Halifax Sunday and unload, feed and water the stock and menagerie was a man on religion, Christianity and humanity and a rank injustice and insult to the majority of people of the beautiful and fair-minded city of Halifax.

I happened to be lucky enough to get the last train into Halifax Sunday night and I asked one of the oldest inhabitants how long this peculiar Sunday law had been in vogue, as even a railway train could not move in or out of the city on the Sabbath. He looked at me in sort of a Canadian Scotch high-ball fashion, lit his pipe as if he were a "Whitehead" and said: "There hasn't been anything doing in this town on a Sunday since the Dead Sea died." My Lord, Mike, that is certainly a long time isn't it? Talk about a closed town on Sunday, I had to get two newspaper men and a railroad representative to say I was all O. K., before I could get a glass of water in the hotel. That gives you an idea how strong the Sunday code is against the drink question there.

Halifax, nevertheless, is a beautiful city, and although you have traveled a great deal I don't think you have ever seen its equal. The magnificent water front with its incomparable harbor and great view of the Atlantic Ocean, the old Historical Fortifications, the picturesque and quaint streets and buildings and the general good fellowship which prevails after you get within the city, the beauty of scenery, and the excellence of climate easily wins for Halifax the title, the Queen of the Provinces. While I was enjoying myself in Halifax viewing the beautiful scenery the show was in Windsor Junction waiting for one minute after twelve, and even if they didn't eat and drink they certainly did make merry and then some. Johnny the barber, the dark-skinned son of Italy, who has done much to fame the Land of King Emmanuel, found a broken down woodshed and immediately started to do a land-office business, and the lady who sold ginger cakes and had twenty-six in stock quit mighty quick. Several of the boys went over on the church steps, remaining there from "seven" until "eleven" as it was a good place to rest, and "lose" or "win" recreation, without the aid of the Bible. And then the ladies had a dandy time, so they tell me, for they played "London bridge is falling down," "Ring-a-ring a rosa," "Post Office," "Heavy, heavy what hangs over your head," and other games, and three of the bunch selected a new way of enjoyment and called it "Just a little talk then twenty-five each." This last game was the hit of the day and if the stage had been placed where an admission was necessary to see the game played there is no doubt that the Tigers would have derived a large revenue for their fund. Of course, the game was all right and it was strictly up to date and creative of much vocalizing and other conversation which I find impossible to spell, as I went to a night school and can't write very well during the day time. When the game was over everyone laughed, some cried, then others laughed again and others cried more. It certainly must have been very laughable and also very cryable, but in the morning General Manager George D. Starr smiled, laughed, and said something about twenty-five each; then someone smiled again, but it was Charlie Hutchison this time, because he took the seventy-five for the Feed Fund, and then the horses laughed and the game was over. All is well that ends well, but honest, Mike, it was a lucky finish. I understand that this game has also been the cause of the residents of Windsor Junction adopting a new manner of hair dress, as I understand during the course of the game there was a general disarrangement of feminine curls which appealed so strong to the ladies of the Junction that they are going to wear their hair in the new fashion. So much for Windsor Junction and Halifax and now to the show dope.

In Lewiston, Me., the Sunday was put in by several of the staff who went fishing and as usual they caught cold and several minnows. Mrs. Charlie Hutchison was in the party and caught the first and last fish, and the others that were caught were too numerous to mention. That is why I won't say a word. We had a great day in Lewiston, the afternoon being tremendous and the night house surprising the wise ones, for it was away above expectations and the grand stand was sold out early in the evening. Waterville was the next stand and we had the usual great matinee but about fifteen minutes before the show was over a tremendously large black cloud was seen in the southwest and just as the "Dip of Death" was over it began to rain and five minutes later a cloudburst struck the tented city, and if you ever saw twelve thousand people scramble for shelter it was in this burg. We were in a sort of hollow and the torrents of rain formed a miniature lake around the front door and the crowd had the time of their life wading out into the deep yellow clay which stuck like mud to everything it came in contact with, and the front door bunch had a picnic collecting slippers which fell from the dainty feet of the wearers, but as it was we came away with about forty-one souvenirs. On account of the awful condition of the grounds and the absolute impossibility of any one reaching the front door, we had to abandon the night performance, and immediately packed up and hiked for Bangor, the town of temperance and jags. Our business there was immense and the excursions were the greatest I've ever seen, the road bringing in over six thousand people, some of them coming two hundred and seven-teen miles to see the show. Edward Arlington, our traffic manager, did himself proud here and deserved great credit, but I never saw so many "stills" and so many people "soured" in a place that is so very temperance; they ought to give them a license there; they certainly need it.

From Bangor we moved on to St. Stephen, our first Canadian stand, and it was certainly a winner. We were only booked for one show there and this matinee was simply immense and the little town was crowded as never before. This also reminds me that as usual this show has again taken the first step into an unknown land for big circuses. Up in these Provinces a twenty car show has been the limit and the coming of the Barnum & Bailey aggregation has excited the populace to a degree of enthusiasm seldom seen. This does not apply solely to the towns and cities played but to the entire Provinces, and the excursions are plain, undeniable proof of the interest taken in our coming by every man, woman and child. As an instance, I'll cite New Glasgow; excursions were run from Prince Edward Island by boat and from Sydney, by rail, these distances being almost unknown for amusement seekers to come and under railway conditions and river traffic, which are not as favorable as in the States, and which must surely bear test to the wonderful drawing powers of our aggregation. I was speaking to one of the old inhabitants in New Glasgow and these are his very words: "They said the king was coming to visit the Provinces, but he wouldn't draw the people the show brings," and so it is everywhere for miles around and all places. All you can hear is Barnum & Bailey's Show, and I don't ask you to take my work for it, just ask anyone up in this country, and you will find that I am telling you the truth. I suppose now we have opened up this new territory others will follow, and that will cause me to quote the old adage: "We lead, let those who can follow."

In St. John the business was immense both afternoon and night, and this under a severe handicap caused by inadequate service to the grounds, we being located about three miles from the city. Even at that the C. P. R., did the best they could with the suburban service, and as I said we had two corking good houses. From St. John we went to Moncton, and our Saturday was in keeping with the usual great business, the matinee being immense but the night rather light. We made a good run as far as they would leave us come on Sunday, which as I told you in the beginning of the letter was Windsor Junction. Things are about the same all around and I must say that I enjoyed your letter immensely and you may rest assured I will stop off in Chicago on my way west and take a meal with you and also Warren Patrick. Just write whenever you can, but I do wish you were up here to see the triumphant entry and victory of applause and endorsement the big show is receiving in the Provinces. The newspapers have certainly given us great notices, devoting column after column to the size, excellence and system of the organization, and the Canadian Government are at present thinking of detaching two army officers with us the same as other countries have, to study our wonderful commissary and transportation methods.

Charlie Hutchison and John Stevens have been seen in the quiet of the afternoon hiding in seclusion, trying to study the different colors of the coins and bills of this part of the country. Everyone around the show is in good health and enjoying themselves immensely, and we can report no personal mishap up to date, although two of our most charming young ladies, while in St. Stephen, went into a restaurant and after partaking of a delicious tutti frutti dinner left the restaurant forgetting to pay for the dainty morsels they had eaten. When they realized that they had done they were so nervous that they couldn't find the place again, but as they were both subjects of the king it is supposed that they would mail the required amount with a smile to the Royal Treasury in London. Even at that it was a sickening sensation. I also understand that Charlie Andrews was captured by some of the girls the other day and when they finished painting his face he looked like an Indian from Indiana. While Charlie tells us of his greatness around the show he has failed to say anything in reference to the fact that he was a sight never to be forgotten when the girls finished with him that day and that he had enough grease paint on his face to start a "gift show." You can bet that is one picture he won't take.

Next week we expect Isidore Schmaltz to come on and spend a few days, this visit having been suggested by Harvey Watkins, Lester Murray and Bill Coxe. From what I can understand Schmaltz is the fellow from whom Simp Jabers borrowed a dime and if you remember Hickery Eye Mose and Bull Dog Mulligan were members of the W. C. T. U.

# BONHEUR BROS. RAILWAY SHOWS.

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GEO. W. ENGBRETH, care The Billboard.

#### HIGH WIRE ARTIST INJURED

While Stone and Hamp were doing their high wire turn as the big free attraction with the Burt Silver Show at Crystal Lake, Mich., July 20, the wire parted and Mr. Stone was precipitated to the ground, a distance of some twenty feet. His left forearm was broken and he was severely injured about the back. Mr. Stone was left behind under a physician's care and latest reports announce that he is doing as nicely as could be expected.

#### COVINGTON STRIKE SETTLED

The Cincinnati Billposters Union has settled its differences with the Covington Billposting Co., of Covington, Ky. Howard Brown, the former manager of the Covington plant, has been transferred to Jamaica, L. I., and Joe Briel, of Local No. 8, Pittsburg, has been installed as manager in Covington. The agreement was signed with the Cincinnati Union on July 29.

#### CIRCUS EXPERIENCE VALUABLE

That circus experience is a valuable asset to the possessor of it who interests himself in other fields of enterprise has frequently been demonstrated, but never more strikingly, perhaps, than in the instance of the Miller Brothers of the famous 101 Ranch near Bliss, Oklahoma. The knowledge they gained in their connection with the management and direction of the wild west which took the road recently after having been equipped from the ranch, has led them, now that they are no longer identified directly with the show business, to engage a press agent for the exploitation of the products of their ranch.

There appeared, the other day, in many and diverse newspapers, the first fruits of the Miller Brothers' wisdom and their press man's toil in the form of a profusely illustrated article describing the harvest at 101. Nobody but a circus man would have conceived the plan, and it is bound to be a success.

#### OLD CIRCUS MAN ILL

Thomas Day, for many years boss canvasman with the large shows and who was this season employed in the same capacity with the Campbell Brothers side-show, is suffering with asthma to such an extent that he is incapacitated for work. He kept growing worse until the members of the show made up a purse of \$55.50 and sent him to his home in St. Charles, Minn. It is necessary that Mr. Day go to San Antonio as soon as possible and he will gladly receive assistance from any of his friends.

#### NATIONAL ALLIANCE NOTES

Notes from Local No. 33, Brooklyn: This local was never as prosperous as it is at this time. Everybody is working. J. J. Williams, business manager of Blaney's new theatre, the Burghas, has eight men working steady. Pete Bahr, who has been in the west for some time, is in town. We are grieved to announce the death of one of our oldest members, Thos. Murray. Brothers Turner, Cochrane and Simmons are forming what they will call the Cluque Club. At our last meeting James F. McCormick resigned as business manager, and L. Strobel was elected to succeed him. H. Van Horn has resigned as vice-president and Bros. Van Slyke will succeed him. Mike Joyce is in Willow Grove, Philadelphia, managing a scenic railroad for L. A. Thompson. During the winter this local will hold meetings on the first and third Sunday of each month. The next regular meeting will be held Aug. 5. All correspondence concerning this local should be addressed to Bert D. Simmons, 485 Hudson avenue, Brooklyn.

Walter Gilmore has again taken charge of the advertising department of the Star Theatre, New York, and has commenced billing. He employs a number of the members of Local No. 2.

P. Burton, of Local No. 2, New York, has been re-engaged as advertising agent for the Third Avenue Theatre in that city. He is employing a number of Alliance men.

President Hynie, of Paterson, N. J., Local No. 20, paid a business visit to New York last week and was in conference with National Secretary William J. Murray.

The Alliance members on car No. 2 of the Barnum & Bailey Show have elected Walter Ray Steward and R. Armstrong, corresponding secretary.

W. J. Murray, national secretary.—C. A. Morrow is with Happy St. Sawyer. Address him in care of The Billboard or as per route.

H. Larrentree is corresponding secretary of Local No. 23, Memphis, Tenn. His address is in care of the Bijou Theatre.

It is reported that a drastic billposting ordinance is being considered by the Board of Aldermen of Paterson, N. J.

James C. Henry has been elected business agent of the Philadelphia Local No. 4.

#### MIKE TO BILL

Bill Jones,  
care The Billboard,  
Cincinnati, Ohio.

Dear Bill:

She got here all O. K. from Lynn, and I was powerful glad to hear from you again. I almost had a rumpus with the postmaster because he did not deliver the goods in the early delivery, but your letter was so chuck full of news about the big one, I dropped my disorderly intentions.

I am surprised to learn that Jabers lasted as long as he did. I think if you had put a muzzle on him he would have talked entirely different about the bunch around the cook tent, but "Jabe" ain't a bad fellow after all. He was always quiet out here when he didn't have a couple under his belt. But when he gets down along the coast it's a hard matter to tell whether he has signed up with a Norwegian bark or a square-rigger, and he can handle the mizzen-tops and peak halyard question to a frazzle when his temperature is right. Besides, he is a rating good seven-up player.

I notice by the official record that by the time this letter reaches you the big aggregation will be well across the border, and I know the entire outfit will enjoy the trip through Canada immensely, and let me tell you, Bill, that country is O. K. Give me Canada or give me death. I've been there, and know from actual experience that a fellow can take two-hits and go so far in fifteen minutes that it will take him a year and a half to get back. Talk about big ones in St. Louis, why there's nothing to it. That's a dandy, good country, Bill, and you can shoot jack snipe without a run over there all right. I can't understand why Bennett don't like Boston unless the town is too crooked for him. If the bunch go fishing again, let me know and I'll send on my book of rules which used to be the property of Sam McClure; it's the one he gave me for a birthday present last season.

Myers writes that Charley Andrews threw a piece of custard pie at Ivers the other night and the cop had him arrested and bound over to keep the "peace." Then Charley got mad and threw the whole pie. Back up, back up!; but on the square, Bill, I don't believe it. I have known Charley for at least fifty-four years and never knew of him throwing anything except money.

I was awful sorry everybody signed up again for next season, because I was going to write Mr. Starr for a job in case a vacancy turned up. I want to get mixed up with a big one, for once in my natural life, just for a change. You know, Bill, I used to live in Philadelphia, consequently am perfectly at home where there is excitement going on. When you get confidential with "Hutch" just whisper in his ear that I may offer myself as an applicant for a job of some kind for 1906. Make it good and strong. Tell him that I have been connected with the United States Embassy at Madagascar and I feel confident he will give me a trial, if I can prove my worth; also tell him that I am not only an expert bookkeeper, proficient stenographer and type-writer, but an excellent snow shoveler and have been through college several times. But there are other accomplishments which may make me desirable. Have a little knowledge of handling a safety razor with my left hand, can cook, take care of horses, crease trousers, and repair umbrellas. When it comes to roasting peanuts, that's where I shine. I have a medal for reciting "Curfew Shall Not Ring To-night," and am also the champion plug tobacco chewer of Connecticut, my spitting record being Woodward avenue in Detroit without being caught. My ability for playing a clarinet in nine different positions has never been equalled, and when it comes to playing the 60-foot flats in position to load up, why I can just take the big switch list and eat it up. I tell you, Bill, I don't have to add up car numbers to tell where they belong in the train, and I can furnish some bang-up recommendations from Chauncey Depew, Tom Lawson, the Governor of North Carolina, and the Mayor of Cincinnati. Now, Bill, you just sound the main squeeze and put me next to the result. For gad's sake don't tip off my politics, for that would kill everything.

Hurry up and get out this way, the whole works want to see how the business is done in first-class shape. And when you come, arrange to stay awhile. They are "going bug" up in Wisconsin because you disappointed them this season, but I hear they are all going to wait, so they can get a run for their money. Give my best regards to everybody listed on the expense account and pay roll, and when you have nothing better to do, write me, as I am always glad to hear from you and get all the news from the Greatest Show on Earth.  
Your old pal,  
MICHAEL.