

MUSIC AND DRAMA.

Notes of Actors and the Plays They Present.

GOSSIP ABOUT THE STAGE.

At Home and Abroad—The "Soap Bubble"—"The Wife"—Other News of Amusements.

Virginia Thorne is getting stout. After all, Morrison has said. He got it at Ocean Grove.

Captain Swift is the name of A. M. Palmer's new play.

J. J. Wallace has adopted from the French in "The Quickness."

The gross receipts of "The Wife" season in New York were \$162,000.

Belle Thorne goes East next week to join Rice's company in Chicago.

Minnie Maderm is going to play a long engagement in New York next winter.

Morrison has become quite athletic since his practice on a sand bag at Ocean Grove.

Katie Putnam, one of the brightest little stars of the East, will scintillate on this Coast next season.

Xaver Scharwenka, the pianist, is not coming to this country. He couldn't get his name on the same ship.

Charlotte Tittel is once more home again. She is taking a well-deserved rest after a continuous engagement of over fifty weeks.

Little Charles Pauper De Garmo, the ex-poodle of Alma Stuart Stanley, is now acting as cook in a small wayside restaurant near Paris.

Mark Thall is booking time for an aggregation of sparrers, including Glover, McAuliffe and other celebrated pug.

Lillie Shields, late of Patti Ross's company, has declined several excellent offers for the coming season.

Jeffreys-Lewis closed her tour Monday night in Reno and returned to San Francisco Tuesday, skipping Nevada City, where the company were advertised for that evening.

Kate Castleton starts for New York August 10th, to begin rehearsing her new piece, "A Paper Doll," which begins the season at Syracuse, September 24th.

The lady of Castleton Manor is negotiating with John A. Mackay to play the leading part.

As Joseph Grimmer controls the rights of "The Waves of Sin" west of the Missouri river, Adele Payn, who is playing it on the Montana circuit, is liable to receive a legal overhauling.

As the lady and her company were to open in the play the evening Maguire's Opera House burned down, it looks as if the Payn party's "Waves of Sin" had been repaid with a vengeance.

Mrs. W. E. Sheridan (Louise Davenport) has purchased a picturesque little residence in the suburbs of Sydney, N. S. W., the appointments of which are purely American.

On her return to Sydney she was immediately offered an engagement to appear with George Rigold in his magnificent production of the "Two Orphans" at Her Majesty's Theater, in which a coach-and-four is introduced; but as a prior offer awaited her she declined.

She will probably make her re-appearance at the Theater Royal with Charles Warner on his return to Sydney.

"A Soap Bubble."

Commencing with to-morrow night, "A Soap Bubble" will occupy the stage at the Grand Opera House.

Of this piece the "Utica Observer" says:

T. J. Farron and his excellent "Soap Bubble" Company made a decided hit in Jacobs & Proctor's Opera House last evening.

The audience was an appreciative one and it was kept in a roar all evening.

Lessee Proctor, of the Opera House, with Manager Chenet, sat through nearly all of two acts of the play, and none laughed heartier than they did.

Mr. Farron is one of the men who has laughed and made laughter nearly all around the world, and he is still traveling as merry, young and musical as ever.

While he is the star of the company, he gives all his people an equal chance to display their talents, gifts and power to please.

E. J. Donnelly, "the detective who never detects," is very, very funny as the barber and original in his general business and very good in his topical songs.

Messrs. Swartz, Rowland, Kawling and Mack each do their share to please in action, vocalism and fun.

The "Soap Bubble" Quartette was recalled three times, as it deserved, for its singing is excellent.

Dolly Dodge is a pert, pretty, an excellent singer and dancer and pleasing in every way.

Miss Virginia Ross is a good singer and pleasing lady, while Miss Florence Germaine does excellent business and is a good singer.

The barber shop scene alone is funny enough to make one laugh for a week.

No one should miss the "Soap Bubble" this evening. They can drop in any time and begin laughing.

This afternoon Mr. Farron and company are making the orphans happy, with hundreds of the school children and many older people.

"The Wife."

The receipts at the Baldwin last week, which are, to a managerial mind, the sweetest test of success, were larger than those of Mr. Augustin Daly's company at the same date last season, or those of Mr. Palmer's company the season previous.

While a star may be received in San Francisco with approbation, being criticised according to his own merits, a stock company must naturally be brought into comparison with the old stock companies of the California and Baldwin days—companies composed of better and stronger actors than any ever seen in one organization in any other city.

Therefore, the cordial reception of "The Wife" Company here is all the more flattering to Mr. Frohman's judgment in forming it.

The plan which he pursued in organizing was to carefully scan the field for years with the one object in view of gathering together a strong well balanced company, who could give with equal ability the heavier roles of the drama, or lighter ones of the comedy field.

Previous reputation had nothing to do with this selection—only present actual ability and promise.

About two years were spent in this selection—management of the Madison Square Theater, New York, until he assumed that of the Lyceum Theater, and the result of that careful, deliberate judgment is evident in the Lyceum Theater Company, as it now appears in "The Wife."

One fact, which is perhaps the strongest

indication of its great success in New York is that Mr. Frohman intended producing a number of plays during his first season, so as to fully present to the public the versatility of his people, but the public showed such financial appreciation of the opening bill that it was out of the question to think of offering any other piece throughout the season but "The Wife."—(Report, S. F.)

The Dime Museum.

There is quite a bill of attractions at the Dime Museum this week. It includes Baruello the fire eater, Sig Cagliostro the illusionist, Edwin Joyce and Verona Carroll, the sketch artists, Burt St. Clair the skater and the Japanese village.

The Cyclorama.

The Siege of Paris is as popular as ever, and continues to be visited by the citizens and their friends from the interior. The famous painting should be seen by everybody.

LETTERS FROM THE PEOPLE.

The tenor of communications appearing in this column is not necessarily endorsed by the editors of the HERALD. The writer who desires to be heard in it should always accompany his letter with a full name, not necessarily for publication but as a guarantee of good faith.

The Outfall Sewer.

Editors Herald—A plan for an outfall sewer has been lately laid for adoption before the Council of the City of Los Angeles, by the City Surveyor, and this plan is so defective in design that I feel it a duty to direct public attention to it. I do not write in a spirit of carping criticism. I do not wish to criticize another engineer's work, but in justice to the public interests of this rapidly growing city, I feel bound to warn the public and the City Council against the construction of a sewer which in its very design carries its own destruction.

A defective outfall sewer will give a bad reputation to the whole sewerage of the city, and militate against the claims of Los Angeles as a health resort.

In his report on the outfall sewer the City Surveyor states that "the sewer will discharge 23,700,000 gallons in twenty-four hours." One section of the sewer, having a length of over one and three-quarter miles, is egg-shaped, being 2 feet 2 inches wide, by 3 feet 3 inches high, and its mean velocity is 6.6-10 feet per second. This sewer is to be constructed of brick. In all properly designed brick sewers the mean velocity is kept well below five feet per second.

Ranking an authority, who is followed by Baldwin Latham, another authority, states that the velocity in a sewer should "not be more than four feet and one-half per second."

Trautwine states that a velocity of "about 5 feet per second is as great as can be adopted in practice," to prevent the lower parts of the sewers from wearing away too rapidly by the debris carried along by the water. I could cite numbers of other hydraulic engineers to the same effect, but I refrain from doing so, as I do not want to make this letter too long and tedious.

I would remind the members of this letter that the velocity referred to by the authorities quoted are good, sound, well-brick bricks. It is well known that bricks suitable for sewer construction, especially in sewers having a high velocity, are not manufactured in Los Angeles and its vicinity.

We must accept facts, and the facts are, that good brick for sewer construction are not manufactured here, and that with good bricks the maximum velocity allowed in a sewer, according to the recognized authorities, is five feet per second.

In the face of all this we have a design for the outfall sewer of this city submitted for adoption, said sewer to have a velocity of six and six-tenths feet per second and to be built of the soft, porous brick of Los Angeles.

In the design of the former City Surveyor, Eaton, which design has been already adopted by both the former and present Councils, he has limited the velocity of the outfall sewer to four feet per second. He acknowledges the fact, that to ensure permanence in the sewer four feet per second should be the maximum velocity. With a velocity of four feet per second the sewer, under the usual conditions, may be regarded as a permanent structure. But can the sewer be regarded as a safe structure when its velocity is increased from 4 to 6-10 feet per second? I do not believe so.

The reader not acquainted with hydraulic engineering, it may appear that with the increase of velocity from 4 to 6-10 feet per second, that the increase in the abrading or wearing power of the current is in the same proportion. Such however, is not the case. The abrading power increases much faster than the velocity. The abrading power is as the square of the velocity. For instance, in two sewers having respectively velocities of 6-10 and 4 feet per second, the wearing power will be as the squares of the velocities, that is, as 43.56-100 to 16 or as 2.7-1 to 1, so that the sewer with a velocity of 6-10 feet per second will be subjected to 2.7-10 times, that is about 3 times the wear and tear of the same sewer with a velocity of 4 feet per second.

Hydraulic miners are well aware of the destructive effect of high velocities, and an experienced hydraulic miner, accustomed to the abrading and destructive power of water, at high velocities, manure in a sewer having a velocity of 6-10 feet per second, and built of the inferior brick of Los Angeles.

The reply to this will probably be, that in the separate system of sewerage very little sand or silt will be delivered into the sewers. This no doubt is true for a small area, but it does not hold good in this instance, for the reason that this sewer is to receive the drainage of over 3.3 square miles, and however carefully the house connections are made, it is reasonable to believe that from such an extensive drainage area a large amount of silt will be carried to the outfall sewer. In addition to broken glass, crockery and other hard substances are frequently carried into the sewers through the house connections. These substances in addition to the sand and silt, with the high velocity, act as triturating materials to wear away the invent of the sewer and cause its destruction.

Mr. Lambie's sewer is intended to flow full bore and any obstruction to its flow will place it under pressure and cause flooding above the obstruction. Such flooding may entail the payment of heavy damages by the city.

Should the sewer cave in or be breached in any part there would be great difficulty and expense in carrying out repairs in water having such a velocity as 6-10 feet per second.

In the design of the outfall sewer flows into two-thirds of its full depth, and should it get obstructed from any cause, there is ample margin in its discharging capacity, to prevent its being placed under pressure and flooding the area above the obstruction.

In the same paper in which Mr. Lambie's reports on the outfall sewer is given, it is also stated that the question of the outfall sewer, was referred by the City

Council to the Sewer Committee, who had power to act in preparing an ordinance calling a special election to vote the \$300,000 required for the completion of the work.

It is to mention here what has been heretofore done in this sewer matter. Messrs. Waring and Hering, two well-known sewerage experts from the East, were called on by the City Council last year, independently of each other, and at different times, to report on the plan of the City Surveyor at that time for the sewerage of Los Angeles.

After due and deliberate investigation of these plans on the ground, they fully endorsed them, and recommended that they should be carried out in full.

After the receipt of this report the City Council by unanimous vote adopted Mr. Eaton's plans. This would seem to have settled the question of plan for the sewerage of Los Angeles. For this work these engineers were paid by the Council out of the City Treasury. Mr. Rudolph Hering, one of the most eminent sanitary engineers living, in his published report said of the location of Mr. Eaton's outfall sewer:

"Surveys made by Mr. Eaton have revealed the most practicable line, considering both an irrigation and ocean disposal, and serious difficulties will not be encountered." He also said further in respect to Mr. Eaton's design after recommending its adoption:—"Before closing I wish to say that Mr. Fred Eaton, City Surveyor, has shown unusual skill in perfecting the design and full appreciation of all its essential points. His thorough knowledge further of the local conditions and requirements under a guarantee to you that, under his supervision, this important work, which is so urgently demanded to maintain the high sanitary reputation enjoyed by this city, will be well done and give entire satisfaction."

What has occurred since then to call for a new location and design for the outfall sewer? Have other engineers of equal professional standing with Messrs. Hering and Waring condemned Mr. Eaton's designs and recommended another as a better one? It does not appear that such is the case. Why then is an attempt being made to shelve the adopted design? It would be well for the City Council to make haste slowly before adopting another design. If, however, it can be proved by competent, impartial engineers that the change is beneficial to the city, then it is the duty of the Council to adopt the design; but if, on the contrary, the adopted design for the outfall sewer is the best, then, in the interest of the city, no further delay should be allowed in carrying it out according to its plan.

Los Angeles cannot afford to commit the engineering blunders so patent in the sewerage of San Francisco, nor can it afford to ignore well recognized principles in the construction of its sewers.

Let the members of the Council inform themselves what has been already done in this matter, and they will find that the adopted plan for the outfall sewer fulfills all the requirements of a permanent and efficient drainage for 200,000 inhabitants.

HYDRAULIC ENGINEER.

July 28, 1888.

A Dishonest Historian.

LOS ANGELES, July 29.

EDITORS HERALD:—The limit to the credulity of an average war-tariff advocate has not yet, it seems, been reached. To-day's Tribune contains a "tariff history of the United States" whose author has been humbugged into the belief and consequent assertion that the period following the revenue tariff of 1846 was substantially one "of the most widespread devastation and ruin." Now this tariff of 1846 is an embodiment of the very doctrine that he has virtuously resolved to "spurn as he would a loathsome thing," and the ten years from 1846 to 1856 is the only considerable period in our history where such a tariff had a fair chance to work. That is probably the reason he has been so ready to accept and proclaim his tale of woe, want and starvation. Otherwise the slightest investigation would have exposed the fact that the period of 1846-56 will compare favorably for business prosperity and progress with any other period in the nation's history. There is not space to quote statistics—the authority of James G. Blaine ought to satisfy the most caviling Republican. He says (Twenty Years in Congress, Vol. 1, page 190):

"The principles embodied in the tariff of 1846 seemed for the time to be so timely vindicated and approved" (by the business progress of the country) "that resistance to it ceased, not only among the people, but among the protective economists and even among the manufacturers to a large extent. So general was this acquiescence that in 1856 a protective tariff was not suggested or even hinted by any one of the three parties which presented Presidential candidates."

If that is the kind of "devastation and ruin" that the Tribune correspondent would so mournfully warn us against, we think we can stand some of it for ten years, at least. C. A. M.

A Protest.

EDITORS HERALD: I understand a petition will be presented at the next meeting of the City Council, asking for a franchise for an electric railroad to run on Buena Vista street from Virgin street to the west end of High bridge, at the Los Angeles river, and thence by a diverging route up the Arroyo Seco toward Pasadena. I hope the Council will pause and allow this petition to be well considered by the people at large of this city before granting such franchise, at least in the shape in which it is asked. Buena Vista street is now the only safe and practical avenue for carriage and other horse teams to get into or out of this city on the northeast. Every other route is practically shut off by numerous steam railroad lines, and now it is attempted to shut this last avenue off by electric motive cars, which we all know by experience, are so terrifying to horses as practically to exclude them from the streets where those cars are now in use.

I am not in favor of stopping improvements of any kind. But what I most favor is to make improvements in such a way as not to destroy other improvements, and existing valuable privileges of the people.

By modifying the proposed franchise so as to require horse power in lieu of electric, westerly from the point where the proposed road comes across the river into Buena Vista street, would make the franchise reasonable and safe, and in this shape it should be satisfactory to all parties.

If that modification is not made and accepted, the franchise should be refused. CITIZENS.

July 29, 1888.

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