

The Stage As a Profession for Women

Clara Morris Tells of Its Advantages in a Chapter of Her Latest Book.

IN HER last book, "Stage Confidences," published by D. Lothrop & Co., Boston, Clara Morris gives much that is interesting and informative about the stage. Of all her books that have attracted such wide attention among the readers of the world, none compare with this latest volume into which she has woven a variety of little essays and stories that spring direct from the heart of the greatly beloved actress. There are so many choice nuggets that the reader is puzzled which one to turn to first, and will usually solve the problem by beginning at the first of the book and taking them as they come. The actress says she receives hundreds of letters from girls and young women asking for advice as to attempting a career on the stage, and in the following selection, taken from this volume, she attempts to answer all of them at once. The selection is typical of all the book contains, so far as literary style and general interest is concerned: "In looking over my letters from the gentle 'Unknown,' I find that the question, 'What advantage has the stage over other occupations for women?' is asked by a Mrs. Some One more often than by the more impulsive and less thoughtful girl writer, and it is put with frequency and earnestness.

Yes, but what else can you expect? The Americans are a dominant race. Their education has made a class of nearly equal for one woman to find her feet willing and anxious to do of service offered by a young woman. "And even this is spared to the actress, since her directions are more often received from the stage manager than from a woman star. True, her life is hard, she has no home comforts, but then she has no heavy duties to perform, no housework, bed-making, sweeping, dish-washing or clothes-washing, and when her work is done she is her own mistress. She goes and comes at her own will; she has time for self-improvement, but best of all she has something to look forward to. That is a great advantage over girls of other occupations, who have such a small chance of advancement.

"Some impetuous young reader who speaks first and thinks afterward may cry out that I am not doing justice to the profession of acting, even that I discredit it in thus comparing it with humble, and somewhat mechanical vocations; before I go farther, little enthusiasts, let me remind you of the wording of the present query. It does not ask what advantage has acting over other professions, over other arts, but 'what advantage has it over other occupations for women?'"

Frontispiece of "Stage Confidences." Reprinted by permission of D. Lothrop & Co., publishers.



Clara Morris

From a Costume Picture Taken in 1893.

"Of course, there is nothing authoritative in these answers of mine, nothing absolute. They are simply the opinion of one woman, founded upon personal experience and observation. We must, of course, to begin with, eliminate the glamour of the stage—that strange, false luster, as powerful as it is intangible—and consider acting as a practical occupation, like any other. And then I find that in trying to answer the question, 'What advantage has the stage over other occupations for women?' I had been on the stage two years when, one day, I met a schoolmate. Her father had died, and she, too, was working; but she was bitterly envious of my occupation. I earnestly explained the demands stage wardrobes made upon the extra pay I drew; that in actual fact, she had more money for herself than I had. Again, I explained that rehearsals, study, and preparation for working hours, with the night work besides; but she would not be convinced.

"Oh, don't you see," she cried, "I am a servant; that means I'm a dependent. I labor for another. You've, yes, but you labor for yourself, and I've had her place in the working woman's very heart. Then she had divined that in the independence of an actress lay her great advantage over other workers.

"Of course this independence is not absolute; but then how many men there are already silver-haired at desk or bench or counter who are still under the authority of an employer! Like these men, the actress' independence is comparative; but measured by the bondage of other working women, it is very great. We both have duties to perform, for which we receive a given wage, yet there is a difference. The working girl is expected to be subservient, to be too often regarded as a mental slave ordered. The actress, even of small characters, is considered a necessary part of the whole. She assists, she attends, she obliges. That is a difference.

"Again, women shrink with passion from the thought of being dependent on any one else. The actress, however, is not dependent on any one else.

Baseball, Golf and Yachting Gossip That is Timely

POPULARITY OF BASEBALL



Nearly 4,000,000 people paid entrance fees to ball games in the several cities of the major leagues this season. Is a sport that draws well on the decline? Magnates of the National and American leagues claim they have made money with the exception of a few clubs that, by reason of strikes, exorbitant salary lists and public sentiment, were denied the pleasure of a generous cash balance. In addition to this large army of patrons of the big leagues, there were at least 2,000,000 patrons of the leagues in the prosperous cities that have no major league teams.

Necessarily, the figures on attendance for the season are not wholly reliable. The practice of withholding the official attendance in National league cities has been firmly fixed by custom, and he is indeed a fortunate sporting writer who can come within 100 of the real attendance at the games he reports. "Guessing" is the general method of getting the attendance, because the National league club owners maintain that the patronage is a source of revenue to their clubs the same as the sales of a commercial house, and to a certain extent it is none of the public's business how many pay admission. "We cannot be asked to show our books," said a club president, "any more than could the public demand of a department store its daily statement of receipts. The people go where they find the best baseball, pay for it, and we try to give them a return for their money."

On the other hand, there are some clubs in the American league that make a practice of announcing officially to the press the exact attendance. One of the National league magnates, who has a clash in this city with the rival league, keeps a book in which he has his own club's attendance figures and the exact count of all paid admissions and "headheads" of the rival club. He mimes no words when he says the published accounts of the rival club are padded daily. Taking the precarious data at hand—the daily reports—as a basis, the figures show that the American league in every city where there was a conflict with the older league, outdrew the latter. Last year the figures for the National league's total attendance were 2,354,747 larger than those of the American league. This year the statistics have figured it that the younger league outdrew the National league by 225,245. New York, the National league's faithful team, leads the league in drawing power with more than 300,000 admissions, while the champion Athletics of the American league lead with more than 420,000 admissions. Here is a table based on "guess reports" of the total attendance in both leagues this year:

	NATIONAL	AMERICAN
New York	300,000	200,000
Boston	250,000	150,000
Cincinnati	210,000	120,000
Brooklyn	190,000	110,000
Pittsburgh	180,000	100,000
Philadelphia	170,000	90,000
Total	1,661,242	1,200,000

Golf in the Rain



"Hub, them wimmen'll be shippin' us ashin' on the Georges just thing we know," remarked the skipper of a codfish schooner that was tied up at Boston wharf when I had endeavored to explain to him how the contestants in the women's national golf championship, to be held at the Country club, near Cambridgeport, on the 11th and 12th of next week, had been downed by rain to compete in the big event. "Guess a few hours out in that rain'll do 'em good."

"I want tuh know, do they find any fun in playin' in hard rains?"

It must be said for the "gameiness" of the women who played in the recent national event, that veteran men golfers who trudge over the links in all sorts of weather would not have been more courageous. I followed Miss Genevieve Hecker, the national champion, and Miss Beattie Anthony, the western champion, when they played in the mist and rain, until I was thoroughly drenched. Cold and teeth chattering, I was glad to take the car to the comfortable hotel in Boston. But many of the players, among them Miss Hecker, seemed to care no more for the pelting rain and the enveloping mists than if they were sprays of perfume from some great atomizer. Small wonder that the grizzled old salt who commanded the fishing schooner and who had never seen a golf club, could not understand how "them wimmen could stan' the water when it came down that way." He forgot it is ever knew—that the big golf clubs have locker rooms that are provided with hot and cold shower baths, and that after a drench on the course a woman may, with a shower and a change of clothing, step into the dining room, her face all aglow with healthful circulation and her appetite ready for the most generous meal the steward can set forth.

Small wonder, then, that Miss Hecker, who intends to go to Scotland next spring to play in tournaments that are never postponed by the proverbial "Scottish mists," disdained head covering and played three days on the Brooklyn course with her hair the only protection for her head and in a thin shirt waist that was soaked by the rain a few moments after the first tee was left behind. She is a true golfer in the eyes of the strenuous throg, because of her defiance of the elements.

FOR AMERICA'S CUP



The receipt of the Royal Ulster Yacht club's challenge on behalf of Sir Thomas Lipton for another race for the America's cup is, of course, the principal feature of the yachting world. Sir Thomas means to "hit" that cup next year if money, skill and brains will accomplish the task. And it is not at all surprising if, before the yachting season opens next year, public opinion veers to Lipton so strongly, that the slogan will be "Let the cup go over the water again." It was no surprise to learn by cable that Sir Thomas had challenged again. The perfunctory work of the New York Yacht club in accepting the "made" from the British club does not interest the general public. Whether or not the leading public eye whether or not some member of the Royal Ulster club will share with Sir Thomas the expense and worry of building Shamrock III. What the people

tempt to make the defense of the cup a matter of their own close corporation or will they open a free field for the local race, the best yacht to have the honor of seeing the British craft?

Capt. "Lem" Miller, a salt of years of experience, will be sailing master of the Columbia. The latter, during her double defense of the cup, was ably piloted by that famous "skipper" Capt. "Charley" Barr. Rumor has it, and the thick walls of the New York Yacht club cannot keep in all that Skipper Barr will be the premier on the deck of the new Herreshoff boat. Another sailor of great repute who is being talked of for a prominent place in the cup trials, is Capt. William S. Dennis, of Greenport, L. I. Capt. Dennis, too, has a national and even international name for skill in handling yachts. He is now the successful sailing master of the schooner yacht Elmira. He has some ideas about calling the cup being fought over by the "Napoleons of finance" who will pay the bills necessary to the defense of the cup. When 15 years of age, Mr. Dennis commanded a fishing sloop, and old-timers will recall when in the Gardner's bay regatta he sailed the Minnie Rogers and defeated some great rivals. He has had charge of yachts before in sailing seasons, and if he succeeds in piloting a trial boat first in the proposed race to select a defender, an American will have a chance of a great people. With a crew that he himself will select, he will endeavor to show the British sportsman that the task of lifting the cup might as well be the impossible.

'Round About This Busy World

Bits of Correspondence from Many Places and About Many Things.

THE autumn army maneuvers in both France and Germany attracted considerably more attention in America this year than usual because of the presence at both of American army officers, and these officers have been freely quoted both in Europe and America relatively to the fighting qualities of these two great European fighting machines.

The American officer, while though serving in a comparatively small army, has kept pace with the progress of military science, and has contributed his full quota to the knowledge of attack and defense in war. He has profited by the campaigns on the western plains with the Indians, and out of these campaigns has practically evolved the open order formation the English found necessary before they could conquer the Boers in South Africa. He has studied the changes made necessary by the introduction of modern artillery, rapid-fire guns and small arms, and was considerably surprised to find both France and Germany clinging to the obsolete methods of their fathers in infantry formation. In France he found close formation was favored both for attack and defense; guns were ill-masked; advances were maintained at ranges which would have meant annihilation to the advancing troops; bodies of men were launched at positions which had been untouched by artillery fire; and the cover offered by buildings and the formation of the country was unaccepted. But the French have adopted the military balloon and the motor car—curious anomaly. The tactics were otherwise, as tactics, occasionally brilliant and on the whole satisfactory. The men are reported to have marched superbly, and to be extremely well disciplined. Several small

—23.1 to 25.7 cents per pood (36.122 pounds). By rail, the cost per pood will not exceed 6.1 cents, including all expenses. The Pacific squadron uses Sakhalin coal, at 15.4 cents per pood, delivered. This coal has too much sulphur and needs assorting. The naval ministry has been interested in the Soochan mines for years. In addition to the low price, the coal is said to be smokeless. It is said that there are several veins which appear similar in quality and character. There is little ash; the coal burns freely and gives a large percentage of heat. The working of the mine was estimated at \$300,000. The ministry of ways and communications decided to construct the railroad, with the help of the naval ministry, \$300,000 being appropriated, but the tunnel obstacle ended the project for a time. The first plan was a narrow-gauge road, but now a wide gauge is proposed, with no tunnel. The new line will run through a country comparatively rich. It is thought it can be completed within a year. The work at the mine and also on the railroad can be done best in winter, when material and labor are cheap.

R. T. GREENER.

Norwegian Crops. It is a well-known fact that Norway, even in the most favorable seasons, is incapable of raising enough cereals for the consumption of its population. Consequently, large quantities of grain and other provisions are imported annually. The annual import of grain, flour and other breadstuffs averages about \$12,000,000 per annum, and that of meats and pork about \$25,000. The present season has proved itself a very poor one for the Norwegian farmers, and reports of destructive frosts and failures of crops are coming in from nearly all parts of the extensive territory. A cold and backward spring, scarcely



GERMAN INFANTRY RESISTING A CAVALRY CHARGE

changes were apparent in the dress of the artillerymen, the gunners had discarded their heavy leather leggings, and the drivers their swords. The German maneuvers showed more advancement than the French. It was evident that Emperor William had profited to some extent by the lessons England had learned in South Africa; both the army corps had obviously had a thorough drilling in Boer tactics; the greatest attention was paid to mutual fire support during advances, and the skill shown by the men in swarming themselves off the bow of a hill or every dip in the ground or hill-slope was very marked. A subaltern takes half a company to a place a mile or two away, and then approaches as secretly as possible a position held by another officer and several men. Directly any member of the advancing force is seen, a blank cartridge is fired, and he knows that his work is finished. Even they, how-

any summer, and a wet autumn, with early frosts, have done great damage to all crops. There will be a scarcity of fodder much, as the rains have destroyed much of the hay before it could be harvested. It is estimated by the authorities that the yield of grain for the whole kingdom will be about one-third less than the average. As the average annual value of the grain crops of the country is estimated at \$4,000,000, the loss is severe.

The authorities are aware that it will become necessary to furnish seed grain to farmers in the most needy districts, and are already preparing to meet the issue. Potatoes and vegetables also give very poor returns; fruits about average.

HENRY BORDEWICH.

French Wheat Harvest. The Marche, France, and the Bulletin des Halles publish the first estimates made of the wheat harvest. The former gives it at 332,500,484 bushels, or 50 bushels per acre, against 49.89 bushels last year. The Bulletin des Halles estimates the present crop at 353,324,127 bushels.

It will be remembered that last year's harvest, according to official figures, amounted to 321,216 bushels. Every year, before the planting has hardly begun, the journal of France begins to publish estimates of the year's production of wheat. These estimates are inspired by a year of poor harvest, by the amount of wheat France may produce, and by the hope that she may see to the dignity of an exporting nation.

New Railroads in Mexico. An Englishman is negotiating with the government to build a railroad from Manzanilla (a city at the extreme southern end of the Gulf of Mexico) to the city of the southwest. This road will cross the republic from north to south and will open vast mineral regions supposed to be very rich in gold, silver and copper. The syndicate also contemplates constructing a railroad from Mochoa to La Vega, the object being to connect it with another road running from La Vega to the coast, and controlled by an English company. The concession for this line is held by the American consul in New York, Mr. F. Vasquez.

Lowest Known Death Rate. The lowest death rate in the world is that of Sweden. The average for the last ten years has been 16.49 per