

tune she plays.' She is fairly ablaze with medals and decorations, which have been bestowed upon her by the admiring Scottish Societies of California.

It seems that in Hungary the municipal authorities take a paternal interest in the pocket-books of the voters. An operative manager who recently demanded the required permission of the City Fathers to give a series of performances at Kecskemet was answered by a firm refusal. The Burgmasters and the members of the municipality gave as their reason that the population has been very much tried by a long winter and that the hard times would not justify them in having an operative season. The voters might have been of a different opinion if they had been consulted.

Plays and Players.

NEW ZEALAND is promised a visit from the Flying Jordans, an American Variety Company which is drawing big houses in Australia.

Richards has engaged Marie Lloyd, the English music hall comedienne, to visit the colonies.

Auckland playgoers and companies visiting Auckland will witness a great improvement in the Opera House when all the improvements now being made on the stage and auditorium are completed.

Lonnen the inimitable, Miss Lethbridge, the skirt dancer, and Addie Conyers, that charming boy, are coming on a visit to the Colonies.

Probasco's Circus has been doing fairly well in Auckland.

The *Christchurch Press*, writing of the Brough season, which opened in the City of the Plains last Saturday, says:—The programme for the entire Brough season should prove eminently satisfactory to all kinds and conditions of playgoers. After Oscar Wilde's play has been done for two nights, we shall, as stated above, have Pinner's masterpiece, 'The Notorious Mrs Ebb-smith' with Mrs Brough in her great creation of 'Agnes,' a part which has surpassed anything she has played in Australia. A Sydney critic wrote, 'Had Mrs Brough created this part in London she would have become world famous.' After 'The Notorious Mrs Ebb-smith' we are promised a nightly change of programme for the remaining six nights—'Nancy and Co.,' 'A Pair of Spectacles' and 'In Honour Bound' (double bill). 'The Passport,' 'Fedora,' 'Niobe,' and 'Dandy Dick' in the order named. Then farewell to the Broughs! Right plays in ten nights, and six of them new, is a treat indeed to which we are all looking forward.

Miss Hilda Spong, according to the *Era*, has had a tempting offer to visit South Africa. She prefers, however, to rest after the run of 'Two Little Vagabonds,' and 'has engaged a houseboat on the Thames for that purpose.'

Several theatre parties (says our Wellington correspondent) have already been arranged in anticipation of the return of the Brough Company to Wellington next week, the Company being great favourites with Wellington theatre-goers. I hear the two new plays, 'Nancy and Co.' and the 'Passport,' are exceedingly amusing, and that Mrs Brough is seen at her best in the 'Notorious Mrs Ebb-smith,' being ably supported by Mr Tither-edge's clever representation of the cynical old rook.

Rehearsals of the 'Mikado' continue steadily in Nelson, and no pains are being spared to make this a splendid production—one of the best ever witnessed in that city. Mrs Howie and her co-workers are hard at it, and 'fan-drills' are quite the order of the day, and night. The ladies taking part are wearing 'Mikado' hat bands, which look most effective.

Sardon is said to have been so pleased with the London production of 'Madame Sans Gene' that he sent Sir Henry Irving the inkstand which he used while writing the play.

Mr George Leitch is back again in London after his long absence in Australia, and is playing a part in Mr Edward Terry's production of 'Love in Idleness.'

Tamagno is to get £240 a night in such cities as Frankfort and Munich. This is, of course, an exceptional price, but that covers practically the whole cost of the production, as the rest of the singers are hired by the year or longer, and the sum paid to the foreign singer usually covers the entire cost of the engagement. It was a long time before Berlin would consent to pay the sum asked by the Italian singer, and it was the last of the German cities to fall into line. Already there are prophecies of failure for such an unusual venture. This price can only be understood with a knowledge of the fact that a fairly good *prima donna* can be engaged in Germany for about £6 a month. Never before has any singer in that country received more than £200 a night.

THIS BOAT WILL ROLL.

A CANADIAN inventor has devised a craft which he is confident will solve the problem of quicker ocean travel. A force of fifty men are now working on the vessel in Polson's shipyards, in Toronto. It is expected it will be launched in about two weeks.

This new boat is the invention of a lawyer named F. A. Knapp. In it, he says, he will be able to cross the Atlantic Ocean in forty-eight hours, and thus completely revolutionize all present methods of navigation.

It is a delightful picture Mr Knapp draws. Fancy leaving New York on Monday morning and on Wednesday morning finding yourself in Liverpool. It seems a dream and sounds like a story by Jules Verne. Yet, if Mr Knapp is right, this dream is no great distance from realization.

Like many other inventors, Mr Knapp had great difficulty in getting any one to believe in the utility of his invention. In fact, for several months after the completion of a model of the craft, men who are interested in solving the problem of a quicker ocean passage scouted the idea. Some of them, even after seeing the model at work, plainly told the inventor that the principle when applied to a structure large enough to carry passengers and freight, would be found to be faulty. Nothing daunted, he continued his experiments, and some of these led to improvements. Finally, believing that the invention had reached perfection, Mr Knapp had the good fortune to interest Mr George Goodwin, of Ottawa, a wealthy Government contractor, in the matter. The latter soon became as enthusiastic as the inventor, and the result was that it was decided to construct an experimental craft at a cost of \$50,000. A force of men has been engaged for a month past in the construction of the boat, and the skeleton is now completed.

The material used is quarter inch steel, stoutly ribbed. The craft will be 110 feet long, and 20 feet in diameter. There are three cylinders, the outside one and the second one being braced together. The second and third are very close together, and between them is a set of ball bearings intended to act on the same principle as those in a bicycle. In the outside cylinder, running around the centre, are a number of diamond-shaped ventilators, enclosed in a water tight compartment. These are intended to act as a vent for smoke from the engines. They are constructed in such a manner that very little water will enter the bulkhead, and it is claimed that the speed will not be materially reduced by this arrangement. However, this portion of the craft, like every other part of it, is wholly experimental, and may not prove a success. On the outer cylinder there are a series of small stationary paddles.

At either end of the craft the extreme outer surface slopes up to the inner surface of the outside cylinder, thus giving the vessel a cigar-shaped appearance.

Perhaps the best illustration of the principle involved in this vessel is furnished by the paddle wheel of an ordinary side wheel steamer. Imagine the paddle wheel to be one hundred and ten feet in width and twenty feet in diameter. The stationary paddles on the outside cylinder of this vessel will correspond to the paddles on a paddle wheel. In the centre of this huge paddle wheel imagine a cylinder twelve feet in diameter, braced strongly to the outside cylinder, with a shaft in the centre of this twelve foot cylinder, and connected with a vessel one would have an ordinary paddle wheel in shape and principle. But in the vessel now under construction in place of the shaft there is a third cylinder, which, as before stated, is joined to the outside or revolving portion of the vessel by ball bearings.

Inside this third cylinder a platform will be constructed, on either side of which engines of 150 horse power will be placed. By means of friction these engines will cause the outside cylinders to revolve rapidly, while the inside cylinder retains its equilibrium.

It is intended to provide passenger accommodations within the inside, or third cylinder. The present idea of the inventor is to utilise the space between the inner and outer surface of the revolving cylinder for the storage of cargo.

The ends of the inner cylinder will be open, and as they will be eight feet above the water no trouble is expected from waves. The actual draught of this cylinder boat will be very small in proportion to its size. This can readily be understood when it is remembered that

the craft is not intended to sail through the water, but to roll over it.

The particular vessel now under construction will not have a great deal of accommodation for passengers or freight, and the entire space of the inside cylinder will be principally used for the development of power.

The steering gear will consist of chains and steel plates, on the lee board principle, which will be placed at each end of the vessel.

In case the present craft proves a success, it is Mr Knapp's intention to immediately construct a giant boat, 750 feet in length, with an outside cylinder 150 feet in diameter.

This greater vessel will be built with four decks and a tramway into which a train of cars can be run to load or unload cargo into or from the hull or interior of the revolving cylinder.

Mr Knapp is quite confident of the ultimate successful issue of his idea. He is working largely on the principle that if one succeeds in starting a heavy wheel going it requires but little power in comparison to its size to keep it revolving. He therefore claims that his boat, when once started, will acquire tremendous speed by the force of its own momentum. If it is required to stop the boat quickly he considers that a reversing of the engines will accomplish the purpose.

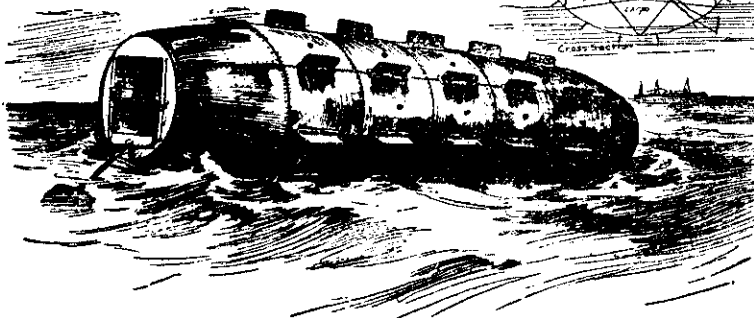
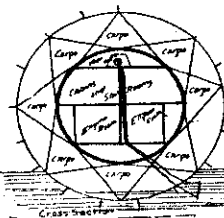
Fitzsimmons, the champion pugilist, has taken to the stage. A dramatist has been employed to write a 'play' in which the boxer might bring his art and muscle into use, but without too severely taxing his intellectual powers. As Fitzsimmons was a blacksmith before he was a fighter, so he will be a blacksmith on the stage. The last act finds him in fighting costume in the ring, and in a four round bout he defeats his opponent, and with the bet won on fight he pays the mortgage off the farm and saves the heroine's family from humiliation and the poor-house.

Mrs Patrick Campbell, who has been endeavouring to recruit her health at Brighton, is still very weak, and her doctors have ordered her complete rest for some time to come.



THE VICTOR'S RETURN.

ONE OF THE NEW ZEALAND TEAM: 'We have had a most successful tour.'—*Vide Telegram* Well received everywhere.



A BOAT, NOW BEING BUILT 'TO ROLL' ACROSS THE ATLANTIC OCEAN.