

Remarkable Career OF A Yankee Impresario

A Harvard Alumnus, Classmate of President Roosevelt, He Is Known Also as a Prominent and Extensive Real Estate Operator In Boston.

As long as humanity remains as it always has been and still is the spectacle of one of the human race engaged in the operation of piling up a million dollars in a period of a few short weeks will never cease to interest. Whatever the sages and moralists may have to say about the comparatively trifling value of money, it undoubtedly lends an additional interest to the personality of Henry W. Savage, the Yankee impresario, to know that he is even now in the very act of doing the million dollar stunt.

Figures gathered from trustworthy sources indicate that from a single and exceedingly buoyant operatic production Mr. Savage is making a profit each week that would be regarded by most of us as a fair return for a year's labor. The most charming feature of this profit, from Mr. Savage's viewpoint at least, is that it shows not the remotest sign of abatement before the close of the present season there will be three companies engaged in the process of converting the fortunate impresario into a millionaire. The two companies now playing—one in New York city, the other in Chicago—are established in large theaters and are enjoying a patronage that is simply phenomenal. Every desirable seat in either place is sold six weeks in advance, and multitudes of would-be spectators are clamoring loudly for admittance or, more philosophically, waiting their turn. At present the capacity of the houses seems to be the only real limitation to the income at the box offices.

Next season it will be even more astounding. According to his present intention Mr. Savage will be the sole proprietor of six "Merry Widow" companies next fall, and the returns should be something to startle the dramatic and operatic world. It is quite enough to stimulate the lucky possessor of such a golden goose to devote all his energies toward organizing and managing as many "Merry Widow" projects as he can, and that is precisely what he intends to do. After America there will still remain Europe to be conquered, and those who know Henry W. Savage do not doubt that his subjugation is certain to follow. Having become the magician desired with such an unprecedentedly desirable power to work wonders, he is not the man to become weary in the exercise of it.

A Mere Accident.
A dozen years have passed since Mr. Savage entered the operatic arena. That entrance was the result of an accidental

short of prodigious. No less than eighty works have been sung in English, most of them repeatedly and in all parts of the country. The English productions of "Phantom" and "Madam Butterfly" mark the climax, and no other English singing operatic organization has ever filled an engagement at

firm believer in the mercantile theory of large sales and small profits as applied to his operatic wares, and time has proved the wisdom of his view. More than all this, he has given an impetus to the study of grand opera by American singers that has worked great benefit to musical art in this country.



HENRY W. SAVAGE, SUCCESSFUL AMERICAN IMPRESARIO.

the home of grand opera in America, the Metropolitan Opera House in New York.

What Mr. Savage has done to popularize really meritorious opera can hardly be overestimated. It would be equally futile to try to estimate the courage and ability which have made a success of such ventures in a country and among people reputed to be the least appreciative of operatic endeavor. From the first Mr. Savage has been a

The time has come when singers of the first rank are no longer compelled to choose between the so-called musical comedy and secondary positions in companies essentially foreign in their organization. By far the larger number of those who have made a name for themselves in the Savage companies have been Americans, and it has always been required even of the others that they should sing in intelligible English.

name is largely commercial and not sentimental. He values the printed name of Henry W. Savage for what it is worth, and he is not disinclined to accept any business advantage which may come from the mention of it, however frequent. This is really impersonal and practical and that it is the fact is made apparent by his persistent and successful avoidance of the interviewer. Personal notoriety seems to be precisely what he tries to avoid, and for many

Phenomenally Successful In His Own Country, Henry W. Savage Has Even Invaded the Old World With His All Conquering Musical Attractions.

years it has been a matter of great difficulty to obtain a picture of this promoter of English sung opera. None of his press agents is permitted to distribute his photographs, an instance of personal modesty on the part of a provider of public amusement which is as rare as it is admirable. He believes that his name is even better than his face as a business proposition. His face is not his fortune; that, apparently, lies in the region just underneath his hat.

"Speaking of hats," says one of his admirers, "immediately suggests one of Mr. Savage's most amusing peculiarities and humorous evasions. If there is anything that Henry W. Savage gentleman, from Boston, graduate from Harvard in President Roosevelt's class, dislikes, it is to be pointed out as he enters a theater and to over-hear people saying: 'There goes Mr. Savage! He owns the show!' He even dislikes to be a conspicuous mark for comment on the street, and therefore he frequently changes his headgear. According to the authority of an intimate and admiring friend, Mr. Savage has at the present moment of writing an accumulation of no less than seven 'hats' of high and low degree—high crowned and low crowned, broad and narrow, of the sombrero breed, the derby breed and all the intervening crosses. Even a comparative stranger may recognize the tall and erect figure of Mr. Savage marching down the street, but it takes an expert to say positively whether the head belongs to him or to some other dignitary."

Mr. Savage is one of those men who seem to be at work at all times in the day, and he is a difficult man to see unless one has business with him. His system is reduced to a method which leaves him little time for unprofitable leisure. Even when he plays it appears to be done with a purpose—either to escape from the pressing importunities of business that he may take counsel with himself or that he may store up sufficient fresh energy to undertake some new phase of his multifarious business. It must not be forgotten that while he is one of the biggest impresarios in New York he still remains one of the leading real estate men in Boston, for he has never retired from his original occupation. He spends the greater part of his time in New York, but he is well informed as to his business matters at the Hub.

Asked once how he managed to carry on two such widely differing kinds of business at the same time, Mr. Savage replied: "When I am in my Boston of-

ice I never discuss operatic or theatrical matters. When I am at my New York office I will not talk of anything else. That is how I keep them separate."

His Personal Methods.

A further insight into the methods of this most notable of American operatic producers may be gained by the perusal of the following statement from one who knows whereof he speaks:

"Mr. Savage himself often comes in to hear the final trials of candidates for important roles. Whoever may be the first man to read a manuscript or play a score, it is sure to reach the hands of Mr. Savage if it has any value. Mr. Savage will discuss a play or libretto for weeks, always in the most polite and pointed manner, making suggestions and examining into the merits of the manuscript with an eye that seems invariably to hit essential values. No man ever comes from one of these sessions with Savage without being impressed with the cordial personality of the man as a man and his keen insight as a producer. Mr. Savage is not a man who trades only in well known names. He is willing to take a good voice or a good manuscript wherever and whenever he can find it.

"Since he has fully established himself as a producer Mr. Savage has surrounded himself with a corps of assistants who have become noted for work in his interests. He has not only selected good players, but able heads of administrative and artistic departments. But, however much he may confide to those about him, it is probable that no human being gathers as much of his thoughts as his favored corroboree pipe.

"As a producer Mr. Savage, apart from the selection of works and players, is himself intensely interested in the staging of his productions. The man who until twelve years ago had never entered a playhouse except as a spectator is now a recognized authority on everything from back drops to lights. In the rehearsing of a big production he has been known to find fault with the gown of one single, inconspicuous girl in the chorus. Nothing that is wrong, according to his ideas, is too small to be set right. And it is never too late to mend! After a piece has been produced Mr. Savage may watch it for weeks and then suddenly send for the manuscript of one or several acts. He has had an idea that he wants to see put into effect. At least he wants to see the manuscript and think it over again, book in hand."

GEORGE H. PICKARD.

NEW YORK'S GREAT SUBMARINE TUNNEL SYSTEM; THIS STUPENDOUS FEAT OF ENGINEERING APPROACHING COMPLETION

BOASTFUL as most New Yorkers are of the immensity and grandeur of their city, few of them, comparatively speaking, are aware of the extent of the transit improvements now being effected in order to make the city the largest in point of population in the world. Still less does the great mass of Americans living outside of the eastern metropolis realize that hundreds of millions of dollars are being expended at the present time to link New York closely with the rest of the United States.

When the present stupendous engineering works are completed a few years hence it will no longer be possible to reproach Gotham with separateness from that rather big and important part of the republic which extends westward of the Hudson river. Very soon New York will be actually, physically connected with the mainland by six immense tunnels under the Hudson river. Through these tunnels will travel hosts of visitors to the city in the very cars in which they have entrained, perhaps in San Francisco or Seattle. When that time arrives the break in the transcontinental or intercontinental journey in Jersey City and the subsequent trip across the Hudson in a ferryboat, frequently one of the most disagreeable features of the trip, will be a thing of the past. The traveler from the west will pass under the river instead of sailing over it and will find himself on leaving his car in the very heart of New York city.

The local attention of New Yorkers has been directed recently rather to the improvements in the interborough transit situation than to the links that will in time bind them more closely to the rest of America. Among the gifts brought by the new year to the city none is more highly appreciated by the residents of the five boroughs than the recently completed extension of the subway to Brooklyn. The new route runs from Battery park, at the lower end of Manhattan island, across the East river into Brooklyn as far as the Brooklyn borough hall, the center of the latter borough's government. It is the old city hall of Brooklyn. The subway is being continued thence on Atlantic avenue, Brooklyn, as far as Flatbush avenue, where it will connect with the Long Island railroad.

This work is intended to give relief, at least partial, from the well known and justly condemned crush at the old Brooklyn bridge. By the recently opened line travelers between Manhattan and Brooklyn are conveyed from one borough to another without change of cars. In considering this local transit improvement the borough of the Bronx, that section of Greater New York lying above the Harlem river, which has for some time been connected with the old city by means of the subway, passing under the Harlem, must be reckoned as part of Manhattan. The extension of the underground railroad to Brooklyn makes it possible to ride from Dyckman street, near Spuyten Duyvil, the

present Manhattan terminus of the subway, or from West Farms, its Bronx end, to the borough hall of Brooklyn without changing cars for one five-cent fare. This is probably the longest ride that it is possible to take anywhere for so small a sum. The change is of immense importance to New Yorkers, especially to the great number of them who live in Brooklyn and are employed or do business in Manhattan.



through Manhattan and the tubes under the East river, New York city will be in one respect only a station or stopping place. The city lines might be regarded as merely a part of a great scheme of transcontinental transportation of passengers and freight extending from the western states into New England by means of the tunnels, the Long Island railroad and a projected bridge connecting the Pennsylvania and

Jersey bank of the river straight across under the river to West Thirty-third street, Manhattan. Then they burrow under Manhattan Island and cross the East river, emerging in Long Island City, the northernmost section of Brooklyn. South of the Pennsylvania North river tubes are the two pairs of McAdoo tubes, known officially as the tunnels of the New York and New Jersey rail-

tunnels are near completion, both as regards submarine construction and land connections. Most of the river tubes are finished, and it is possible to walk or ride from Brooklyn to New Jersey.

Cars have been run through the Belmont tunnels, but the completion of the line and its public operation have been greatly hampered by disputes over franchise rights. If the right of the operating company, of which August Belmont

plans are said to contemplate only the running of local trains between Grand Central station, Manhattan, and Long Island City. The fare will be 3 cents. The cars will not run above ground, but will round a loop in Long Island City and thence return to Manhattan. This line is intended, at any rate for the present, to relieve the overcrowded ferry plying between East Thirty-fourth street, Manhattan, and Long Island

which is, near its mouth, a mile wide and more than fifty feet deep, is considered by most engineers a scientific impossibility, their minds have naturally turned to tunnels as a solution of the problem of transverse transportation. The first work on any Hudson river tunnel was done in 1878. After about 1,200 feet were built the attempt failed in 1880. In 1890 the great English contracting firm of Pearson & Son undertook the task and added 1,800 feet to the tunnel. Work was again stopped in 1892. Ten years later William G. McAdoo, having organized a tunnel company, began operations. He is carrying them through to success, his plans including not only the four underriver tubes, but also connections with the Manhattan subway and two connected twenty-two story buildings at Church, Bay and Cortlandt streets, in lower Manhattan, to serve as a terminal station and office building. These two edifices, which are almost completed, will constitute together the largest office building in New York city and will be one of the city's most interesting sights, surpassing in finish and appointment most of the city's other great structures. The cost of the fourteen tunnels and their connections, stations, etc., is estimated at from \$200,000,000 to \$300,000,000. For recompense the builders and their financial backers look to the growth in the city's population, bringing a golden flood of fares, and the increase in value of real estate in the city's outlying sections and its suburbs. They hope still in all this to be completely fulfilled. According to competent statisticians, New York will by the time of the next federal census, two years from now or by 1920 at the latest, have passed London in population.

C. N. LURIE.

BOROUGH HALL STATION, BROOKLYN, AND MAP SHOWING MANHATTAN TUNNEL SYSTEM.

The new subway extension is only a very small part of the great transit improvements now being made in and around New York city. With three new bridges in various stages of completion to connect Manhattan and Brooklyn and fourteen tunnels under the North and East rivers, access to the city will be made very easy for visitors.

On the Pennsylvania line, made up of the roads west of New York, the tunnels under the Hudson, the tunnel

road and the Hudson and Manhattan railroad. These two tunnels strike Manhattan at Morton and Cortlandt streets. By means of extensions of the trans- river tunnels they connect with the present city subway lines. Last come the two Belmont tunnels, which are officially designated the lines of the New York and Long Island Railroad company. They tunnel under the East river from the foot of East Forty-second street to Long Island City. All of these

is president, to build the line had not been subject to attacks by public officials on the ground that the franchise had expired, a regular underriver train service between Manhattan and Long Island City would probably have been instituted some time ago. The Belmont tunnels will probably in time constitute a link between the Long Island railroad and the Pennsylvania railroad, completing the latter's route from East river, but at present Mr. Belmont's

City. It is virtually certain, however, that a greater return from the tunnels expended in the construction of the Belmont tunnels is ultimately looked for than is possible from this source.

From a historical standpoint the most interesting of the under- river tunnels are the McAdoo tubes. These are the successors in point of time, location and franchise rights of those systems of the city which were built by the North River. Since the bridging of the river

BRADLEY-MARTIN'S SON-IN-LAW.

The Bradley-Martins are said to have become completely Anglicized. The Earl and Countess of Craven have their seat near Coventry and stay there until they go to Scotland, where they spend the greater part of the autumn with the latter's parents, Mr. and Mrs. Bradley-Martin, at Balmuchan. Lady Craven is Mr. Bradley-Martin's only daughter and was married in 1883 straight from the schoolroom, it being said, indeed, that she never even had her hair done up until she was engaged. She spends a good deal of time with her parents and has a beautiful town house next door to them in Chesterfield Gardens. It was her grandmother, Mrs. Isaac Sherman, Lord Craven is not yet forty years of age and is a pleasant, popular man, a good shot and a very clever carpenter. He is fond of carving and has produced some lovely specimens of his skill in the shape of ivory candlesticks and the like. Lord and Lady Craven have one child, the ten-year-old Viscountess Alington, the second heir to the title being Lord Craven's next brother, the Hon. Rupert Craven.

FROM ALL SIDES.

A haymaker's wage was a penny a day in 1850.
Leather trunks were used in Rome as early as the time of Caesar.
Belgian drinks more tea than any other city in Great Britain.
As a rule 100 acres of land offer sustenance for 200 sheep or thirty-three horned cattle.
A wild cat measuring four feet seven

inches was shot by S. A. Blind, a noted Arizona sportsman.
A cat belonging to a family named Miles died at South Shields, England, at the age of twenty-eight years.
A syndicate has been formed for the purpose of making roads leading out of London for the use of motor cars.
The Japanese lover, instead of an engagement ring, may give his future

bride a piece of beautiful silk to be worn as a sash.
An apple tree 100 years old is a rarity, but a pear tree of 300 and still in full bearing is by no means uncommon.
A moderate wind moves at the rate of seven miles per hour, a storm at the rate of thirty-six miles and a hurricane at the rate of eighty miles.
Great Ireland was the winner of the Derby. Richard Croker, whose Irish-American horse Orby won the famous

race this year, has been given the freedom of the city of Dublin to celebrate his honor. The lord mayor of Dublin, among other reasons for honoring the ex-chief of Tammany, advanced the argument that Tammany Hall had assisted Irishmen in the struggle for life in New York.
British immigration officials refused consent to land to 435 persons in 1906, 73 being objected to on the ground of want of means and 202 on medical

grounds. Of the former 635 appealed out of the latter 161, making a total of 796 appeals. In these appeals 412 were successful and 384 were unsuccessful.
English peers are free from all arrest for debt, being the king's hereditary counselors, and can not sit in justice of the peace or any part of Great Britain.
For the first time in their history the French railways have just given their locomotive makers an order. The locomotives now ordered are of an un-

commonly heavy type, and the price at each will be about \$25,000. The total value of the order will amount to \$1,000,000, which means that 250 railway engines have been ordered from Germany by French railways.
During the English parliamentary session recently there were in few commoners. Forty-eight of these were on the subject of the fifty-eight or sixty-four Irish affairs. A closure was enforced

eighteen times. There were 51 divisions of the criminal appeal bill, 35 on the civil appeals (criminal) bill, 30 on the civil appeals (criminal) bill, 25 on the civil appeals (criminal) bill, 25 on the civil appeals (criminal) bill, 25 on the civil appeals (criminal) bill.