

NEW YORK THEATRICAL CRITICS.

Who They Are, What They Are, and How Much They Make—Dramatic Editorship in Gotham.

There has been a very great change in theatrical critics and theatrical criticism in the city of New York during the last ten years. It is claimed by journalists whose experience in Gotham dates as far back as that, that there is no such thing as theatrical criticism in New York at the present day, but that all the glory was absorbed by that brilliant epoch. Let us hope that this opinion is pronounced only because of the habit people fall into of over-praising the good that is past and undervaluing that which is present.

Perhaps I shall be laughed at for mentioning the theatrical criticisms of the *Herald*, for every one is aware how notoriously deficient that newspaper is in the commodity. Having achieved the triumph of winning back again the silly theatrical managers who a few seasons ago boastfully asserted that they did "not advertise in the New York Herald," it maintains its old habit of indiscriminately puffing except where it happens to have a personal spite. The dramatic columns are presumably in charge of a gentleman named, but the notices are written by half-a-dozen different people. The *Herald* is so afraid of a dramatic critic's making use of his position for venal purposes, that it obstinately refuses to engage any one man to take supreme charge of that department. Hence it distributes its force amongst half-a-dozen "critics," who very seldom evince the culture and analytical power essential to the position. Thus it was one of the *Herald's* critics who, referring recently to Mrs. Waller in the play of *Fazio*, mentioned that the drama was a new adaptation from the French, and bade fair to become a success. This was akin to a criticism on Carotta Patti in the *New York Sunday Mercury*, wherein that lady's voice was made elaborate mention of as a mezzo-soprano. Neither of these papers could afford to lose a critic of such knowledge and discernment. One good thing, however, obtains about the present management of the dramatic affairs in the *Herald*—no critic is able to promise positively that any particular notice of any particular performance shall take place at any particular time, for no one knows from day to day what he is going to attend to. This precludes all opportunity for venality, which is the great bugbear of the *Herald's* proprietor.

It is curious sometimes to watch the manoeuvres between the theatres and the newspapers in New York. One of the principal theatres in the city maintains a most accomplished hanger-on, with the express understanding that he shall foster pleasant relations between it and the press. This gentleman is well educated, a good writer, a facile conversationalist, is well travelled, has seen the world, and has the exterior and manners of a gentleman. There is not a managing editor in the city who is not accessible to him, and whom he flatters himself he cannot contrive to talk over to his view of a footlight subject. With this fact before one's eyes, there is no use in asserting—as some blatant managers do—that they don't care a straw what the newspapers say. Theatres always do care, and they always must; for, although no newspaper may have the power to fill a theatre which presents a poor performance, or to prevent the public from attending a place of amusement which gives a good one, yet it has the power of entering the sanctuary of a thousand homes and of propagating among cultivated minds opinions to which great weight is attached; and it is the ambition of respectable managers not only to draw paying audiences but to secure favorable criticisms which shall win them the esteem of even that class that contribute but little to the support of a theatre.

It is a mistake to imagine that, in proportion to the number of journals and journalists, more tickets are distributed to the press of New York than to that of Philadelphia. There are about fifty-five dailies and weeklies in New York. Upon the first night of a new play or of a new appearance two seats are sent to the dramatic editor of every paper in which the theatre in question advertises. These are all the tickets that are sent. Neither the cashier, nor the managing editor, nor any one of the other editors is recognized. Everything in the ticket line goes to the dramatic critic, and if any other editor wishes to attend a place of amusement he applies to the dramatic editor to furnish him with the means. Of course, where there is both a dramatic and a musical editor upon the same paper, the tickets are so addressed that each editor receives those of his department, and I mention this fact because the rule is observed in New York with much more scrupulousness than in any other city of the Union.

Some of the New York theatres contribute a good deal to the comfort and convenience of the dramatic editors, and furnish rooms and writing materials, where criticisms may be written between the acts. At Booth's Theatre there is a handsome saloon opening out of the lobby upon the second floor. It is a light and pleasant apartment, furnished with plain elegance, and here Mr. Booth and some of the principal dramatic editors of the city may occasionally be seen of an evening. The relations between Booth's Theatre and most of the newspapers in New York are especially pleasant. The entire management of that vast establishment is characterized by a liberality and delicacy which are very rare, and which find their ke-yote in the good and pure instincts of Mr. Booth himself.

I have only mentioned four newspapers, but they are the four which contribute most towards the formation of public opinion. The *Standard* is devoting a good deal of attention to dramatic and musical matters. The *Sun* seldom has anything resembling a criticism. The *Express* and the *Post* criticisms are written by hard-worked gentlemen who have a myriad of other duties to attend to, and who consequently do not always express themselves as lucidly as they might. None of the other daily papers amount to anything, and the weeklies do not come within the scope of the present article.

Mr. Wheeler is the dramatic critic of the *World*, and is suspected to contribute to the Sunday editions of that journal the series of articles signed "Nym Crinkle." His experience in newspaper life is by no means brief, and is not confined to New York. He is very industrious, and has of late, besides attending to his duties on the *World*, been attending to the dramatic interests of Wilkes' *Spirit of the Times*. Many people deem him the best theatrical critic in New York, though they are not so sure when they come to talk about his analysis of music. He is the gentleman who objects to Mozart, and thinks his style went out with the stage coach. As with almost all newspaper people who write a great deal, his articles are not evenly good. There is often a great falling off in the interest of his Sunday reading-matter, though from time to time a singularly well-written article proves that he has either taken more than usual pains or has felt peculiarly in the vein. One of the evidences of this was a recent review of Mr. Fechter, and probably the best thing ever written under the name of Nym Crinkle was the article published in the *Sunday World*, some months ago, "pitching into" the Richings Opera Troupe. It was extremely cruel but also extremely funny. Mr. Wheeler is a more serious writer than Mr. Winter. His imagination is far from being as spiritual and pure. He scarcely seems to care what word he uses to express his meaning. He is too often a flaming torch; Mr. Winter is usually an Argand burner. Mr. Augustin Daly used to be the dramatic critic of the *Times*, and when he withdrew no less than one hundred and thirteen applications were made for the position. Of these about twelve applicants had the slightest qualification.

About that time the death of Mr. Henry J. Raymond occurred, and certain circumstances were removed that had that gentleman lived, would have influenced the appointment of a successor to Mr. Daly. After a short continuance in that position, assisted by Mr. F. A. Schwab, Mr. Sedley is a careful and conscientious writer, loves his profession, and practices it most industriously. His convictions are strong and sincere, and he expresses them simply and sometimes

severely. He does not adorn his opinions with labored poetic imagery, nor strain to make his writings merely the medium for reflecting his own accomplishments as a writer. Since Mr. Fechter's appearance in this country he has been one of his most devoted champions, warmly battling the assaults of the *Tribune*. He is not an extremely young man. If he were he could not write so dispassionately and with such acumen as he does.

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RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN LINE. From Philadelphia to Camden and Amboy. Leave Philadelphia at 8:00 A. M. and 12:30 P. M. Arrive Camden at 9:30 A. M. and 1:30 P. M. Arrive Amboy at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 6:30 A. M. via Camden and Amboy. Arrive Camden at 7:30 A. M. and 11:30 P. M. Arrive Amboy at 8:30 A. M. and 12:30 P. M. Return to Philadelphia at 9:30 A. M. and 4:30 P. M.

At 7:30 A. M. via Camden and Amboy. Arrive Camden at 8:30 A. M. and 12:30 P. M. Arrive Amboy at 9:30 A. M. and 1:30 P. M. Return to Philadelphia at 10:30 A. M. and 4:30 P. M.

At 8:30 A. M. via Camden and Amboy. Arrive Camden at 9:30 A. M. and 1:30 P. M. Arrive Amboy at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 9:30 A. M. via Camden and Amboy. Arrive Camden at 10:30 A. M. and 2:30 P. M. Arrive Amboy at 11:30 A. M. and 3:30 P. M. Return to Philadelphia at 12:30 P. M. and 6:30 P. M.

At 10:30 A. M. via Camden and Amboy. Arrive Camden at 11:30 A. M. and 3:30 P. M. Arrive Amboy at 12:30 P. M. and 4:30 P. M. Return to Philadelphia at 1:30 P. M. and 7:30 P. M.

At 11:30 A. M. via Camden and Amboy. Arrive Camden at 12:30 P. M. and 4:30 P. M. Arrive Amboy at 1:30 P. M. and 5:30 P. M. Return to Philadelphia at 2:30 P. M. and 8:30 P. M.

At 12:30 P. M. via Camden and Amboy. Arrive Camden at 1:30 P. M. and 5:30 P. M. Arrive Amboy at 2:30 P. M. and 6:30 P. M. Return to Philadelphia at 3:30 P. M. and 9:30 P. M.

At 1:30 P. M. via Camden and Amboy. Arrive Camden at 2:30 P. M. and 6:30 P. M. Arrive Amboy at 3:30 P. M. and 7:30 P. M. Return to Philadelphia at 4:30 P. M. and 10:30 P. M.

At 2:30 P. M. via Camden and Amboy. Arrive Camden at 3:30 P. M. and 7:30 P. M. Arrive Amboy at 4:30 P. M. and 8:30 P. M. Return to Philadelphia at 5:30 P. M. and 11:30 P. M.

At 3:30 P. M. via Camden and Amboy. Arrive Camden at 4:30 P. M. and 8:30 P. M. Arrive Amboy at 5:30 P. M. and 9:30 P. M. Return to Philadelphia at 6:30 P. M. and 12:30 P. M.

At 4:30 P. M. via Camden and Amboy. Arrive Camden at 5:30 P. M. and 9:30 P. M. Arrive Amboy at 6:30 P. M. and 10:30 P. M. Return to Philadelphia at 7:30 P. M. and 1:30 A. M.

At 5:30 P. M. via Camden and Amboy. Arrive Camden at 6:30 P. M. and 10:30 P. M. Arrive Amboy at 7:30 P. M. and 11:30 P. M. Return to Philadelphia at 8:30 P. M. and 2:30 A. M.

At 6:30 P. M. via Camden and Amboy. Arrive Camden at 7:30 P. M. and 11:30 P. M. Arrive Amboy at 8:30 P. M. and 12:30 P. M. Return to Philadelphia at 9:30 P. M. and 3:30 A. M.

At 7:30 P. M. via Camden and Amboy. Arrive Camden at 8:30 P. M. and 12:30 P. M. Arrive Amboy at 9:30 P. M. and 1:30 A. M. Return to Philadelphia at 10:30 P. M. and 4:30 A. M.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to Reading and Pottsville. Leave Philadelphia at 8:00 A. M. and 12:30 P. M. Arrive Reading at 9:30 A. M. and 1:30 P. M. Arrive Pottsville at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 6:30 A. M. via Reading and Pottsville. Arrive Reading at 7:30 A. M. and 11:30 P. M. Arrive Pottsville at 8:30 A. M. and 12:30 P. M. Return to Philadelphia at 9:30 A. M. and 4:30 P. M.

At 7:30 A. M. via Reading and Pottsville. Arrive Reading at 8:30 A. M. and 12:30 P. M. Arrive Pottsville at 9:30 A. M. and 1:30 P. M. Return to Philadelphia at 10:30 A. M. and 4:30 P. M.

At 8:30 A. M. via Reading and Pottsville. Arrive Reading at 9:30 A. M. and 1:30 P. M. Arrive Pottsville at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 9:30 A. M. via Reading and Pottsville. Arrive Reading at 10:30 A. M. and 2:30 P. M. Arrive Pottsville at 11:30 A. M. and 3:30 P. M. Return to Philadelphia at 12:30 P. M. and 6:30 P. M.

At 10:30 A. M. via Reading and Pottsville. Arrive Reading at 11:30 A. M. and 3:30 P. M. Arrive Pottsville at 12:30 P. M. and 4:30 P. M. Return to Philadelphia at 1:30 P. M. and 7:30 P. M.

At 11:30 A. M. via Reading and Pottsville. Arrive Reading at 12:30 P. M. and 4:30 P. M. Arrive Pottsville at 1:30 P. M. and 5:30 P. M. Return to Philadelphia at 2:30 P. M. and 8:30 P. M.

At 12:30 P. M. via Reading and Pottsville. Arrive Reading at 1:30 P. M. and 5:30 P. M. Arrive Pottsville at 2:30 P. M. and 6:30 P. M. Return to Philadelphia at 3:30 P. M. and 9:30 P. M.

At 1:30 P. M. via Reading and Pottsville. Arrive Reading at 2:30 P. M. and 6:30 P. M. Arrive Pottsville at 3:30 P. M. and 7:30 P. M. Return to Philadelphia at 4:30 P. M. and 10:30 P. M.

At 2:30 P. M. via Reading and Pottsville. Arrive Reading at 3:30 P. M. and 7:30 P. M. Arrive Pottsville at 4:30 P. M. and 8:30 P. M. Return to Philadelphia at 5:30 P. M. and 11:30 P. M.

At 3:30 P. M. via Reading and Pottsville. Arrive Reading at 4:30 P. M. and 8:30 P. M. Arrive Pottsville at 5:30 P. M. and 9:30 P. M. Return to Philadelphia at 6:30 P. M. and 12:30 P. M.

At 4:30 P. M. via Reading and Pottsville. Arrive Reading at 5:30 P. M. and 9:30 P. M. Arrive Pottsville at 6:30 P. M. and 10:30 P. M. Return to Philadelphia at 7:30 P. M. and 1:30 A. M.

At 5:30 P. M. via Reading and Pottsville. Arrive Reading at 6:30 P. M. and 10:30 P. M. Arrive Pottsville at 7:30 P. M. and 11:30 P. M. Return to Philadelphia at 8:30 P. M. and 2:30 A. M.

At 6:30 P. M. via Reading and Pottsville. Arrive Reading at 7:30 P. M. and 11:30 P. M. Arrive Pottsville at 8:30 P. M. and 12:30 P. M. Return to Philadelphia at 9:30 P. M. and 3:30 A. M.

At 7:30 P. M. via Reading and Pottsville. Arrive Reading at 8:30 P. M. and 12:30 P. M. Arrive Pottsville at 9:30 P. M. and 1:30 A. M. Return to Philadelphia at 10:30 P. M. and 4:30 A. M.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. From Philadelphia to Harrisburg and York. Leave Philadelphia at 8:00 A. M. and 12:30 P. M. Arrive Harrisburg at 9:30 A. M. and 1:30 P. M. Arrive York at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 6:30 A. M. via Harrisburg and York. Arrive Harrisburg at 7:30 A. M. and 11:30 P. M. Arrive York at 8:30 A. M. and 12:30 P. M. Return to Philadelphia at 9:30 A. M. and 4:30 P. M.

At 7:30 A. M. via Harrisburg and York. Arrive Harrisburg at 8:30 A. M. and 12:30 P. M. Arrive York at 9:30 A. M. and 1:30 P. M. Return to Philadelphia at 10:30 A. M. and 4:30 P. M.

At 8:30 A. M. via Harrisburg and York. Arrive Harrisburg at 9:30 A. M. and 1:30 P. M. Arrive York at 10:30 A. M. and 2:30 P. M. Return to Philadelphia at 11:30 A. M. and 5:30 P. M.

At 9:30 A. M. via Harrisburg and York. Arrive Harrisburg at 10:30 A. M. and 2:30 P. M. Arrive York at 11:30 A. M. and 3:30 P. M. Return to Philadelphia at 12:30 P. M. and 6:30 P. M.

At 10:30 A. M. via Harrisburg and York. Arrive Harrisburg at 11:30 A. M. and 3:30 P. M. Arrive York at 12:30 P. M. and 4:30 P. M. Return to Philadelphia at 1:30 P. M. and 7:30 P. M.

At 11:30 A. M. via Harrisburg and York. Arrive Harrisburg at 12:30 P. M. and 4:30 P. M. Arrive York at 1:30 P. M. and 5:30 P. M. Return to Philadelphia at 2:30 P. M. and 8:30 P. M.

At 12:30 P. M. via Harrisburg and York. Arrive Harrisburg at 1:30 P. M. and 5:30 P. M. Arrive York at 2:30 P. M. and 6:30 P. M. Return to Philadelphia at 3:30 P. M. and 9:30 P. M.

At 1:30 P. M. via Harrisburg and York. Arrive Harrisburg at 2:30 P. M. and 6:30 P. M. Arrive York at 3:30 P. M. and 7:30 P. M. Return to Philadelphia at 4:30 P. M. and 10:30 P. M.

At 2:30 P. M. via Harrisburg and York. Arrive Harrisburg at 3:30 P. M. and 7:30 P. M. Arrive York at 4:30 P. M. and 8:30 P. M. Return to Philadelphia at 5:30 P. M. and 11:30 P. M.

At 3:30 P. M. via Harrisburg and York. Arrive Harrisburg at 4:30 P. M. and 8:30 P. M. Arrive York at 5:30 P. M. and 9:30 P. M. Return to Philadelphia at 6:30 P. M. and 12:30 P. M.

At 4:30 P. M. via Harrisburg and York. Arrive Harrisburg at 5:30 P. M. and 9:30 P. M. Arrive York at 6:30 P. M. and 10:30 P. M. Return to Philadelphia at 7:30 P. M. and 1:30 A. M.

At 5:30 P. M. via Harrisburg and York. Arrive Harrisburg at 6:30 P. M. and 10:30 P. M. Arrive York at 7:30 P. M. and 11:30 P. M. Return to Philadelphia at 8:30 P. M. and 2:30 A. M.

At 6:30 P. M. via Harrisburg and York. Arrive Harrisburg at 7:30 P. M. and 11:30 P. M. Arrive York at 8:30 P. M. and 12:30 P. M. Return to Philadelphia at 9:30 P. M. and 3:30 A. M.

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AUCTION SALES.

M. THOMAS & SONS, NOS. 129 AND 14 S. & FOURTH STREETS. Extensive Sale of the Auction Room. SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, CARPETS, ETC., ETC.

May 25, at 10 o'clock, at the auction room, by order of the executors of the late Mrs. M. J. G. G. a large assortment of superior household furniture, mirrors, carpets, china and glassware, refrigerators, stoves, carpets, etc., etc.

SILVER PLATE BY ORDER OF EXHIBITOR. ELEGANT DIAMOND JEWELRY, SILVER TEA SET, ETC.

May 26, at 10 o'clock, at the auction room, by order of the executors of the late Mrs. M. J. G. G. a large assortment of superior household furniture, mirrors, carpets, china and glassware, refrigerators, stoves, carpets, etc., etc.

BUNTING, DURBOROW & CO., AUCTIONEERS. Nos. 223 and 224 MARKET STREET, CORNER OF BANK STREET. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning.

LARGE SALE OF CARPETS, 50 ROLLS WHITE, RED, CHECK AND FANCY CANTON MATTINGS, ETC. On Friday Morning.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS. On Monday Morning.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. No. 111 CHESTNUT STREET, (Opposite Bank Street).

STILL ANOTHER GREAT FURNITURE SALE. We have received instructions from Messrs. RICHMOND & CO. of No. 45 South Second Street, to a dissolution of the long established firm to offer to the public their enormous stock of fine furniture, including

May 25th, at 10 o'clock, at the auction room, No. 704 Chestnut Street, by order of the executors of the late Mrs. M. J. G. G. a large assortment of household furniture, including handsome parlors and chamber suits, new and second-hand; French plate ware, large sets of cut glass, silver, brass, and iron; beds and bedding; china and glassware; and various fine Brussels and ingrain carpets; lace curtains, etc.

Also, at 10 o'clock, three superior fire-proof safes, made by Farrell & Harris, in the city of New York; a burglar-proof safe, made by Lillie; small fire and burglar proof safe, made by Lillie.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESTNUT STREET, near entrance No. 1117 Sansom Street.

SUPERIOR SALE OF FINE PARLOR, CHAMBER, AND DINING ROOM FURNITURE. Two Large French Plate Mantel Mirrors, Brass and Iron Carvings, Hair and Straw Mattresses, French Beds, East India and French China, Cooking Utensils, Etc., Etc.

IMPORTANT SALE OF FIRST CLASS CABINET FURNITURE. J. JENNY will make his second grand spring sale of superior Cabinet Ware and Upholstery.

PERSONAL ATTENTION GIVEN TO HOUSEHOLD FURNITURE AT AUCTIONS. For particulars see Public Ledger. No. 1116 CHESTNUT STREET, near entrance to private sale.

LARGE ATTRACTIVE SALE OF FOREIGN AND DOMESTIC DRY GOODS, ETC. On Wednesday Morning.

PERFECTLY SAFE OF 900 CASES BOOTS, SHOES, HATS, CAPS, ETC., BY CATALOGUE. Also, 300 cases new style Straw Goods, etc., etc.

IN LOUISVILLE, KY. W. GEORGE STEVENSON, E. C. STROCK, THOMAS ANDERSON & CO. (Established 1820).

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after THURSDAY, April 21, 1870, trains will run as follows:

FOR PHILADELPHIA, from depot of P. W. & B. R. R. Company, corner Broad street and Washington avenue.

FOR PORT DEPOSIT AT 7 A. M. and 4:30 P. M. FOR OXFORD, AT 7 A. M., 4:30 P. M. FOR HARRISBURG, PORT DEPOSIT AND CHESTER CREEK R. R. AT 7 A. M., 10 A. M., 3:30 P. M., 4:30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Train leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:30 A. M. and leaving Port Deposit at 9:30 A. M., connect at Chadds Ford Junction with WILMINGTON & READING R. R.

ROOFING. READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to STEEP OR FLAT ROOFS.

At one-half the expense of tin, it is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and fireplaces while undergoing repairs.

FOR PARTS OF THE CITY. I am always prepared to Repair and Paint Roofs at the lowest and cheapest in the market. A. WELTON, 1171 No. 111 NINTH STREET, above Chestnut.

A. C. SMITH & CO. 1218 COPPER AND IRON ROOFERS. No. 1218 SOUTH STREET and No. 911 RIDGE AVENUE.

Patentees of the SPIRAL SELF-GUIDING CONDENSATOR SPOT. This spot has by a two year trial proved to be a success, having put up some 5000 sticks, every one of which has given entire satisfaction.

TO BUILDERS AND CONTRACTORS.—We are prepared to furnish English imported and American made SPRAL SELF-GUIDING CONDENSATOR SPOTS in quantities to suit. This roofing was used to cover the Paris Exhibition in 1867.