

**BOSTON ORCHESTRA
IN CLOSING CONCERT**

Effects of Recent Trouble Apparent in Work of the Organization

Program No. 4..... Beethoven
Symphony No. 5..... Bruckner
Symphony No. 8..... Mahler
Symphony No. 9..... Wagner
Symphony No. 10..... Mahler
Symphony No. 11..... Mahler
Symphony No. 12..... Mahler
Symphony No. 13..... Mahler
Symphony No. 14..... Mahler
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Symphony No. 97..... Mahler
Symphony No. 98..... Mahler
Symphony No. 99..... Mahler
Symphony No. 100..... Mahler

may be used over the unionization mix-up, has cost the Boston Orchestra about thirty men, nearly all among the strings. There has been the loss of the contrabassoon and one of the first trumpets, but outside of this the reed and brass sections are practically intact; the strings, however, have suffered severely, among the older players to go being Otto Roth and A. Bak, two of the oldest of the first violins in point of service. Last evening the first violins numbered ten, against a normal number of sixteen; the second nine, normal twelve; violins nine, normal ten; cellos seven, normal ten, and basses six, normal eight. Owing doubtless to the small number of strings, the orchestra brought along on the trip only two of each of the reeds, instead of four, as had been customary, and four horns instead of eight. Ten former members of the orchestra came to the directors and volunteered their services to tide over the crisis. Under these circumstances and with the unusual feeling of unrest that must pervade the organization, in view of the happenings of the last few weeks, a concert of the ordinary merit was not to be expected, and it was not given. Mr. Montoux has changed the program at the last moment, substituting the Beethoven Symphony No. 4 for the Mozart G minor and the Wagner numbers in place of the Fidelio Overture and the Guarneri "Impressions of Italy." The orchestra played in the spasmodic state of an organization which has just

passed through a mental cyclone, and it was apparent that the events of the very recent past have not been without effect upon Mr. Montoux as well, for his readings were routine and his conducting uncertain. However, when it is considered what the orchestra has gone through in the last two weeks, it did pretty well at that. Ema Destinn, which seems to be the latest spelling of the much-orthographed name of the famous Czech-Slovak prima donna, was the soloist of the evening. She sang first two songs of the great Bohemian composers, Smetana and Dvorak, both highly interesting selections, but well performed. Her second appearance was in the recitative and aria "Non mi dir" from "Don Giovanni," and in it she did some fine singing and artistic interpretation, rising in places to the highest musical levels of the evening. To Talk on Future Babylon Harold Francis Weston, son of S. Burns Weston, leader of the Ethical Society, will give an illustrated lecture on "Babylon, Bagdad and Mesopotamia of the Future" tonight in Witherspoon Hall under the auspices of the University Extension Society. Mr. Weston enlisted with the Y. M. C. A. with the British forces east of the Suez, and saw much service in various capacities.

Old Leases Curse On Traction System

Continued from Page One
older traction companies, and included all the leases of the original horse car companies of 1858 and 1859. It was simply pyramiding interests; piling up obligations without regard for the future. It was a regular House-that-Jack-built game. The Rapid Transit Co. also acquired certain franchises for high-speed lines. With a cash capital of \$30,000,000, the Philadelphia Rapid Transit Co. began operating all the traction lines in Philadelphia. It pays every year more than \$7,000,000 in rentals, and that is the millstone that hangs round its neck. In all the financial juggling that has marked the development of the present transit system, the great feature is the outrageous rentals that must be paid for these underlying leases. In exorbitant and extravagant charges they possibly transcend any similar agreement in this country. This is not an extravagant statement. One company receives an annual rental equal to 72 per cent of its paid in capital stock. From this the annual dividends range all the way down to 10 per cent. The following list shows five of the largest dividend payers. There are about twenty of these companies in all:

Name of Co.	Capital	Assets	Liabilities	Surplus
City & Sub. W. Co.	\$10,000,000	\$10,000,000	\$10,000,000	\$0
Phila. & W. Co.	\$10,000,000	\$10,000,000	\$10,000,000	\$0
Phila. & W. Co.	\$10,000,000	\$10,000,000	\$10,000,000	\$0
Phila. & W. Co.	\$10,000,000	\$10,000,000	\$10,000,000	\$0
Phila. & W. Co.	\$10,000,000	\$10,000,000	\$10,000,000	\$0

In such a condition the various lines would have reverted back to the old companies, first to the Union Traction Co. and then on down until twenty different companies would have been operating twenty different trolley lines. It would have been chaos in an operative sense. The prime necessity was to insure the financial stability of the Rapid Transit Co. This the Twining-Mitten agreement of 1918 proposed to do when a minimum fixed fare contract was arranged. Refused Sanction Deal But the Public Service Commission, which had to pass upon the agreement, refused to sanction it. The commission said that it had never entered into any consideration of the subsidiary leases, and for that reason it declined to endorse the agreement. There the situation rests today. This condition is not the fault of the Mitten management or the present system of operating the Philadelphia lines. From the engineering standpoint, the system is run efficiently; much more so than in many other cities of the country. Operation is an engineering and efficiency problem. The thing that bulks largest and overshadows everything is the constant drain of these underlying leases and securities. The marvel is that, staggering under

this enormous burden of financial responsibility, the traction system is operated at a five-cent fare when other cities are charging as high as ten and twelve cents for an inferior service. But is there no remedy for this condition? Cannot this millstone, which threatens to drag the traction service down and the fares up, be removed? Under certain conditions, yes! Colonel McCain's second and concluding article on the subject of rapid transit development will be published tomorrow.

of the Friendly Sons of St. Patrick, held last night at the Bellevue-Stratford, was not as successful as the preceding 148 banquets, although there was plenty to eat. Judge Joseph P. Rogers, incoming president of the society, predicted a rocky administration for himself "in the first president in 149 years to come in on a dry era." He succeeded Judge Charles B. McMichael. The three famous toasts of the society were drunk in ice water. Charles D. McAvoy, recently appointed United States district attorney for the eastern district of Pennsylvania, was one of the speakers. Others were Mayor Moore, John Scott, of Los Angeles; J. Washington Logue and James A. Fitzhery, supreme knight of the Knights of Columbus.

TOASTS DRUNK IN WATER

St. Patrick's Day Banquet First Dry One in 149 Years The 149th St. Patrick's Day banquet

Turkish Baths

Men who don't get time for exercise need the freshening up that can only be obtained by taking a Turkish Bath, having a good rain-down and then resting on a cool cot in a quiet room. You can get all that right here. Try it for your system's sake. All attendants are graduates. All fees are moderate.

YMCA
1821 Arch Street

WAR SURPLUS PLANT SITES

Big Tool Plant Goes to Hopewell

New location gives old-established New England concern lower freight rates, satisfied labor and cheaper power.

The Mayhew Steel Products, Inc., manufacturers of mechanics' tools and automobile tool kits, is among the latest of America's industries to locate at Hopewell.

The unusual and varied advantages found at Hopewell prompted this concern to purchase a ten-acre tract of land upon which they will erect a structural steel factory building.

Their confidence in the permanency of Hopewell can be judged by their purchase of bare ground for the erection of a plant.

Mayhew Steel Products, Inc., established a plant at Hopewell to take advantage of the low freight rates on raw material and the finished product which goes to the South, Middle West and the largest distribution centres of the East.

Mayhew gets low-cost fuel and power at Hopewell. They also get a plentiful supply of satisfied American labor with excellent housing and recreation facilities for that labor.

They also get at Hopewell deep water

shipping facilities for a greater export business.

The Mayhew Company has been making tools in New England since 1856. They are the pioneers in their trade to locate a plant in this great industrial district of Virginia.

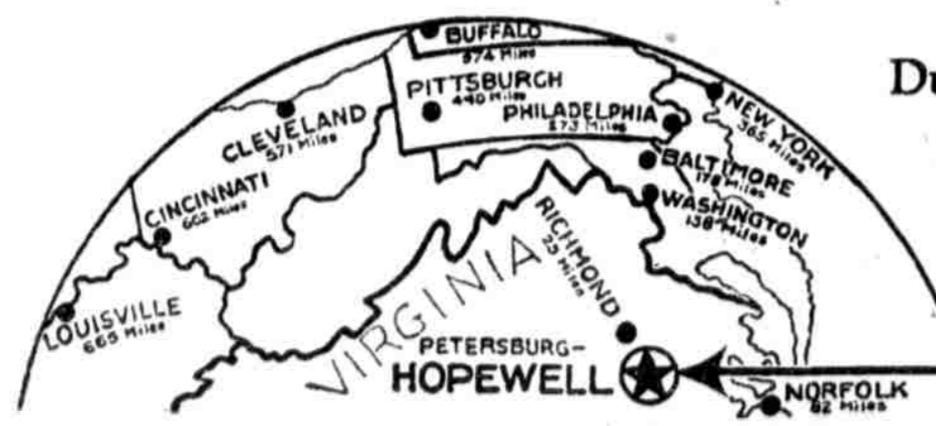
Why not be the pioneer in your industry to place a plant here? You, too, can reap similar advantages at Hopewell, America's greatest industrial opportunity. Here are some of the advantages it offers:

- Factory buildings ready for occupancy.
- Plant sites with railway sidings.
- Low-priced power.
- Plentiful supply of contented labor.
- Homes for 12,000 families.
- Abundance of pure water.
- Best rail and water transportation.
- No harmful municipal restrictions.
- Climate mild and healthful.

Investigate Hopewell. Find out more about its advantages. It may mean the most important move you ever made to solve your production problems. Write, wire or phone to

Du Pont Chemical Co.
Incorporated
Wilmington, Delaware
Petersburg Chamber of Commerce
Petersburg, Va.

One of the largest and best trained technical staffs in the world is at the disposal of Hopewell industries.



HOPWELL

One organization can produce your factory more economically

A manufacturing plant, to be built economically and efficiently, should be planned and equipped and construction supervised by the same organization.
One organization can work with closer co-operation, clearer understanding, fuller efficiency and therefore—greater economy—than two or more separate organizations.
Responsibility cannot be shifted or evaded, and you can be protected by one contract covering the entire plant and its equipment.
By centering responsibility in Steele, expense is reduced at every step—you sign a single contract—you avoid confusion and delays, and you have a plant designed and built in every detail to meet your particular business needs.
We can prove to any manufacturer thinking of building that The Steele Idea of Industrial Construction will save money in the construction of a plant of utmost efficiency. Write or phone and we shall be glad to arrange for an interview at your convenience, without obligating you in any way.
A few of the Institutions for whom we have recently designed and are now building plants in and around Philadelphia
Folwell Bros.
Drueding Bros.
Collins & Aikman Co.
Boger & Crawford Co.
Gillender Glass Works
Steel Heddle Mfg. Co.
Link Belt Co.
Friedberger-Aaron Mfg. Co.

WM. STEELE & SONS CO.
Architects : Engineers : Constructors
PHILADELPHIA TORONTO

