CHOICE PROPERTIES.

PENN AVENUE PROPERTY.

We offer on the best part of Penn avenue, near Ninth street, a good dwelling house and lot for less than

$1,500 PER FOOT FRONT.

This is the cheapest and most desirable property in the Penn avenue district. Present rental pays nearly 5 per cent on price asked.

PARTICULARS FROM

LARKIN & KENNEDY,

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3 Choice 6-Story Warehouses,

MERCANTILE BLOCK,

On New Grant st., near Union station, Seventh ave. and Liberty st.,

And adjoining the new Bindley Hardware Company and C. D. and P. Telephone Exchange buildings, each floor 20x85, with private office, vault, elevator; steam heat furnished.

BLACK & BAIRD,

mh12-99 95 FOURTH AVE.

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Or you will know that only a few such

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ARE IN THE REAL ESTATE MARKET TO-DAY AS ARE NOW OFFERED BY

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Beautiful level lots within five minutes' walk of either Penn or Negley aves., which are selling rapidly at from $375 to $500, with only a few left. mh17-80-rrhsu

$25,000.

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INVESTMENT.

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7 PER CENT NET.

Corner lot, 91x81, fronting on three streets, with five brick and four frame dwellings.

Total rents.....$2,136
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SAMUEL W. BLACK & CO., 99 Fourth avenue. mh20-129

$15,000, EAST END,

On the finest asphalt paved and sewered residence streets in the East End. Substantial large 9-room dwelling, (parlor, library, dining room and kitchen on first floor), wide hall, bath, etc. Also very large finished attic, suitable for 3 or 4 rooms. Lot 165x225 feet. Only three minutes' walk from rapid transit lines. Terms, $3,000 or $4,000 cash, balance long time.

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RURAL AVENUE.

$4,800.

A new frame house of seven rooms, bath, hot and cold water, inside w. c., papered, both gases, electric light, cemented, and, in fact, a complete house.

ASPHALT PAVED STREET.

THIS IS A BARGAIN.

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500 FEET. EAST END.

$23 PER FOOT,

On 50-foot street, one square from electric cars; almost level; very well located; property in same neighborhood retailing at $45 to $60 per foot. Very easy terms.

M. F. HIPPLE & CO., 96 Fourth ave. mh20-178 rrsu

$68 50 PER FOOT.

PAVED AND SEWERED STREET.

Flagstone sidewalks.
60-foot street.
Fine level lot.
All improvements and taxes for 1892 paid.

M. F. HIPPLE & CO., 96 Fourth av. mh20-177-rrsu

FOR SALE—CHEAP,

A HYDRAULIC ELEVATOR,

In good condition, with a hardwood car suitable for passengers and freight. Apply to

SOLOMON & RUBEN, 421-423 Smithfield street. mh20-97

WANTED

SALESLADIES.

TEN MILLINERY SALESLADIES.
FIFTEEN CLOAK SALESLADIES.
TWO GLOVE SALESLADIES.

Applicants must be experienced and furnish first-class references.

HIGHEST SALARIES

KAUFMANNS'. mh20-313

CANCER [illegible] cured. No [illegible]. Send for testimonials. G. H. McMichael, M.D., 45 Niagara st., Buffalo, N. Y. mh19-71-rrsuwk

RESORT HOTELS.

HOTEL RATES AND CIRCULARS

May Be Obtained at THE DISPATCH'S Business Office, Smithfield and Diamond. mh16

Atlantic City.

HOTEL HOFFMAN,

ATLANTIC CITY, N. J.
Near beach. Heated throughout with steam. Homelike. J. W. CALLAWAY. ja31-127-rrasu

THE IRVINGTON,

On the beach. Improved by the addition of music and billiard halls. Elevator. Sun parlors. Filtered water. Service first-class. mh11 CHAMBERS & HOOPES.

HOTEL WILTSHIRE,

Virginia avenue, near ocean. A new winter house. Large bay-window rooms, giving fine view of the ocean. Heated by steam and open grate. Open all the year.
fe23-58u D. W. CHANDLER.

HOTEL WELLINGTON.

Ocean End of Kentucky avenue, Atlantic City, N. J.
M. A. & H. S. MILNOR.
Circulars at Dispatch office. fe27-95

THE WAVERLY,

ATLANTIC CITY, N. J. Opens Feb. 6. Under new management. Comfortable steam heat, sun parlors and excellent table. ja31-128

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ASHEVILLE, N. C.

HOTEL BELMONT, (Sulphur Springs). Truly first class. Superb location. New brick building. Electric Street Cars. Moderate rates. mh6-3-su

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T. FLETCHER GRUBBS,

—WITH THE—

OIL WELL SUPPLY CO.,

NOS. 91 AND 92 WATER STREET, PITTSBURG, PA.

Estimates furnished on the celebrated Mogul & Innis oil well engines.
O. W. S. Co.'s Red Dome steel boilers.
O. W. S. Co.'s tapered joint casing and tubing.
O. W. S. Co.'s drilling and fishing tools.
The Philadelphia & New York Cordage, and everything necessary in an oil well outfit. The patronage of new companies being formed earnestly solicited. Drop a postal card and I will call on you. Telephone 1271. se20-159-asu

OIL WELL SUPPLY CO.,

91 and 92 Water Street,

PITTSBURG, PA.

PROPOSALS.

OFFICE OF CONTROLLER OF ALLEGHENY COUNTY, PITTSBURG, PA., March 19, 1892.

Notice to Cabinetmakers and Carpenters.

Sealed proposals will be received at this office until 12 o'clock M. FRIDAY, March 25, 1892, addressed to the County Commissioners, for making and delivering 500 ballot boxes, made to conform to the Baker ballot law, one hundred boxes (100) to be delivered on or before the 15th day of April, 1892, and the balance to be delivered on or before the 1st day of October, 1892.

Specifications can be seen at the County Commissioners' office.

All bids must be accompanied by bond in amount of bid.

The Commissioners reserve the right to reject any or all bids. JAMES A. GRIER, mh19-100 County Controller.

8 Per Cent City Mortgages.

We can take care of a few more good accounts and net you 8 per cent on city mortgages and city and county warrants with perfect safety. Our business is limited and conservative, and we take only such as we can personally attend to. For particulars address THOMAS & COMPANY, fe5-98-su Tacoma, Wash.

The Electrical Construction & Maintenance Co.

Electrical Engineers and Contractors.
General Electrical Supplies always on hand.
INCANDESCENT LAMPS, ALL VOLTAGES, AT LOWEST PRICES.
Electric Light and Bell Wiring.
135 FIFTH AVENUE,
de13-su Tel. 1774. Pittsburg, Pa.

TAILORING.

Correct Winter Suitings and Overcoatings
H. & C. F. AHLERS,
Merchant Tailors, 490 Smithfield st. no25-84-rrss

EUROPE—A select party sails April 16 for Holy Land, $475; best ticketing facilities; choicest ocean berths by all lines at lowest rates; send for "Tourist Gazette." H. GAZE & SONS, 940 Broadway, N. Y. (Est. 1844.) Agt., J. J. McCORMICK, 401 and 639 Smithfield st. mh20-15-wsu

NEW ADVERTISEMENTS.

A PERFECT COMPLEXION.

Mme. Ruppert's World-Renowned Face Bleach positively removes all blemishes of the skin by natural methods, pimples, freckles, blackheads, eczema, etc. Face Bleach is a thorough skin tonic, cleanses the pores of their poisonous fillings, leaving the skin clear and smooth. It is absolutely harmless. If it were not, would prominent physicians recommend it in cases of skin disease? It does not drive the impurities in, but draws them out, which is the only safe and sure way. Price, $2 per bottle; three bottles, usually sufficient to clear the skin, $5. Call or send 6c postage for book "How to be Beautiful."

Room 203, Hamilton Building,

93 FIFTH AVENUE, PITTSBURG, PA. mh20

AN INTERESTING SUBJECT.

Our goods and our low prices are an interesting subject. This week the following will be of interest to you:

WRAPPERS

At less than cost of material. They are fresh, well made goods

At 73c, Worth $1.25.

Dark Print Wrappers, tight back, with pockets,

AT 92 CENTS.

Fine Indigo Blue Wrappers, newest styles, yoke fronts, Watteau back, worth $1 50,

AT 98 CENTS.

Best quality Indigo Blue and Simpson's Mourning Prints, Mother Hubbard front, Watteau back or Watteau front and back, extra wide in the skirt, worth $1 75,

AT $1.48.

The choice of 3 extra good styles French Percale or Zephyr Cloth TEA GOWNS, square or round yokes, pleated or plain back or ruffled yokes back and front, with belts or pockets.

VALUE, $3.

Spring Jackets.

We show the most complete line of new Reefers, Blazers, Capes and Ulsters in black tan, navy and gray.

Nice stylish Jackets at $3, $3 45, $4, $5, $6 75, $7 50 up to $18.

Fine rich Capes from $5 to $15.

Cape Newmarkets, latest designs, from $6 75, $7 50, $9, $10 to $15.

Also, a grand line of Mackintoshes from $4 50 to $15.

Our prices will be found lower than elsewhere.

COME AND SEE FOR YOURSELF.

Rosenbaum & Co.

510 to 518 Market St. mh20-104

GOLD SPECTACLES AND EYE-GLASSES.

We have just received a consignment of 360 pair of Solid Gold Spectacles and Eye-Glasses, which we will offer at $3 each; the regular prices for same are $5 and $6. The lenses are the best Russian pebble, and we will examine the eyes and fit the glasses free of charge.

SMIT'S, SOLE AGENT FOR CHEMICAL DIAMONDS,

COR. LIBERTY AND SMITHFIELD, AND 311 SMITHFIELD ST. mh13

"Parisian Cloak and Suit Co."

OUR MOTTO LOW PRICES SIXTH ST. & PENN AVE. YOUR MOTTO SAVE MONEY

We are the largest Cloak and Suit Specialty Manufacturing Retailers in the United States. The Parisian is now supplying the best trade in New York, Chicago, St. Louis and Pittsburg.

WE ARE THE LEADERS.

SPECIAL---500 ALL-WOOL SKELETON BELL SKIRTS, With Suspenders, for $8.75.

100 SKIRTS, SAME STYLE, WITH BLAZER JACKET, FOR $10.75.

Complete All-Wool Tailor-made Suits, price from

$9.50 TO $35.00.

New Spring Novelties in Jackets received daily.

Ladies, you cannot afford to buy a new spring garment unless you first

VISIT THE PARISIAN. mh20

A GREAT PROPOSAL

Made in Good Faith by the P. C. C. C., Clothiers, and Bound to Be Carried Out to the Letter—1,200 Men's Strictly All-Wool Suits, Medium Weights and New Patterns, at $7 50.

For to-morrow we make a great proposal, that completely knocks the wind out of all competition. We will sell 1,200 men's strictly all-wool suits—sack, cutaway and square cut styles—in solid colors, interwoven plaids, neat checks, silk mixed designs, the new shades of iron and steel gray, plain black cheviots and diagonals, the new browns and wide wales, at $7 50 a suit; each and every one worth and sold in all clothing houses for $14 to $16. It's a princely offer. Notice—A bonus of $500 to anyone proving that these advertised goods are not strictly all-wool. $7 50 for your choice.

P. C. C. C., Clothiers, Cor. Grant and Diamond streets.

25c Curtain Poles at 12 1-2c,

Brass-mounted, complete with all trimmings. This is certainly cheap, but our low prices in lace curtains will be a revelation to you. J. H. KUNKEL & BRO., 1347-1349 Penn avenue, two squares east of Union depot.

Watch for Them.

Special advertisements of houses, rooms and business stands for rent in Monday's Dispatch.

Aliquippa

will have a big shovel works.

Birthstone Souvenir Spoons,

For all the months, price $3 00. R. SIEDLE & SONS, 54 Fifth av.

Rent Lists To-Morrow.

Special advertisements will appear in Monday's Dispatch of houses, rooms, offices and business stands to let. Read them.

ROSENBAUM & CO. are sole agents for the celebrated P. & P. kid gloves.

STOPS THE ACHE

AS NOTHING ELSE WILL. NO REMEDY KNOWN PENETRATES THE TISSUE LIKE

WOOD'S PENETRATING PLASTER

It is far, very far, in advance of ordinary porous plasters, that is why it succeeds—why WOOD'S PLASTER is worth taking trouble to get.

SOLD BY DRUGGISTS EVERYWHERE
N. Y. Depot, 92 William St.

DUEBER-HAMPDEN

17 RUBY JEWELED

Adjusted Watches

WONDERS AS TIMEKEEPERS.

No other line like them in the world.

—THE—

Dueber Watch Works,

CANTON, O.

mh20

The old saying that "consumption can be cured if taken in time" was poor comfort. It seemed to invite a trial, but to anticipate failure. The other one, not so old, "consumption can be cured," is considered by many false.

Both are true and not true; the first is prudent—one cannot begin too early.

The means is careful living. Scott's Emulsion of cod-liver oil is sometimes an important part of that.

Let us send you a book on CAREFUL LIVING—free.

SCOTT & BOWNE, Chemists, 132 South 5th Avenue, New York.
Your druggist keeps Scott's Emulsion of cod-liver oil—all druggists everywhere do. $1. 33

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again. I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my infallible remedy. Give Express and Post Office.
H. G. ROOT, M. C., 183 Pearl St., N. Y. de28-4-4eaw

Brain Worker's, Desk Men's, Ladies', Youth's & Sedentary People's New "Imperial"

EXERCISER

Complete Gymnasium for Home and Office.

Stamp for Circular. Books: "An Ideal Complexion and Physical Development," 20 illustrations 50c. "Health & Strength in Physical Culture", 40 illustration 25c.; both books 15c. Chart of 60 Athletic cuts for Dumb-bells or Pulleys, 25c.

J. E. DOWD, 114 MONROE STREET, CHICAGO, ILL.

When ordering please mention this paper.

HAIR HEALTH is warranted to Restore a new youthful color and life to GRAY Hair. The only DR. HAYS' HAIR HEALTH. Most satisfactory Hair grower. [illegible] Sold by JOS. FLEMING & SONS and druggists. myl4-61-wkmonsu

THE MUSIC WORLD.

High Grade Entertainment by the Gruenfeld Brothers Last Week.

EXPECTATIONS FOR D'ALBERT.

Mascagni Has Just Completed the Score of Another Short Opera.

PROTEST AGAINST THE MARINE BAND

Thanks to the generosity of the management—aptly embodied in Mr. Joseph H. Gittings, who attended to the local arrangements—the Gruenfelds were heard by a very large and delighted audience last Monday evening at Old City Hall. By reason of D'Albert's coming and the Gruenfelds' being less known here, the paid admissions yielded a ridiculously small return for a concert of so high a grade.

Mention should be made of the improved conditions secured by inclosing a part of the stage in a close scene and by opening a central aisle on the floor of the house. This example should be followed whenever it is possible to do so.

Monday evening's programme read thus:

BEETHOVEN. Sonata, A Major Op. 69, for Piano and Cello. Allegro ma non troppo—Scherzo — Adagio cantabile — Allegro vivace.
Alfred and Heinrich Gruenfeld.
BEETHOVEN. Andante favorit.
WAGNER-LISZT. Isodoie's Liebestod.
Alfred Gruenfeld.
MOLIQUE. Second Part from the Concerto.
GABRIEL-MARIE. La Cinquantaine.
MOSZKOWSKI. Guitarre.
Heinrich Gruenfeld.
SCHUMANN. Novelette, F Major
Romance, D Minor.
Traumerei.
A. GRUENFELD. Hungarian Dances.
Arr. by Alfred Gruenfeld.
Alfred Gruenfeld.
A. GRUENFELD. Romance.
BOCCHERINI. Menuetto.
POPPER. Vito.
Heinrich Gruenfeld.
A. GRUENFELD. Serenade, B Major.
Menuetto. Op. 11.
Fantasie on motives from Lohengrin & Tannhauser.
Alfred Gruenfeld.

It should be recorded that the tuning of the pianoforte used was wholly insufficient to stand under Mr. Alfred Gruenfeld's heroic treatment. Through the earlier numbers, the instrument kept getting more and more out of tune and the player is in large measure excusable for the disposition he showed, on beginning the Schumann pieces, to knock it right out in that round and settle the matter. Subsequently he determined to make the best of it and went on to do as much justice to the composers and to himself as could be done through that faulty medium.

Eugen D'Albert.

Mr. Gruenfeld amply proved his title to rank among the foremost pianists of the day. His technical equipment is of the best and most complete, compassing with equal ease the most startling bravura passages and pianissimo effects of extraordinary delicacy. In the Wagner transcriptions he succeeded in producing remarkable orchestral effects; the ebb and flow of sound in the passion-laden *isolde* music was such as is rarely got from a pianoforte. Mr. Gruenfeld's own adaptation of Hungarian dances revealed the player's strong sense of rhythm and a certain naivette of conception peculiarly appropriate to this type of music. His Beethoven playing was manly and free from all trace of affectation or self-assertion. All in all, Mr. Gruenfeld is a truly delightful, straightforward pianoforte player, abounding in geniality—none of your morbid, metaphysical music-dissectors.

Mr. Heinrich Gruenfeld was a refreshing contrast to the customary cell virtuoso, with his well-worn display pieces. The Beethoven sonata did not disclose any astounding depths or breadths, but was very beautifully played for all that. In almost everything else that he did Mr. Gruenfeld showed himself as what may be termed a *genre* player. His selections were mostly of the picturesque order, full of quaint rhthms, bizarre minor harmonies and tuneful melodies. In such pieces his lovely, sensuous tone, finely finished phrasing and the archness and abandon of his style had full opportunity to impress his hearers, who showered upon him, as upon his brother, abundant tokens of their delight and admiration.

***

D'Albert's Piano Recital.

One of the two or three chief events of the local musical season occurs to-morrow evening, at Old City Hall, when Eugen D'Albert gives the first pianoforte recital of his present American tour. Last week he appeared several times in the East with the Boston Symphony Orchestra, and in May he will rejoin that valiant band on its extended spring tour. In the meantime Manager Ellis starts him westward for this series of recitals, and Pittsburg's geographical position gives us the first chance of hearing the great pianist in the wide range of compositions outside the orchestral field.

The Eastern criticisms last week fully corroborate the reports from Europe that D'Albert has improved, if possible, upon the lofty standards set by his former American tour, two seasons ago, when Pittsburg first heard him. Rarely indeed have the Boston critics so enthused as over D'Albert's playing of the "Emperor" concerto—as witness some of the lines penned by one of the very best of them, Mr. Philip Hale, in the *Journal*:

"Mr. D'Albert was most enthusiastically applauded after the concerto, and he played a rhapsody by Brahms. His performance of the concerto might justly excite gaudy words of extravagant praise, were it not that polychromatic adjectives would be at variance with the unsurpassable dignity of the occasion. It would be idle to speak of any technical display, for the supreme virtuosoship of Mr. D'Albert has been the wonder of his colleagues and the musical public ever since his first appearance in Germany. This virtuosoship was at first the plaything of his youth. The giant delighted in his strength. He abused it; so that often he smote the keys until the wires shrieked in agony. But now he seems to have fully mastered himself, the only task that remained for him. Saturday evening his mighty powers were used reverently in the service of Beethoven. The reading of the concerto was distinguished by its nobility. There was nothing common, mean or earthy. The soul of a great man was revealed, and the medium was content with the holy mission. Beethoven spoke. The pianist listened. He did not seek to interrupt, to contradict, to explain. He did not question any mood of the master. He accepted passion, tenderness, pride, arrogance, tumultuous joy, grotesque fancy."

Pittsburger's will hear the little giant of the keyboard in the following choice and alluring programme:

Prelude and fugue, D major.....Bach-D'Albert
Sonata, C major, op. 53.....Beethoven
Allegro con brio.
Introduzione e Rondo.
Berceuse, op. 57.
Valse, op. 42. .....Chopin
Sonata, op. 58.....Chopin
Allegro.
Scherzo.
Largo.
Finale.
Impromptu No. 3, op. 90.....Schubert
Valse, impromptu.
Tarantelle, "Napoli." .....Liszt

This is a brief sketch of the young cosmopolite's past career: Eugen D'Albert, only son of the French composer, Charles D'Albert, was born in Glasgow in 1864, his parents having emigrated there from France. His evident musical genius was fostered by his father, under whose training he developed rapidly; and in 1876, obtaining a free scholarship in the National Training School, London, he studied the pianoforte under Ernest Pauer, harmony under Dr. Stainer, orchestration under Ebenezer Prout, and composition under Arthur Sullivan. Here Hans Richter met him, and, recognizing the youth's extraordinary gifts, took young D'Albert to his own house in Vienna, taught him for a year, and then brought him to Franz Liszt, in whom he found a wise teacher and benefactor. The progress made in the next five months was astonishing even to the great master, who called him "a second Tausig," because of his extraordinary technique. At the age of 15 he composed an overture which was performed in St. James Hall, London; and his compositions number many fine works for orchestra and for pianoforte, besides a grand opera, just completed. His first public appearance was at the Philharmonic concerts, in Vienna, where he played his own compositions, repeating them afterward at the Richter concerts in London. Later on he played repeatedly in Weimar, and, in 1882, was appointed by the Grand Duke of Weimar as court pianist, a distinction that had never before been granted to so youthful an artist. His subsequent concerts in Berlin, Dresden, Vienna, Leipzig and other cities have been unparalleled successes, continuing without a break to the present. He is called "the greatest pianistic talent, after Liszt," and has made good his youthful promise, as predicted by Von Bulow, who said, "There are but three great pianists in the world, Rubinstein, myself and D'Albert; but the latter is yet young, and bids fair to surpass us all."

This was said when D'Albert was a mere boy, in the *Sturm und Stress* period to which Mr. Hale alludes. Noting his musical development since then, what may not be accomplished in the future by this titanic talent of only 28 years?

***

News That Came Under the Sea.

London sends the following items of musical news by cable to THE DISPATCH:

Signor Lago offers to take D'Oyley Carte's unfortunate English Opera House for an opera season, opening in April with "La Basoche" and other Anglicized warks. Mr. Carte has declined to allow the production of Italian works which would place the venture in competition with Sir Augustus Harris.

The elocutionist, Kirwin, is arranging to give a novel reading of "Othello" at the Royal Institute of Painters. During the recital appropriate pictures drawn by Mr. Dicksee will be reproduced by the lime light process on a screen. As a further attraction incidental music will be supplied by a concealed string orchestra. Should the experiment prove a success, Kirwin intends producing "The Foresters" in a similar manner.

The impresario, Mapleson, is dangerously ill in Paris. He has been stricken with a paralytic fit.

A companion work to "Cavalleria Rusticana," at least so far as regards brevity, will probably soon be heard. Mascagni has just completed the score of another short opera, entitled "Zanetta." The libretto is founded on Coppee's sketch, "Le Passant."

***

A Pittsburger as President.

The National League of Musicians at its annual convention, held last week in New York, has done itself credit in electing as its President, Mr. C. H. William Ruhe, of this city, President of the local M. M. P. U. However much THE DISPATCH has differed and may still differ with the policies espoused by Mr. Ruhe, his personal abilities and fitness for the post to which he has been chosen are beyond question. Mr. Ruhe has identified his name in the councils of the musical unions with such important and desirable movements as the one for uniform pitch and that which aims at needed educational work among the band and orchestra players. If his administration is marked by activity of this nature, rather than by the misapplied trades union policies, it will be vastly to his credit and to the advantage of all musical interests.

The trades union idea, however, seems still to prevail among the musical men. The essential difference between a mechanical trade and an artistic profession ought to show them the uselessness and impropriety of trying to advance their own interests by shutting off the musical activity of others, supposed to be in competition with them. If they realized that all legitimate musical activity, of whatever nature and by whomsoever carried on, has a direct tendency toward increasing the general interest in the art, extending the number of their own pupils and patrons and in every way increasing the demand for their services—if they had realized this, they would not be urging the exclusion of foreign players under the alien contract labor law, nor would they have sent that protest (already printed in this journal during the week) against the proposed tour of the Marine Band.

It is fair to print here the reply of Manager Blakely to this protest, which reads as follows:

To the National League of Musicians, Marlborough Hotel, New York:

GENTLEMEN—Will you pardon me for saying that I think you are misinformed regarding the proposed tour of the Marine Band, which inspired your telegram of yesterday to the Secretary of the Navy. In no respect does this tour bring the Marine Band into competition with any other band or any other musicians. It is undertaken in response to many letters and petitions of prominent citizens throughout the country addressed to the Secretary of the Navy, requesting that the people might have such an opportunity as a short tour would afford to listen to the music of the Government band. The tour extends from Washington to California, consists almost wholly of single stands, and the time is so short within which the tour is undertaken that there will be the unprecedented average of 200 miles of travel per day. There is no engagements with expositions or other like organizations, and there is no chance of competition of any kind with any other bands.

So far as the "speculative contractor" is concerned, I may say that the excessive travel (the band being at least three-fourths of the time on the cars) renders the tour so costly that if the bare expenses reward the manager it will be all that he has reason to expect.

I believe the Director of the Band, as well as the Secretary of the Navy and the President, would be entirely opposed to any engagement of the band which would actually bring them in competition with civilian musicians. And in assuming that such a result is to be apprehended in this case, the National League of Musicians have done these gentlemen great injustice.

Moreover, I am very sure that on sober second thought the National League of Musicians will come to the wise conclusion that the civil musicians of the country are too strong and too deserving to be ruined, or in the remotest degree injured, by the appearance for a concert or two in each of the leading cities, of our own great Government organization—the United States Marine Band of Washington. Yours very sincerely,

D. BLAKELY.

Some of these days the musical unions will come to see that in following those short sighted methods they have been saving at the spigot while losing at the bung-hole. If they only would, these organizations could do a vast deal of good for themselves and for the musical interests of the country at the same time.

***

This item is in last week's *Musical Courier*: Saint Saens' Biblical opera, "Samson and Delilah," will be heard for the first time in this country at the next public rehearsal and concert of the Oratorio Society, March 25 and 26. The work is in three acts and is arranged for solo, chorus and orchestra. Ritter-Goetz, Montariol, Emil Fischer and Mr. Homer Moore are to be the soloists. The Oratorio Society chorus of 600 voices and the Symphony Orchestra, Walter Damrosch conductor, will take part in this interesting musical event.

The Selection of Mr. Moore to sing the important role of the *High Priest* upon this occasion is a deserved compliment to one of the best singers and all-round musicians Pittsburg has ever had. It was, of course, the result of Mr. Damrosch's hearing Mr. Moore in the similar baritone role of Benedict's "St. Cecilia," at the concert of the Allegheny Musical Association with the New York Symphony Orchestra.

***

This month's Boston *Musical Herald* has these authoritative paragraphs about the World's Fair musical prospects: "Theodore Thomas holds in charge 'the honor of music at the Exposition.' The phrase is his own and it is worthy to be perpetuated. No one in this country has more consistently striven for honor in music than Mr. Thomas, and now, in view of the unprecedented position which music will hold in the vast scheme of the Exposition of 1893—unprecedented when compared with what has been done in the past on occasions of like character, it is a matter for national congratulation that Mr. Thomas guards its honor.

"Mr. Thomas will conduct the music at the dedication ceremonies; the orchestra will number 120, the chorus 500, and one of the large buildings will be the scene. Everything that is possible will be done to make the occasion impressive; there will be fitting literary exercises and the invited guests will include representatives of all civilized governments. The three October days of jubilation are but a prelude to the Exposition proper which opens its doors on the 1st day of May, 1893, and closes them when October is done.

"There will be two halls for music at the Exposition. The Music Hall will be charmingly located near the lake—a site in every way delightful. It will be reserved for the highest class of concerts, to which an admission will be charged, and will be built with every care for musical results; its seating capacity will be about 2,000 while the stage will be constructed to hold an additional 600. A large hall for performances by massed choruses, etc., with a seating capacity of from 8,000 to 10,000, and a stage holding an additional 2,500, will occupy a central position in the grounds. Both buildings will be attractive to the eye, and acoustically as perfect as it is possible to make them. When it is said that their total cost will approach $300,000, the spirit of the Exposition as regards a proper domicile for music is made manifest."

Mr. George H. Wilson, whose dual capacity as editor of the *Herald* and Secretary of the Bureau of Music guarantees the correctness of what he says, leaves for Europe this week in the interest of the bureau. A complete display of musical instruments, etc., is given out as an object of the trip. We may hear more and still better news when he gets back.

SIXTY MILES AN HOUR.

All the Great Roads Will Make That Time for the World's Fair.

HIGH SPEED IS FOUND TO PAY,

But Gilt-Edge Limited Vestibule Trains Are Actual Losers.

MAJOR WEBB SAYS THERE IS NO DANGER

[WRITTEN FOR THE DISPATCH.]

When Major Webb, the Third Vice President of the New York Central Railroad, stepped from the train which had just beaten the world's record for continuous fast running over a distance of many miles, he was asked what the object of this exhibition was.

"Because it is only recently that the World's Fair has been located in Chicago," was his reply.

In the reply is to be found the reason for the extraordinary efforts which great trunk lines of railways are now making to increase the rapidity of certain trains which are run upon their roads. Some estimate has been made of the number of passengers who will be carried from the seaboard States over these trunk lines to Chicago for the six months during which the World's Fair is in progress. These estimates, however, are regarded as practically valueless, and the managers of the trunk lines have settled down to the conviction that the number of passengers from the seaboard and its vicinity who will seek transportation to Chicago will be so great as to tax to the utmost the facilities of even the best appointed railways whose western terminals are on the shores of Lake Michigan, while the eastern

Major Webb.

touch the Atlantic. Little need will there be, in the opinion of these managers, of any great stress of advertising, or any conspicuous announcement of superior facilities by any one of these roads. Each of them will be embarrassed, not by lack of patronage, but by the need of taking care of the excess of it.

Only One Day on the Road.

However, a demand will be made for swift transportation, and it is the expectation of all the trunk lines to furnish trains which will deliver passengers from the sea coast into the stations in Chicago within 24 hours. Therefore, while the railroad managers are already making plans for the increase in the number of the cars and engines they now possess, and are expecting to perfect their roadbeds in view of this enormous traffic, they are also intensely occupied in the plans which have in contemplation the running of such fast trains for long distances every day as hitherto have not been known in the railway management of the world.

The demonstration which was made by a train last September of the possibility of covering with perfect ease and comfort the distance from New York to Buffalo in a few seconds less than a mile a minute also suggested the possibility of continuing such a train through to Chicago. Buffalo is nearly half way. Pittsburg or Wheeling likewise are nearly half way on other roads. If it is possible to run a train half way in 7½ hours it is deemed possible to continue it so that the entire distance could be made in 16 or 17 hours. The dream of the railway managers will be reality if they are able to run a train each day from the seaboard to Chicago, so that a passenger having slept in New York or Philadelphia, or Baltimore or Washington, one night would be able on the following night to retire to his bed in a Chicago hotel.

Time Between New York and Washington.

The increasing travel between New York and Washington had led to as great a reduction of time in the past two years as had been secured in the 20 years previous. Eight hours used to be the regular time for express service between New York and Washington, and when this was reduced to seven and afterward to 6½, it was thought that a marvel of railway speed was attained. But within a year trains have been put upon the rival lines running between New York and Washington whose schedule times are respectively five hours and five hours and five minutes.

Until within two years the best time made between New York and Boston, which is just about as far to the northeast of New York as Washington is to the southwest, was seven hours. When the cut in time for this service was made it was a wholesale one. Three trains daily each way now make the distance in six hours, and the Eastern railway managers are confident that within another year or two this time will be reduced to five and perhaps ultimately to four. Of course, on special occasions there have been made phenomenal records. Special trains have been run between Washington and New York and between New York and Boston in four hours. Mr. Mansfield, the actor, recently left Chicago with his company one hour after midnight and dined on the evening of the same day in Philadelphia. Mr. Mackay, the capitalist, was brought from San Francisco to New York in less than four days, and occasional trips have been made by newspaper trains in the summer season between New York and the lakes which have run at a continuous speed of over 60 miles an hour.

High Speed a Regular Thing.

These phenomenal exhibitions, however, are no longer gratifying to railway managers. They have served heretofore simply as advertisements, and the time has now come when the demands of railway traffic in the opinion of the ablest railway managers require not occasional sensational display, but daily train service which a few years ago would have been regarded as marvelous.

That was the idea which Mr. Webb had in mind when he decided to make an experimental trip last September which was to cover 436 miles in 436 minutes. The run was made after deducting the time spent in cooling a hot box at a rate of 61.44 miles an hour, and the time between New York and Buffalo was permanently cut down by some three hours, for Mr. Webb determined at once to make this train the first of a regular daily passenger service to be maintained at that rate. That train has now been running nearly four months every day in the week except Sunday. It is as regular a part of the train service as is any other of the through trains of that company. It maintains an average speed of 53 miles an hour, and it has been successful in more way than one. It has shown that it is practicable to run a daily train at this high rate of speed for more than 400 miles, beating the best English record, and it has also shown that such a service may be maintained at a profit, which is after all the chief consideration. This question of profit is the one in which the railway managers have been most deeply interested. None of them has doubted the capacity of modern railway science to equip a train, furnish it with a roadbed and with suitable locomotives so that it could maintain continuously a speed of even more than 60 miles an hour.

The Trouble Lies in the Engine.

Just what the limit of speed is may be a question of some speculation. It is a purely scientific question. The best railway scientists agree that with perfect roadbed, standard heavy steel rails, gentle curves and trifling grades, combined with strong, but light cars, it would be easy to make as much as 100 miles whenever a locomotive is designed, which, while having comparatively light weight, has sufficient steam-producing power to produce such results. The only problem is the construction of the locomotive. But even with the present form of locomotive as it has recently been improved it has been demonstrated that a continuous speed of more than 70 miles an hour can be maintained. That, however, is not now the problem. Railway managers are agreed that those who demand fast transportation are entirely content with a rate of speed between 53 and 60 miles an hour.

Up to the practical demonstration made under Mr. Webb's directions the important question was, will such trains as these pay if they are run on regular schedule? And many of the managers shook their heads in doubt when it was announced that Major Webb had determined to run a regular train which should daily duplicate the experience of the record-breaker. In a conversation with Major Webb he explained the result of his experiment quite enthusiastically, and it may be of interest to quote his own words:

"It has now been demonstrated," said he, "that such a train as this which people have been calling the record-breaker is a source of profit. It has been running long enough for us to figure with exact accuracy its cost and to compare the figures with the average receipts. The charges have been the regular fares charged for any other train. We have found after four months' experiment that the train is a profitable one. It has made money for our company. That is the important thing about this experiment."

The Limited Vestibules Are Losers.

"It has been said that what are called the gilt-edged limited trains running only palace cars with vestibule attachments, between the sea-coast and Chicago in twenty-four hours, are run at a loss. You should know something about that, is it so?" Mr. Webb was asked.

"I can only speak from my own knowledge," he replied. "It is the truth, so far as the company with which I am associated is concerned, and it is rumored that it is also true of other companies."

"How then can it be explained that this train, which is run at a higher rate of speed than the vestibuled limited, returns you a profit?"

"In this way. The vestibuled cars are the heaviest which are run on our road and they are nearly twice as heavy as the parlor cars we run on this record-breaker, as it is called. The vestibuled cars weigh nearly 60 tons, and six or seven of them compose a train. This train carries only two parlor cars, which weigh less than 40 tons, and two or three ordinary passenger coaches, which are even less heavy. This, in a distance of 436 miles, represents an enormous difference in the amount of coal consumed by the engine. We do not have to carry nearly so heavy a weight, and therefore we do not have to burn so much coal.

"Then," continued Mr. Webb, "in the next place the train service is not nearly so expensive. On these fancy vestibuled trains there are a corps of extra servants, maids in attendance upon the female passengers, telegraph operators, stenographers, extra porters, the aggregate of whose salaries eats up the profits very rapidly. Now we have discovered that to be a money-maker a fast train must dispense with the extra service, and it must also be a light train—one which an engine can draw at high speed with a comparatively small expenditure of coal. That is exactly the problem which has been solved by this train."

A New Era of Railroading.

"Is it your opinion, Mr. Webb, that the tendency of the great trunk lines is such as to bring about a regular daily service of this kind upon all of them?"

"Undoubtedly. This demand for fast travel exists in the other great centers exactly as it does here, and now that it is demonstrated that trains running at nearly 60 miles an hour continuously are safe, comfortable and profitable, I expect to see such service adopted before the opening of the World's Fair by all the leading lines. The science of railway engineering has reached a very high point. Nothing is left to chance. The steel which composes the rails is chemically analyzed; the depths to which the ballast should go has been accurately determined; ingenious machines are now constructed which when placed upon a locomotive especially adapted to them will, as that locomotive runs over the rails, leave tracings which show to the eye at once imperfections, if any exist, in the roadbed, the ballast, the sleepers or the rails. We are approaching the English standard respecting grades and curves, a standard much more difficult to maintain here than in England. We are making locomotives which, while not greatly increased in weight, are furnishing far greater steam power that those in use some years ago, and we have shown that it is possible to ride continuously at a rate of 60 miles an hour with the most perfect comfort, and without any appreciation of this enormous speed. Now we have demonstrated that such trains may be run at a profit, both because there is a demand for them and because we understand the economics.