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**LIVE NEWS OF THE INDUSTRIAL WORLD**

**PRESENT CONDITION OF ANTHRACITE COAL TRADE.**

New Order with Reference to Delaware, Lackawanna and Western Mileage Books Goes Into Effect Today—Some Interesting Facts with Reference to Railroads—Why Such Large Orders for Steel Cars Are Being Placed—Odds and Ends of Current Happenings.

**Anthracite Coal Trade.**

The Engineering and Mining Journal says: "It looks now as though the anthracite coal trade had safely rounded the dangerous point in this season's course, and would have smoother water and more favorable sailing from now on. The great demand for coal from western points has relieved the pressure on the eastern market, that might have become dangerous, and left producers free to turn their attentions east when the weather gets colder."

"The high lake freights continue to hinder shipments up the lakes, notwithstanding that docks are not filling up at receiving ports. No doubt far more coal than usual will go forward this winter by rail. The Indiana, Illinois and Iowa trade can be thus supplied without trouble. The territory that will suffer most is that north-west of Chicago, that is usually supplied from Milwaukee, Green Bay and Duluth, and in this region hard coal will be decidedly higher than last winter, and consumption may show an actual fall off."

"At tidewater points in the east trade has not shown much improvement as yet. At interior points, however, nights are now so cool that fires are a necessity and dealers are stocking up liberally. Everything indicates liberal buying next month."

**Big Demand for Coal.**

The Coal Trade Journal says this week: "There is beginning to be noted signs of more demand for anthracite, and the whole range of reports is of that turn in events which has been expected would eventuate about this time. There is going to be an activity before long which will take up the stocks of coal now held in first hands in all parts of the country—and some of these have been of considerable magnitude—and thus put the producers in very good humor."

"We can hardly look for any increase in the circular, but surely there should be an increase in the market price beyond what has been had by some producers, and the averages of prices realized for the next three months should show an advance over those for the third quarter of the year."

"As to tonnage, it will be seen from statistics that we are 5,000,000 tons ahead of last year in point of production, and as the average monthly tonnage for the last quarter of 1898 was 4,500,000 tons, we shall be doing very well indeed if the same pace is continued this year. In view of all the conditions, one may safely say that from this time forward to the close of '99 there will be a good time for the anthracite coal industry in all its branches."

**Cars Are Going to Pieces.**

Many persons are wondering at the enormous orders now being placed by all roads for steel box cars and box cars of the ordinary variety. They are not aware that the record breaking traffic of the past six months has been a test severe for the thousands of wooden cars now in use all over the country. They do not know that all along the line of the Philadelphia and Reading, and all other great railroad systems of the country the repair tracks are crowded with "shopped" freight cars and that the car repairmen have been working all summer making overtime with increased forces. It is a fact that there was never a time in the history of railroading when there were so many cars out of service

as at present. More than that many of the carriers that have been laid off are off the road to stay.

An order has been issued in the west that all coal cars found with weakened ends and ends will be condemned and burned. It is the sill that gives way under the strain of a heavy train and causes disastrous wrecks. The cars of coal companies and private corporations seem to be suffering most and officials estimate that before next spring in the Western Pennsylvania coal district alone 1,000 cars will have to be condemned. These dumps seem to go to pieces all at once and are not fit even for branch service after they leave the main line.

It is said also that the "Pennsy" will have to declare out of service during the winter thousands of cars and estimates have placed the figures as high as 5,000. Foreseeing this state of affairs the management has placed large orders for new carriers and will be able to meet next season's demands with an almost perfect rolling stock equipment.

**D. L. & W. Mileage Books.**

The new order recently issued by the Delaware, Lackawanna and Western Railroad company regarding mileage books goes into effect today. Heretofore persons holding these books were obliged to go to the ticket offices and exchange their mileage for regular tickets, but this method is now done away with and the books are good on any of the trains running on the main line from New York to Buffalo and on their various branch roads.

The books may also be used by anyone outside of the purchaser, which is a desirable feature to the purchaser.

**Mr. Roberts Has Resigned.**

George Roberts, sr., who for the past 27 years has been superintendent of the saw mill of the local car shops of the Delaware, Lackawanna and Western railroad, resigned from that position Tuesday last.

He has been succeeded by Frank Lamoie, late of Chicago, who is a personal friend of Master Car Builder L. T. Canfield. The new appointee held a similar position with the Rock Island Railroad company for many years. He is a pleasant young man 33 years of age.

**Railway Facts.**

The last report of the interstate commerce commission shows that the total number of railroads in the United States is 2,047, the total number of miles of tracks in operation 247,522.

There are necessary 36,234 engines and 1,326,174 cars. The total number of passengers carried for the year was 501,006,681, which is an advance of 11,600,000 over the previous year.

The freight carried for the year amounted up to \$79,006,307 tons and the gross earnings were \$1,247,205,621, while the net earnings were \$429,533,545. The total amount of dividends declared was \$99,249,564.

Out of a total of 47,741 casualties 6,359 persons were killed, or one for every 2,267,270 carried.

**This and That.**

The work of driving the new stone at the Harwood colliery is progressing rapidly.

The Pennsylvania Steel company is rolling rails for a new electric railway in Cuba.

The Athens News says one hundred laborers are wanted by the Lehigh Valley railroad. They will be paid \$1.50 a day.

The Reading Railway company will, in the near future, ask for bids for several thousand coal cars. It is said.

The work of remodeling the Sterrett Creek breaker at Peckville is practically completed and by next week it will be in full operation.

Among the charters recently granted by the state department at Harrisburg was one to the Pennsylvania Hat company, capital \$15,000.

Three collieries, within a radius of four miles from Pottsville, will start work shortly. One of them, a new operation, will have its wheels set in motion next week.

M. E. Blaine, trainmaster of the Reading division of the Philadelphia and Reading railway, who was in charge at the time of the Exeter wreck, has resigned. Matthias A. Louck takes his place.

An anthracite separator was recently placed in position at the Cranberry breaker. This makes nine separators in operation in this breaker and all are giving good satisfaction. Sixteen others will be put in within a short time.

The Temple Iron company yesterday began the work of clearing away the ruins of the burned Mt. Lookout breaker and is proceeding with its reconstruction. The new breaker, like the one it is to succeed, will be of the most modern type.

The strike at the Babylon colliery at Durysville has been amicably settled and operations will be resumed next Monday morning. The mine has been idle since August 1, except for a brief period when the men returned to work and then went out again.

The Central Railroad of New Jersey notified patrons that yesterday and today were legal holidays in New York city on account of the Dewey celebration and the delivery of merchandise freight cars of all kinds from New York freight stations and on the waters of New York bay has been suspended.

M. E. Blaine, who had been trainmaster of the Reading division of the Philadelphia and Reading railway for two years and who was recently appointed chief train dispatcher by Superintendent Bestler, has resigned. Matthias A. Laucks, who has been a train dispatcher on the Lehigh Valley and East Penn lines for some time, takes the place of Mr. Blaine.

A force of men are engaged in placing a steam shovel at the culm banks at the Cranberry colliery at Hazleton. On Monday the work of moving the culm will begin. A roadbed has been laid to the mouth of the slope and the refuse will be run through the breaker and prepared for market. The company expects to run several hundred cars through the breaker daily.

The Lehigh Valley railroad shops at Hazleton will not be leased for new industrial purposes because the company wants too much. Several capitalists were prepared to establish an industry there if the shops could have been

leased at reasonable terms, but the company not only demanded a high rent, but also asked that the lessees pay the insurance on the buildings and keep them in good repair.

Recently a complaint was filed with State Factory Inspector Williams, of New York, that the Delaware, Lackawanna and Western Railroad company paid its employees in checks. The inspector asked the attorney general for an opinion relative to the legality of the action of the railroad company. The latter holds that under the statute relating to weekly payments of wages to employees, payments are required to be in cash. Payment by check is not in compliance with the letter of the law.

**CLASS MUSIC TEACHING.**

**Mr. J. Alfred Pennington Quotes History on the Subject.**

Editor Tribune.  
Sir:—Among the Musical Notes of last Saturday's Tribune there appeared a short article under the head of "A few good reasons why music students should take private instruction in class instruction." By "class instruction" the writer evidently means the Conservatory system as taught in the Conservatories of the world.

In the course of the article above alluded to occurs the following remarkable statement: "Another reason is because most of our leading musicians and soloists received their instruction privately." If the writer means the great musicians and soloists throughout the world we can conclude that he is painfully ignorant of the truth.

With your permission, I desire to prove the falsity of the quoted assertion. With but few exceptions, the famous musicians of this century have been educated in Conservatories, or have indorsed the system by teaching it in Conservatories, or in their own homes.

To prove this statement, let us take in alphabetical order the celebrated pianists and famous teachers of the piano. My authorities are: Ehlert's "The Tone World" a book of biographical sketches, and Ehrlich's "Celebrated Pianists of Past and Present Time." Both of these works are translations from the original German. A copy of the latter is in the Albright library.

Eugene d'Albert studied with the great pianist, Franz Liszt, who taught in classes in the "Student Life in Germany"; Heinrich Barth, the great Berlin pianist, was educated in Tausig's Conservatorium in Berlin, afterward taught in the Stern Conservatorium, and is now connected with the Royal High School for Music (Conservatorium) in Berlin.

Hans von Bülow, one of the most famous pianists of the world, was educated in the Stern Conservatorium; Louis Diemer, the leading French pianist, received his instruction at the Paris Conservatoire; Alexander Dreyschok was professor at the Conservatorium of Leipzig; Theodor Kullak, of which Rubinstein was director; Heinrich Ehrlich, of whom the writer had the honor of being a pupil, is now, and has been for many years, professor at the Stern Conservatorium in Berlin.

Annette Essinghoff, one of the best lady pianists, studied at the St. Petersburg Conservatorium, and is now teaching in the Leipzig Conservatorium; Louis Diemer, the most celebrated teacher of the present day, who teaches only in classes, Edouard Grieg, probably the most celebrated composer now living, who is now the pianist, either singing or playing, in the Conservatorium; Albert Grünfeld was educated at the Prague Conservatorium.

Rafael Joseffy, one of the greatest living pianists, now resident in New York, was educated in Tausig's Conservatorium, and is now teaching in a New York Conservatory; Theodore Kirschner was a pupil of the late J. Alfred Pennington, was appointed professor in the Dresden Conservatorium; Clotilde Kleber, one of the best lady pianists, was educated at the Conservatorium of Leipzig; Carl Nikisch, one of the most famous pianists and teachers of this century, founded the Stern Conservatorium at Berlin, from which he retired to found his own, which was known as the New Academy of Music.

I have already said that Theodor Leschetzki is his school in Vienna, teaches the conservatory system, as may be seen from letters of his pupils which appear from time to time in the musical journals. I have also mentioned that Franz Liszt, the most famous pianist that has ever lived, gave instruction in classes. William Mason, a well-known pianist and teacher studied at the Leipzig Conservatorium.

Mendelssohn, the great composer, founded, in 1842, the Leipzig Conservatorium, of which he was the director until his death. His partiality to the class system is shown by his own words as follows: "An institution such as the Conservatory, whose object is to give its pupils an opportunity of making themselves thoroughly acquainted with all those branches of study, the knowledge of which is necessary and indispensable to the educated musician, and to educate them thoroughly and practically in the same, has this advantage over the private instruction of the individual, that by the participation of several in the same lesson and in the same studies a true musical feeling is awakened and kept fresh among the pupils; that it promotes industry and spurs on to emulation; and that it is a preservative against one-sidedness in education and taste." Mendelssohn's opinion, it will be seen, is somewhat at variance with that of the writer in last week's Tribune.

Sophie Menter was educated at the Stuttgart Conservatorium; S. B. Mills, a

former well-known teacher in this country, studied at the Leipzig Conservatorium; Moschies, the great pianist and teacher, and co-laborer of Mendelssohn's, author of the well-known studies, Opus 70, taught in the Leipzig Conservatorium from 1844 until his death in 1870. Faderewski, probably the most celebrated pianist of the present time, first studied at the Conservatorium at Warsaw, afterward at the Conservatorium at Strassburg, and later studied with Leschetzki. Ernst Perabo, one of the best American pianists, received his instruction at the Leipzig Conservatorium; Karleinicke, who has for so many years been connected with the musical life in Leipzig, has all of this time taught in the Leipzig Conservatorium.

We come now to another of the most celebrated names in music, that of Anton Rubinstein, who in 1823 founded, under Royal auspices, the Conservatoire at St. Petersburg, and was its director for many years. Nicholas Rubinstein, his brother, studied in Kullak's Conservatorium and founded a Conservatory at Moscow. Franz Hummel was educated at the Brussels Conservatoire, and became professor at the Stern Conservatorium in Berlin.

Camille Saint Saens, the greatest of the French composers, also a fine pianist, was educated at the Paris Conservatoire. Emil Sauer, who made a concert tour in this country last year, was educated at the St. Petersburg Conservatoire, and afterward studied with Liszt. Xavier Scharwenka, the pianist and composer, was educated in the Kullak Conservatorium in Berlin.

Madam Clara Schumann, wife of the great composer, and probably the greatest of our pianists, lived with Liszt from 1878 until her death, a few years since, chief professor of the piano at the Conservatoire at St. Petersburg, and afterward with Liszt. Karl Taubert, whose early studies were at the Conservatoire of Liszt, founded his own Conservatorium in Berlin.

Other notable pianists and teachers not mentioned before are: Ignacy Paderewski, the Russian pianist, who teaches in a Conservatory in Chicago; Carl Baerman, who teaches in the New England Conservatory in Boston; and Frederick Chopin, whose school in Boston where the class-system is in constant use; W. H. Sherwood, the best American-born pianist, who teaches in a Chicago Conservatory; Constantine Sternberg, who has his own school in Philadelphia.

Among others who received their education in the European Conservatories are Sir Arthur Sullivan, Sterndale Bennett, Wilhelm, the violinist; George Henschel, the baritone; Jensen and Gade, the composers, and Popper, the cellist. Josephin, the greatest violinist that has ever lived, is at the head of the Royal High School for Music, in Berlin, which, as I have said, is a Conservatorium.

Madame Marie Thérèse, the most celebrated teacher of singing living, was for many years connected with the Conservatorium at Vienna. She has a school of her own in Paris. "Matthias Pennington," where she teaches only in classes. She absolutely refuses to give private lessons to anybody. In her autobiography, she says: "I have never given a private lesson in my life. I am of the opinion that class instruction in every branch of study is superior to private lessons."

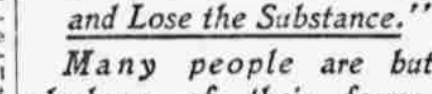
After reading the above array of facts the statement made by the writer in last week's Tribune that "most of our leading musicians and soloists received their instruction privately," seems somewhat ridiculous. His last confident remark that "it is very plain, and we must admit that the best and most rapid way to attain the highest proficiency possible in music, either singing or playing, is by private instruction," would sound more in consonance with the opinions of the greatest musicians of this century, if he read "it is very plain, and we must admit that the best and most rapid way to attain the highest proficiency possible in music, either singing or playing, is by the instruction in the conservatory class system, as studied and taught by the greatest musicians of the world."

Very truly yours,  
J. Alfred Pennington,  
Director of the Scranton Conservatory of Music.

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