THE OMAHA SUNDAY BEE: NOVEMBER 21, 1909.

Railway Building from Peking to Canton the Iron Backbone of Japan

1809, by Frank G. Carpenter.) CHANG-1 have just had a talk with a director of the great railway which is to be built from here to Canton. It will form the southern half of the great Canton-Peking system. cas been rightly called the iron backbone of the empire. The division from Hankow to Peking is already in operation. I came over it this week. The southern section is that known in America as the Canton-Hankow raliway. It will begin here at Wuchang, on the Yang-Tse-Kiang, opposite Hankow, and will go on south to the mighty city of Canton. This part of the line is somewhat known to the United States. It was surveyed by American engnicers under a concession that was granted to Calvin Brice and others of our famous capitalists about eleven years go. As far as 1 can learn the Americans did little more than go over the line and begin its construction. They shilly-shallied and dilly-dallied until the Chinese grew fired and then sold back their concession to them at a profit of almost 1,000 per cent. The Chinese are glad to again have hold of their property, and they expect to put the line through. Mr. Tsou, the railway man with whom I talked, is a pusher. He is a live, up-to-date capitalist and is business from start to finish. 'He has been educated along western lines and speaks fluently a half dozen languages. Our conversation was in English. He said:

'We have gone over the route and made new surveys, and we already have the whemes of organization and of raising the money practically completed

The road now planned is to consist of four great divisions, one for each of the provinces through which it runs. All told, the line will be about 800 miles long, and will pass through the richest and most populous parts of the empire. The northern section begins here at Hankow, and runs for 120 miles southward through the province of Hupeh. This is the section with which I am connected. Hupeh will control it. The money will be raised here and the road will be managed from Wuchang until the entire line is completed. The next section goes south from Hupeh to Hunan, and the third through northern Kwangtung, joining there to the fourth, which runs south through southern Kwangtung to Canton. Each of these provinces will handle its own division, just as Hupeh will do."

A Costly Railroad.

"Will the line be easy to build? estimates made by your American engincers, the cost was put at about \$20,000,000, probability is that it will be twice that. surveyed by the Americans. They followed the custom of the United States as to such matters, forgetting that our country most of the big roads have been ploneer lines. They have been laid out through the wilds, and the traffic has grown up to them. China is already developed. We have many large cities, and the read should be built to join these together. Your engineers planned the road without regard to these cities, making it more or less straight. We are building the road for the people and the traffic, and are diverging a little here and there to connect the great centers. The moment the were going to give us?" road is completed we shall have an enor-

mous business." One Hundred Million People.

ENGINE AND CRANE, HANKOW RAILWAY SHOPS.

names but little real money was neces- incomplete survey and then built about sary, and the road could have been com- thirty miles of line and stopped. Later Tsou says, made new surveys. They have pleted on credit. Altogether about 6,000 on they sold 1,000 shares of the stock extended the little strip built by the shares of stock were issued, and of these to a French banking house and a con- Americans, so that it is now about fifty over 4,000 were still in the hands of the troiling interest to the Belgians. Much miles long, and they are running cars over Americans when the road was turned back of the Belgian stock was taken by King that section. They are building on the to China.

According to the conditions, the Amer- possession of the concession. His people at Han Yang are making rails to be used "No, it will not. According to the first leans were to survey the road at once and already owned uch of the Hankow- in the construction. begin its construction. They were to Peking road, and, if he could have se- The road is being handled by Chinese enpush it rapidly forward to a completion. cured the right to build into Canton, the gineers, and the Samshui branch is worked or at something like \$2,000 a mile. The It was also the understanding that they Belgians would have controlled the chief by a Chinese staff presided over by two were not to sell the control of that con- trunk line of China. Worse than this, Americans. I understand that some diffi- muscle and Chinese brains. It is known This railway originated in the mind of The country is either mountainous or roll- cession to other nations, nor to allow it is generally believed here that the Bel- culty has arisen as to securing Chinese as the Sunning railroad, and thirty-six Mr. Chin Gee Hee, its president. He was rived at Hankow the next afternoon. Our ing, and there will be curves almost all the them to have much stock in it. They gians were merely tools in the hands of capital to finish the road and that money way. Our route will be longer than that violated these conditions. They made an the Russians, and the Chinese could not may be borrowed from Germany.

afford to have the Hussians own their chief railroad. The result was that China, upon hearing of the Belgian plans, de clared that it would have to annui the concession or buy lusck the road.

Profits 900 Per Cent.

This fact was communicated to Washington and the American capitalists took advantage of the situation. Plerpont Morgan, who was disgruntled at some treacherous financial transactions which King Leopold had had with him, forced the latter to sell his stock back to the American company; and the king, not suspecting that the deal with China was possible, did so for a low price. Then an arrangement by which the American rights were sold back for 19,000,000 tasis, or about \$6,790,000 in gold, and this money was divided among the 4,000 odd stockholders. How much hard cash the Americans put into the scheme I do not know, but that is what they drew out. What China got for all this money is only a little stretch of railroad, thirty miles long, running from Canton to the town of Samshui, which could not have cost, I should say, more than \$3,000,000, or \$33,000 s mile. It is a standard guage road, laid with seventy-five pound rails, and it has, altogether, only about twelve miles of double track and eighteen miles of single track. A part of the road is stone ballasted, and a part is ballasted with sand. In addition to this the Chinese have the surveys made by Barclay Parsons and others, but they, in the words of Mr. Tsou, are not what the Chinese want, and could have been made at a cost of a few thousand dollars. I understand that the Americans claim that they expended on the enterprise, all told, about \$3,000,000 In gold; and that the additional amount of \$3,700,000 was claimed for the loss of their valuable rights. On this basis, supposing that the stockholders originally paid part for their shares, which is doubtful, the 4,000 shares would have cost them \$400,000; and they drew out, according to their own statement, \$3,700,000, which equals over 900 per cent. Indeed:

For ways that are dark and tricks that are vain The Christian Yankee is peculiar.

Since the Chinese took hold of the Canton-Hankow system they have, as Mr. Leopoid, who set about trying to gain other divisions, and the great steel works



THE ENGINEERS ARE CHINESE.

One of the most remarkable feature of more than half of that is clear profit. railway construction in this empire is a The road has a capital of less than \$1.new road now being built southwest of 500,000, divided into shares of \$2,50 each, Canton with Chinese capital, Chinese all owned by Chinese.

miles of it are already in operation. It in the United States when he thought of way was across the Great Plain, which is is now taking in about \$300 a day, and it, and he persuaded some of the other said to support more people than the

Chinese residents of our country to start the subscriptions for the stock. He then came back here and raised the balance In these shares of \$2.50 each. He imported 100 Chinese laborers who had worked in the railroads of the United States to help him. He used them as overseers, and so constructed the line. As far as I can learn, he had neither mechanical nor civil en gineers. He did most of the railroad planning himself, having worked in our country for some years as a railroad forman and contractor. His road is equipped with locamotives and passenger cars made in the United States. He has Baldwin engines, flat cars from Pennsylvania and dump cars from San Francisco. The passenger cars are fitted with automatic air brakes and screw and chain couplers and buffers. At present this road bids fair to pay 50 per cent and upward in dividends.

The Peking-Hanhow Trunk Line But let me tell you something about the northern section of China's steel vertebras, as I saw it this week. The Peking-Haukow section was built by the Chinese and the Belgians. The distance between the two cities is 700 miles, and the express trains make it in about thirty hours. The engineers are Chinese, but the conductors are English. The fare is \$64 in silver, or about \$25 in gold-that in, about Sig cents a mile. This includes the slooping accommodations. There are restaurant cars on the train, where one can get a breakfast for 45 cents and dinner and lunch for 30 cents each. The road has good depots at Hankow and Peking; and it is fairly well ballasted throughout. The cars are European in make. They are roughly furnished. poorly built and without adequate heating arrangements. The only fire on our train was in a little stove in a separate compartment in the middle of the car, and we had to go to this to get warm.

The passenger coaches are divided into compartments, running at right angles to the track. Each compartment has two sofas, and upon these beds are made up at night. Shelves are also let down to forms upper berths.

Our train was full. We had a number of high-class Chinese men and women and many foreigners. There were American and French tourists, commercial travelers representing English, German and French business houses, a high-up official of the British East Indian service and the rajah of Sikkim, who had been to school at Oxford, England, and was taking a trip through China on his way home. Among the Americans were an agent of one of our talking machine companies, a Standard oli man and the representative of a roof and paint house of San Francisco.

We left Peking in the morning and ar-United States, We passed villages at every few miles and walled towns and cities every half hour. The Great Plain is thickly settled, and every foot of it is cultivated. Nearing Hankow the land becomes rolling, and there are low mountain ranges. The sides of the hills are terraced in fields of all shapes and sizes. and the valleys are cut up into gardens of

walled patches, most of which contain rice. In the north many of the huts are flat roofed, in the south the roofs are ridge shaped and thatched with straw. They are made of stone or mud. The stations are of gray brick, roofed with red tiles

Crowds met our train at every stop, and they were usually kept in order by native "Then get away and let people that soldiers, who wore blue uniforms, with black caps and fat black boots. We took hova w You on and put off passengers at all the stations. The most of these were Chinese, who rode second class. I understand that the slow trains, which have cheaper fares, are even more crowded, and that Blind Learn Almost to See the passenger traffic pays well. -

Humorous Anecdotes Selected from the Story Teller's Collection who felt called upon to rebuke the jury. earth," was the reply. "Some, indeed, of the game with your money," said the for seats in the last row, behind a post Hard Target to Hit. were kind enough to call be Saint Paul." judge .-- Indianapolis Star. MEMBER of the cabinet was At last one old farmer arose.

approached the other day in "Jedge," said he, "weren't we to jedge "Well, this is a piece of luck," cried Washington by a disappointed the law as well as the facts?" "Certainly," was the response; "but I told glad to see yoh. Thehe's something ah've and disgiuntled office seeker, who said:

"Mr. Secretary, where is all clearly satisfied that you knew the law Mind, you don't have to answer of yoh better than I did." that new republican prosperity that you

"Why," replied the secretary, a little plqued, "it is everywhere. Labor is being -San Francisco Argonaut. employed; capital is becoming active; pros-

perity is striking out in every direction." "Well, it hasn't struck me yet," snapped

· ······ Jake Hodges and St. Paul. Jake Hodges of Texas had toiled long

and earnestly at a county convention in

Hodges. "Dern my skin, but ah'm plumb

you not to judge the law unless you were been wanting tuh ask yoh fer a long time. National Magazino.

loguy: When the Judge Won Out.

and in the middle of the row at that. "But these aren't what I want," objects the man.

"Can't help that. Got to take 'em or viously irritated.

seats." "Huh. You talk as if you owned the theater."

nothin'," responds the ticket seller, ob-"Look here, young man, that's no way

to talk to people who come here to buy

"I do. I happen to be the new owner."

(Continued from Page One.)

want to

-Agreed with the Court. the judge said to him: "Sir, 1 am sorry to see you in a situa-

This reproof elicited the following col-

"Did your honor speak to me?"

A lawyer came into court drunk, when

don' want tuh, but ah've been curlous to tion which is a disgrace to yourself and "Well, jedge," answered the farmer, as he know of yoh even got an answer to that family and the profession to which you be-shifted his guid, "we considered that p'int." long letteh yoh wrote to the Ephesians."- long."

"I did sir. I said sir, that in my

population the road will tap?"

Tracity. and I can only estimate the possibilities. The three provinces through which the road runs have a population of about. In Illinois there is an old law on the asylum, mistaking a solemn, spectral figure Here at Hankow we have between 1,000.000 cases the jury is "judge of the law as well and spoke, saying: and 2,000,000. Canton is as big as Chicago as of the facts." Though not often quoted, "Peace be with you." and there are other large towns all along once in a while a lawyer with a desperate the way. The road will be the chief trunk case makes use of it. In one case the judge his brow. "Thought you wuz a post, I line of interior China connecting the casi. Instructed the jury that it was to judge of shore begs yoh pahdon." line of interior China, connecting the capital with Canton, and running from these to the port of Kowlooh, opposite Hongkong. According to the estimates of Mr. Barclay Parsons, the average of the population numbers 200 to the square mile, but I venture it is more than this. The country is devoted to tea, slik and other

industries. It is agriculturally rich, and we believe that it contains extensive deposits of iron, copper and lead. There is no doubt but that the road will payi" "But can you manage it well in four divisions, with four sets of officials directed by four different governments?"

"Yes," replied Mr. Tsou. "The imperial government has required that the same gauge must be made throwghout, that the rolling stock must be standardized, and that the rails be of a certain pattern and weight. Most of the iron work is now heing made here at Hankow, and the track will be of Chinese steel. As to the managemont, the probability is it will be consolidated when the system is completed. Peking to Canton."

Chinn's New Railroad.

Is it to continue?"

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"Nothing can stop it. We Chinese are slow to begin, but when we really start Presidents Taft and Diaz. D. E. Thompson, we keep going. No one now questions American ambassador to Mexico, specially the value of railroads. Both the government and the people realize that they are an absolute necessity to our existence and progress. We shall keep on building just a fast as we can raise the money. We our present condition we do not wish to visitors, mortgage our country to other nations, Francisco Durin, director of the famous Waltz--Quand FAmour Meaurt, O. Cremand this we do when we make heavy Mexican tand, which will play at the Nato Canton is now to be made with Chinese the music which the band will play during waltz-Recuerde, V. Alvanado. be a Chinese railroad throughout.

Millions for Wooden Nutmegs.

I asked Mr. Tsou to tell me the inside story of the concession for this road to the Americans, and what they made out of it. He was chary in speaking of the matter, but said that China had not been fairly treated. From other sources I learn that the Americana played somewhat the part of the Yankee who sold wooden nutmean. They gave China a gold brick, and carried away millions. I doubt not that our capitalists acted in good faith in the beginning, and that had Calvin Brice lived their contracts would have been carried out. The concession was granted by the imperial government to Brice and others, through Marquis Sheng and Wu Ting-fang, on the ground that they would raise \$30,000,000 to build and equip the line. The Chinese government was to secure the loan by a mortgage on the road and an imperial guarantee; and also by the issuing of cold bonds, to be sold at 90 per cent, and to bear 5 per cent interest. Calvin Brice had no trouble in getting men to in with him. Among those who of-Fered to join in raising the money, as it came due for building the road, were Pierpont Morgan, John D. Rockerfeller, E. H. Harriman, Russell Sage, George Gould, Jim Hill and the Vanderbilts. With such

the disgruntled one testily. "Not in actual figures," replied Mr. "You see," replied the secretary, "it is Lamar county, and the heat of the battle

than the judge.

"We are backward in statistics, pretty hard to hit nothing."-Judge. into the cool night air and unknowingly

the law as well as the facts, but added

They Charge This to Illinois. wandered into the grounds of an insane

100.000,000. There are many larger cities, statute books to the effect that in oriminal for a tree, Jake leaned against it. It moved "Well I'm derned." said Jake mopping

"You are forgiven," said the stranger.

It was fully satisfied that it knew more law sought to collect his filtering wits and make the amende honorable, "What might you."

contrary to all instructions of the court, "Man called me Paul when I was on

that it was not to judge of the law unless "My name's Hodges," said Jake, as he

An outrageous verdict was brought in, youh's be?"

judge in explaining how men in such a of conduct." position had better be careful as to the "May i-i-it please your honor, I have = company they keep. He said some gam- been an attorney in-in-in this c-court

frowned, the gambiers frowned and opinion I ever knew you to give."-Dundee marched in funeral fashion out to pay their Advertiser. fines. 'They were 'digging' when the judge

passed them. He poked one of the men in the ribs.

"Wall, Bill," he said to the gambler, "this not behind a post and on the aisle?" asked is not the first time I ever dealt with the quiet gentleman at the hox office fingers. window.

"No judge," smiled the keeper. "But it is the first time I ever came out seller, slamming out two tickets that call

wildur E. Williams, as a spraker at ion, you disgraced yourself and family, the know very well you can get in for nothhad got into his head. He staggered out recently, told a story on a gas belt police court, and the profession by your course ing."-Life.

biers, who were brought into this judge's for fifteen years, and, permit me to say, court, were proven guilty. The judge your honor, that this is the first correct

> Not Within His Rights.

"Can I have two good seats, well down,

"Three dollars spiece," replies the ticket

The Yellow River Bridge.

use of their hands and limbs as well as The most remarkable piece of engineerthe control of their finer muscles and tao- ing on this railroad is the Yellow tile sense organs. Some of them have, river bridge, which we crossed during like little Henry, never been allowed to the night. Outside America it is the largwalk about alone, and a great many have est of its kind in the world. It measures never had occupation for their little almost two miles from end to end and is constructed entirely of stoel. There is no They begin by learning to put pegs into stream which shifts its hed more than

holes on a square board; at first the ob- the Yellow river. It is called China's Sorject is just to get them in. That trick be- row, and is said to have changed its ing mastered, they try to put them in reg- course no less than nine times within the ular sequence and finally to make pat- last twenty centuries, each time choosing terns with them and to count as they do a different mouth by which it enters the it. This is also the first step leading to sea. At the last great flood, when the waters forsook their hed, many millions the Braille point system. All this work means patience for the were drowned.

teacher, courage and tact. Sometimes, The bed of the Yellow river is of oulckwhen the children are mentally deficient sand, so deep that it was impossible to as well as blind, the task of teaching them use any masonry in constructing this anything seems almost unsurmountable, bridge. Steel tubes were sunk in place of The beginners need a great deal of en- the ordinary concrete pillars and these couragement, and if the teacher doesn't were joined together by steel bands. There seem to give them this they give it to each are eight of these steel tubes, each of which goes fifty-nine feet down into the other.

In the uptown class there is a twelve- bed of the river. Other steels tubes exyear-old girl who has never been to school tend down from thirty-threa to forty-five before and who has never even heard of fest. The arches of the bridge have a counting, reading and writing. She is very span of sixty-five feet, where the current restless and eager to learn, but she does is strongest, and of ninety-eight feet in not seem able to acquire the first knack other places. The steel plies, or tubes, of fitting those pegs into the holes. In have been filled with cement to give them stead of being chagrined that the little strength, and rock and stones have been boy next to her, who arrived some time sunk around their bases to solidify their later, is advancing very rapidly she is over- foundations. The stones were first joyed at his progress and spends all of dropped down into the river, without any her time talking about it and pushing him support, and were carried away by the on with her praises. quicksand. Later, mats made of the

"Mary can't learn. Mary can't learn," branches of trees, bound together with she says, "but Rudolf, he's a good boy, wire, were let down around the piles, and he's smart. He'll go up soon and then the stones dropped upon them. In this Mary's left all alone." way tons of stone have been moored on And Rudolf takes all this praise as a such rafts about each pile, and they have

made the bridge as firm as though the matter of course, Another weason for putting the blind plies were bedded in concrete. This bridge

children into the same classes with the was put up in a year and a half, and on bright-eyed youngstors is that they may the opening day a train of twenty-one car serve as an impetus to sluggards. Since carriages passed over it without causing outward things offer no distractions the a perceptible vibration. child without sight is capable of very

Cheap Railroad Building.

keen concentration. It is not infrequently The steel for the Yellow river bridge the case that such children are counted among the best scholars and have their came from Belgium and France, and the cost of its construction was \$300,000, which names enrolled upon the honor list. The grade teachers who have blind chilid is low considering its character and length dren in their classes report that the work The whole road has been economically built. Its cost has been about \$25,000 a of the entire class has improved percepmile, the funds having been provided tibly; in fact, that the marks in this short largely by the Belgians, who loaned \$22. time have advanced from 10 to 15 per cent. 500,000 on it. Most of the ralls were made "It seems a sort of humiliation to the at the Hankow Iron works, and they weigh children," said one of these teachers, "to think that a little girl who cannot see approximately eighty-five pounds to the think that a little girl who cannot see yard. The railway is well equipped with should do better work than they who are shops at Hankow and at the Yellow river. should do better work that the blind child, and, altogether, it is a trunk line to which on the other hand, loves to be with the China can point with pride. seeing children because they bring new

interests into her life by their jolly, lively built to Tai Yuen-Fu, the capital of the Since its completion branches have been prattle, their games and their fun. More- province of Shansi, and also to Kaifengover the presence of the little billind folk Fu, the capital of Honan. It has connechelps to arouse the sympathetic qualities tions with the road running from Tientsin in the other children and to cultivate their to Mukden, and thereby with the Transpowers of unselfishness. siberian road, so that one can now go

"Why, the children just vie with one from Hankow to Hamburg by rail. Lines another to see, who can do the most for the have also been projected which will conspecials. It is considered a privilege to nact this road with another great trunk fetch and carry for them, to escort them railway now being built through eastern to the playground and to see that they China, from Tientsin to the Yangtse, and get their lunch at vecess time. a road is projected which will go weat-

"Those who cannot be monitors or guides ward through the Chinese empire to the content themselves with bringing a tidbit mountains of Thibet and eventually reach for their favorite's lunch or allowing them Lhassa. A third road is to be built, conto play with some charished toy. To keep necting Pukow, on the Yangtze, opposite peace in the colony we have to appoint Nanking, with the Hankow system. new guides every few days or some one that eventually this line will be about the will be heartbroken and proclaim aloud most important of all castern Asia. the cruelty of their teacher!" FRANK G. CARDENTER.



NATIONAL BAND OF MEXICO

Mexican National Band Will Be a Corn Show Feature

National band. This is the pet March-San Francisco, N. N. musical organization of Old March-33 de Linea, N. N. Mexico and special permission March-33 de Julio, Preza. March-Lindas Mexicanas, Preza had to be given by President Diaz before had to be given by President Diaz before the trip to the states could be undertaken. The famous coterie of musicians is now enroute to the United States. They play an engagement during the United States an engagement during the United States The different divisions will be joined, and there may be one great government from Deking to Canton." of the band to Chicago and to Omaha is

Two-Step-Puerto Real, Juarrana. March-La Viuda Alegre (The Merry Widow), F. Lehar. considered a special tribute from President China's New Hailroad. "How about the new railroad movement?" a it to continue?" The state of March-Funebre (Funeral), Chopin Gavots-Oh, Ilusion Mia, Aranda. Cujus Animan-Estabat Mater, Rossini, Introduction-Estabat Mater, Rossini, Two-Step-Este, Pacheco, Hymn-Mexican National Anthem, Nuno. requested the presence of the band in Chicago and Omaha during the expositions. During the Corn show the band will give

Hymn-La Marseillaise (French anthem), N. N. concerts every afternoon and evening. The national music of Mexico forms an attrac- Hymn-Russian National Anthem. N. N. tive part of their programs, but many of Two-Step-Machaquito, Gascon. would like to construct our railways as the greatest musical selections of the great Waltz-Espana, Waldeteufel. far as possible with our own funds. In composers have been mastered by the Grand Valse-Aimee, N. N.

feux. foreign loans. The road from Wuchang tional Corn exposition, has sent a list of Waltz-Hermanos Alegres (Happy Broth-

money and by Chinese workmen. It will its engagement in Omaha. Besides this Waltz-Hermosas Ta Patias, Azzali,

NE of the feature attractions at the National Corn show in Omaha will be the Mexican National band. This is the pet March-San Francisco, N. N. Waltz-La Barcarolle, Waldetsufel. Waltz-Le Tourbillon, T. Matey. Waltz-Le Eco de las Olas, A. Martinez. Waltz-Weber's Invitation a la Vais, Weber. Waltz-La Rose, E. Ascher. Waltz-Todo Paris, Waldsteufel. Waltz-Les Patineurs, Waldeteu Waltz-Fideie, Waldsteufel. Waldeteufel Waltz-La Estudiatina, Waldeteufel. Waltz-La Estudiatina, Waldeteufel. Waltz-Manolo, Waldeteufel. Waltz-Dolores, Waldeteufel. Waltz-Arruyadora, Waldeteufel. Waltz-Antrofois, Waldeteufel. Waltz-Angel de Amor. Waldeteufel. Mazurka-Melancolia, C. Aguirre, Mazurka-Feliz Momento, G. Ortiz. Mazurka-Gemidos del Alma, Navarro. Msrurka-Amar es Vivir, Navarro. Schottisch-Ester, R. Vergara.

Schottisch-A la Sombra de un Sauz. Peralta. Idyl-The Mill in the Forest, Myrelles. Gavota-De Libron, Libron. Polka-Amelia, Aguirre. Overturs-America, Theo Moses. Fantasy-La Fille du Tambeur Major, Of-

fenbach. Selection-Erminle, Jacobouski. Overture-Semiramia, Rosani Pantasy-Aida, J. Verdi, Pantasy-Rigoletto, J. Verdi, Rossini Fantasy-Lucia de Lammermoor, Donisetti, fantasy-Pagliaci, Leoncavallo Overture-William Tell, Rossini antasy-Carmen, Bizet, election-Traviata, J. Verdi.

Selection-Cavalleria Rusticana, Mascagni Overture-Bronze Horse, Auber, Selection-Souvenir de Wagner, T. M. Tobanl. Fantasy-La Africana-Meverbeer Fantasy-Home, Sweet Home, Robinson.

Fantasy-Samson et Dellis, Saint Saens. Overturg-Campanone, Maza Fantasy-La Giocanda, Pouchielli. Fantasy-La Giocanda, Pouchielli. Fantasy-Coppelia, Leo Dellvez. Third Act-Bohemia, Puocini. Descriptive-A Hunting Scene-Hucalossi. Fantasy-Escenas Pintorescas, Massenet. Fantasy-Escenas Pintorescas, Massenet. Overture-Fra Diavolo, D. Auber. Preludio-Fraternidad, Marquez. Spanish Dance-La Dolores, Breton. Sorenade-Titles Serenade, Meyrolics. Serenade-Titles Serenade, Meyrelles Serenade-De los Angeles, G. Braga. Patrol-American, Meacham. Patrol-The Crack Regiment, Meacham. Ecos of Mexico-Mexican National Airs, Ituarte.

Overture-La Dame de Pique, Suppe

Danza-Cloe, Olague. Melody-Nochs, A. Porez. Melody-Aubade Printanieri, P. Lacombe. Melody-El Senor Joaquin, Caballero. March-Seventh Army Corps, Weldon. Two-Step-Sangre Espanols, M. Diaz. March-Bombasto, O. R. Farrar. Two-Step-Happy Heinle, I. B. Lampe. March-Dixieland, Ch. Halnes. March-15th of September, Segura. Waltz-Fita, Pares. Waltz-Idillo, G. Codina Romance-La Golondrini

Waltz-Las Sonrisas, Waldeteufel,

Overture-Caballeria Ligera, Suppe Danga-La Paloma, Yradier, Danga-A Media Moche, Navarro. Danza-Cloe, Olague.

March-Altamirano, C. Aguirre. Fantasy-El Trovador, Verdi. Overture-Der Freyschutz, Weber. No. 2-Hungarian Rapsolles, Liszt. Fantasy-Un Ballo in Meschera, Verdi. Fantasy-Lohengrin, R. Wagner. Overture-Juvel, Weber.