DESERET EVENING NEWS: SATURDAY, APRIL 4, 1903.

WASHINGTON TO HAVE FINEST RAILROAD STATION IN THE WORLD

ASHINGTON is without doubt the most sought and oftenest visited by tourists of any city in the United States, and from now on to the first or middle of May is the best season to visit the national capital. Owing

to its numerous parks and gardens, its wide, shaded streets and avenues and verdant surroundings it offers attractions that can best be appreciated in the Beautiful as it is, however, spring. to the lavish expenditure of money, it is to be immeasurably improved by the outlay of millions in the very near future. Among the greatest of these improvements will be the new union station, plans for which have been recently submitted and approved. The subject is not a new one, having long been agitated, the two old stations having become obsolete, and, in fact, never having answered the requirements of an ordinary town. The old B. and O. station is an eyesore, an architectural monstrosity, while that of the Baltimore and Potomac-both in control of the Pennsylvania managementthough fairly adequate architecturally. stands right in the center of the city's parks and is wholly out of place. But now that congress, the District commissioners and the Pennsylvania railroad are acting in harmony there is a promise of better things in store for Washington.

According to the official plans, the structure will be longer than the capitol, or 760 feet, 90 feet high and correspondingly wide. It is to be built of pure white marble. Its location, at the advantageous in every respect and, together with the elimination of grade



THE PROPOSED UNION RAILROAD STATION IN WASHINGTON.

purction of Massachusetts and Dela-junction of Massachusetts and Dela-ware avenues, within four squares of the capitol, gives it a central situation tion seems to dwarf its magnificent provisitors.

gether with the elimination of grade crossings in the district, will mark an advance in Washington's improvement

Bamrosch

Walter

Damrosch

class in the world, its great walting of an emergency requiring additional

Arthur Nikisch

Emil Paur

Victor Herber

providing for all contingencies.

the District committee with the samegreat structures of the capital-the cap- sloners in beautifying the capital.

t the city

of the indorsement of the plan by the lishment, which will include the ereecommissioners, that this comprehensive | tion of monuments, a memorial bridge, scheme was projected when Washing- hundre's of small parks in and around on was virtually a swampy forest. But the city, boulevards and speedways, arit was not adhered to, unfortunately, for | tificial islands in the Potomac, etc., and

city fathers allowed themselves to be intelligent plan. Washington.

David

Bispham

Nahan Franke

waiting hall will be the customary | enue, between it and the Mall, rows of rooms for the handling of baggage by shantles, tenements and cheap hotels perfected appliances, and beneath the rose mushroomlike to disgrace the nalofty roof of the Deinware avenue ex- tion's capital. And the worst of it all is tension space for thirty-six tracks, thus that they are there yet, as any visitor can testify who has to wend his way Large as it is, the projected union for more than half the distance between station is only in keeping with the new them in going from the capitol to the order of things in Washington since White House or treasury. It is pro-

the park commission was created two posed now to restore the Mall to its years ago for consideration of schemes pristine glory as originally intended, for the city's betterment. This com- and these eyesores will be torn down to mission, composed of eminent architects | make way for others more in harmony and landscape gardeners appointed by with the general scheme of adornment. One of the greatest stumbling blocks tion of congress, has undertaken the in the way of carrying out the new-old restoration of Washington along lines plan of embellishment was the station In harmony with the original plan of of the Pennsylvania railroad, which not the city by L'Enfant more than a hun- only stood upon the inner edge of the dred years ago. This comprehensive Mail, close to Pennsylvania avenue, but scheme has stood the test of more than | was, of course, connected by wide trackcentury, and the best the commission | age with its main line north and south. could do, in its opinion, after visiting Strange to say, the management held the finest capitals of Europe and cogi- titles to the land granted it by some tating over the plan for months, was to shortsighted administration of the old recommend its adoption and elabora- regime, and all endeavors to oust it The chief feature of the L/Enfant | were futile until President Cassait himscheme was the uniting of the two self proposed to join with the commisП

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Itol on the hill and the White House | It was at first proposed that the Pennnear the Potomac-by a parklike con-sylvania remove its trackage and build nection called the Mall. This stretch of a new station to the south of the Mall. verdant park and gardens is more than but fortunately through the acquisition a mile in length and was intended as an of control over the Baltimore and Ohio emerald setting for great edifices. On system the two roads were united under each side of it were to be erected the one management, and it was made posgreat department buildings as they sible to erect a station that could be should become necessary, and this ag- used as a terminal for both. The old gregation of park and magnificent sites will be abandoned, all grade crosstructures was to be the fitting nucleus | ings will be abolished, and thus the ground will be left clear for the carry-It is all the more remarkable, in view ing out of the great scheme of embel-

in the stress of subsequent times the the erection of public buildings on an

EGBERT J. WATROUS.





Reginald de Koven

WALTER JOHANNES DAMROSCH, famous composer, lecturer and conduct-or, was born in Prussia, 1862, but torios and symphony societies at his death in up this labor of love, but from the first gave operas as he. promise of the great attainments of his later life in the world of music.

second to that of his younger brother as a lecturer, organizer and music teacher, especially in choral music. "We need better music in our schools," he says. "Let us begin to have patriotism."

TOHN PHILIP SOUSA, the inimitable American now garnering laurels abroad, was born in Washington, 1854, was musical came to the United States with his father, conductor at seventeen and won fame as leadwhom he succeeded as director of several ora- er of the United States Marine Corps band, 1880-82. Few men living have composed so

Bandmaster John Duss, who is four years the junior of Sousa, is his keen rival for hon-The reputation of Frank Damrosch is only ors, and surpasses him in eccentricity. He taught school in Kansas, farmed in Nebraska, studied music in Germany and finally brought up as "patriarch" of the Harmony society at good music, for music is the ennobler of true fund of more than \$5,000,000 he rules with a rod of iron.

TTENRY LOUIS REGINALD DE KOVEN is one of the few "musical Yankees" living who has belted the world with n comic operas. Born in Middletown, Conn., 1861, he studied music abroad, married one of ex-Senator Farwell's beautiful daughters 1885. He was only twenty three when he took many marches, songs, waltzes and light and resides in Washington, where he composes such delightful operas as "The Begum," "Robin Hood," "Rob Roy" and "Foxy Quiller."

J.S.Duss

John Philin

Sousa

1700

After a musical education in Germany, Victor Herbert, Dublin born, grandson of Lover, famous novelist, came to this country in 1886. He has been bandmaster of the Twenty-second regiment of New York since 1894 and Economy, over which and its communistic conductor of the Pittsburg orchestra since 1898. As a composer he is well known by his "Prince Ananias." "Idol's Eve." etc.

TTERR ARTHUR NIKISCH was born in Germany, but became an American musician after he had achieved a European reputation. He is forty-seven years old. At eleven he entered the Royal Conservatory

of Music at Vienna and carried off m prizes. Coming to the United States, he reached the climax of his fame as conductor of the Boston Symphony orchestra.

Like Herr Nikisch, Emil Paur attracted such attention in his native country, Austria, that, his fame extending to America, he also was invited over to the land of the free. Conducted the Boston symphony 1893-93, since leader of the Paur orchestra and 1899-1900 of the Metropolitan opera, New York. He is now a New Yorker and a first class American. fortune. Now giving recitals in America.

D UDLEY BUCK, the oldest member of this musical coterie, is a Connecticut product, dating from 1839. He studied

Dudley Buck

in Dresden and Paris, but made his great reputation in the United States. Was for several years the popular organist of Boston's Music hall and later organist at Holy Trinity, Brooklyn. He is a famed composer of church and organ music, operas and choruses.

Reversing the usual custom, David Bispham, a native of Philadelphia, went abroad for his laurels. He got them, too, as principal baritone of the Royal opera, London, with which he has been connected since 1891. He is forty-six years old, and his baritone roles in German, French and Italian have made his ago became bandmaster of the Sev-

NAHAN FRANKO first saw light in New Orleans, 1861, and made his bow to the public in com-

pany with Patti at the age of eight, when he played a violin solo in New York. After studying at the Royal academy, Berlin, 1870-78, he returned to the United States and made good

the promise of his youth. Francisco Fanciulli was born in Italy fifty years ago and educated in Florence, where he afterward led grand opera. Coming to this country in 1876, he finally succeeded Sousa as leader of the Marine Corps band, and five years enty-first regiment of New York.



railway' ember there followed congressional appopulation, swelling as they go. ropriations for exploration, surveys view of the vast development of merical or quixotic.

a Mr. Hinton Rowan Helper, who is from the world, such as the coffee, rubnow seventy-three years of age, but ber, cabinet wood and mineral regions she gave out his conception of a great of the Andean slopes; from the stimualiway for connecting Bering strait lus which it will give to local and interwith the strait of Magellan nearly for- national trade, and from the welding y years ago. The "Three Americas' together of scattered communities. project was received with Revolutions will decrease as people are scom and scoffings when it was first brought together through the competiinnounced, but after James G. Blaine | tion of commerce, for they nearly altook it up and it was sanctioned by the ways start in the sparsely settled disan-American conference which met in tricts of Central and South America Washington thirteen years ago last No- and work their way to the centers of

Above all, the influence exerted by ind a voluminous report which has kept | the United States, the largest of these the subject before the world. So today sister republics, will be immeasurably in view of the vast development of enhanced, for the projection of an all America and the extension of our rail- rail route from the capital of the United ay systems in all directions the States to and through all the capitals theme no longer wears an aspect chi- of the southern republics will tend toward a unification of sentiment and

As to whether such a system, project- methods, with the great northern reto unite the capital of the United public always dominant. That the "lit-States with that of the Argentine Re- tle sisters in the south" are already public, not to say Alaska and Patago- looking to this nation for guidance has als, will be a profitable undertaking de- been made manifest on several occapends upon the interpretation of the sions, the most recent being the pantern. There is little doubt that its ex- American alliance in support of the The length of more than 10,000 miles Monroe doctrine proposed by Argentina. "ould "break its back" in many places The headlong dive taken by Argentina's miess traffic were diverted to various minister into the sea of diplomacy dis-Sons along the way, say, at Cartagena, turbed the waters considerably when he in and Tehuantepec, connecting stated in the name of his government with lines of steamers for Tampa, New | that "the principle which we maintain !



MAP SHOWING THE PROPOSED PAN-AMERICAN RAILROAD AND ITS BRANCHES.

TIMELY SNAPSHOTS.

the have joined the royal naval re- years to pay the entire sum for which the year round and never those made of In the eleven states interested in the satisfaction of doing it.

tagar beet industry 260,000 acres are \$79,485,810.

One bundred Newfoundland fisher- | economized in every possible way for his father had failed, and he had the

During the year 1902 the coinage at on the body are said to be of as much trees which has 400 main trunks and New Orleans and Mobile. mints of the country aggregated use as its eyes in letting it know what is going on around.

The late Dr. Joseph Parker of London The Bodielan library at Oxford is just to have operated a system of wireless age of the god Diabutsu, and its height A man turns 112,000 spadefuls of earth

three centuries old. It is the largest university library in the world, as 1886. The Chinese wear cotton garments all

wool. The rich for warmth don silk. A regiment of 1,000 men could readily A caterpillar cannot see more than find shelter under a regular banyan two-fifths of an inch ahead. The hairs tree. In India there is one of these

> over 8,009 smaller ones. Augustus C. Carey of Boston claims

tons, 500 pounds of which are pure gold. A 3.000 ton hydraulic forging press which has been erected in the gun fac-The farmers of Wallawalla county, Wash,, are trying the experiment of tory at Woolwich (England) arsenal is believed to be the largest in the world. laying their roads with straw to im-In one month 180,000 bunches of ba-nanas were shipped from Honduras to prove them.

The average value of a horse in the United States is \$49.07, being lowest in A wonderful statue adorns a public Arizona (\$13.61) and highest in Rhode square in Yokohama. It is a seated im- Island (\$86.12).

is that a public debt cannot give rise to | scheme was initiated and thirteen since an armed intervention, and much less to it was enthusiastically adopted by the the material occupation of the soil of international conference at Washing-American nations by any European ton. The surveys were long ago compower." This was a step in advance of pleted, and a large map in relief drawn the most extreme enunciation of the to a scale was on exhibition at the Monroe doctrine by our own govern-ment and trenched upon ground hith-cago in 1893. Men have risked their erto considered as unsafe, diplomatical- lives and health in explorations, engily speaking, but it shows the interest neers have filed their reports, and it is taken by the southern republics in the now known that the project is not only "doctrine" itself and is a straw indi- feasible, but ultimately likely to be recating the trend of the current.

alized. Two great rallway systems, the As a quietus upon incipient "revolu- Mexican Central and the National, cross tions," then, and as a means making the border of Mexico and extend far for a desirable homogeneity of the down into that republic, connecting at American republics the projected rail- the City of Mexico with a Mexican road road will prove of infinite value to the for Oaxaca, 343 miles, which is soon to world at large and worth all it will be joined to enother line to the Mexicocost. Estimating its total length at Guatemala boundary. Some of the rather more than 10,000 miles, nearly most difficult work will be encountered one-half the system regarded as a in Guatemala, Salvador, Nicaragua and whole is already built, for one may Costa Rica, where the lines already extravel by rail from any large city of sting aggregate less than 1,000 miles. the United States to the isthmus of Te-huantspec, a distance of about 3,400 sand will be required to complete the miles, and another thousand miles are system to the isthmus of Panama. The already in existence in various parts of rough at of the work will be encounter-South America. Roughly speaking, ed in Colombia, 1,372 miles; in Ecuador, there remain 5.500 miles to build, and 365 miles; Peru, 1,671; Bolivia, 774, and the estimated cost of the system is put 1,143 in Argentina. But there is already at \$210,000,000; so if Mr. Carnegie is a road southward from Cuzco, in Peru, still yearning for methods to squander | to La Paz, in Bolivia, toward which the his fortune so that he may dle poor he very complete system in Argentina, has here the opportunity of a lifetime. soon to be connected with Chile, is run-It is doubtful, however, if he intends | ning rapidly northward; so that about to devote to the scheme more than the only great gap exists north of enough to finish the preliminary inves-Cuzco,

tigations, in which case the subject re-Even at this time, forty years after the scheme was announced, it is imposmains almost in statu quo, for during the past thirteen years surveyors and sible to fix a date for its completion, but engineers have been over the entire the most sanguine of its promoters pre-route. Congress has expended \$65,000 dict a through route from all the cities for surveys and an elaborate report, of the United States to and through and the various republics are pledged South America as far as Buenos Ayres Forty years have elapsed since the

RALPH N. LESTER.

telegraphy on the Marconi plan as early is sixty-three and one-half feet. The in digging an acre of ground, and the the bicycle the bustle, and now the mototal weight of this great statue is 450 soil he has moved during his work tor car will lop the feminine train. A negro who had for years been ex-

An uprising is reported in northern, hibited as the wild man of Borneo had China against the collection of the tax his horns removed at a Syracuse hoslevied to pay for the Boxer indemnities. pital. They were attached to a silver In some cases the Boxers are driving plate skillfully inserted under the scalp. the native Christians out of the region. A woodworking machine at St. Au-London has more trees than any other | gustine, Fla., is driven by water flowity in Europe.

ed, the omnibus deposed the orinoline, | rived from a flowing well,

weighs \$50 tons.

ing from an artesian well. This is the According to the Motor Car Illustrat. only instance known of power being de-