

PIANOS.

The following letter appeared some time since in one of the Montreal papers, and may be read with interest again. It would have been still more interesting had the writer been able to give any quotations for prices obtained at public competitions for the Weber pianos, but these instruments appear to have been kept entirely from auction sales, their owners being unwilling to sacrifice them, or under no necessity of doing so. From whatever cause no N. Y. Weber pianos have as yet been sold at auction in Montreal. The strike among the piano-makers, in New York last week brings out the fact that the great house of Weber, on Fifth Avenue, have been paying all along the highest wages of any in New York.

The writer says:—

"The number of pianos sold at auctions this year in Montreal is something astonishing. Almost every other sale has a Chickering or Steinway piano offering, which in some instances are sold at less than a-third of their cost. This is an indication of the general retrenchment among classes hitherto indulging their luxurious tastes without stint. It was pleasant for little Miss to be able to boast that papa paid \$800 to \$1,000 for a Steinway piano, which cost not more than \$175 to \$200 in its construction, while her unpretending companion could only answer that her piano, from which she drew just as good music, only cost \$250 or \$300. In those plaguy auction sales, where the purchaser, not the 'sole importer,' makes the price, it is amazing how near the two classes of instruments approach each other in value—almost as near as they were when started from the factory, or before the names were placed on the key board. I have not heard in a single instance this season of the Steinway piano being sold at public competition as high as \$300, though several other makers have sold over that figure. Before the Albert Weber piano became the rage with the wealthy and musical classes, the Steinway piano was carried up all the way from \$650 to \$1,750, its lowest price being the first and its highest the latter figure. Though these may well be said to be war prices, they were kept up pretty well for ten years, until the now celebrated Joseph P. Hale showed the people of the United States that he could turn out a good piano and sell it at one-fifth of the price charged for the Steinway. Nay more, gives his personal guarantee with every instrument, and stands to-day acknowledged the wealthiest manufacturer in America. So completely has this wonderful man succeeded in his task of producing a good instrument at a moderate price, that from the Island of Prince Edward to Santiago, and from Maine to California, his pianos are demanded by the people. Thus while Hale supplies the popular demand for moderate priced, good and durable instruments, his Fifth Avenue neighbour, the stately and sonorous Weber, enters the palaces of the wealthy and the conservatories of the musical aristocracy where their great price is no barrier to their entrance. While listening to the celestial tones of a *Neilson, Albani, Patti* or *Thurby*—we are less likely to complain of the price of our own admission than to grieve over the absence of those we left behind. So with the Weber piano in the beauty of its finish, captivating the eye, the grand roll of its majestic tones, or the sweet, soft, lingering melody poured on the ear, speaking to the mind, makes one intoxicated as it were with the power of sound, and incapable of disputing about the price of an instrument brought almost to perfection by the genius and skill of its manufacturer. I have heard the gifted manufacturer himself perform on his pianos at the Centennial three years ago, and was amazed at their power and capabilities. I have heard the tones of his grand piano at the Windsor Hotel, under the nimble fingers of Lavallee and Bohrer, and must agree with Strauss when he wrote, 'I have never yet seen any piano equal to the Weber.'

"PIANIST."

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SAINT ANNE, OTTAWA RIVER.

Notice to Contractors.

SEALED TENDERS, addressed to the Secretary of Public Works, and endorsed "Tender for Canal and Lock at St. Anne," will be received at this office until the arrival of the Eastern and Western mails on FRIDAY, THE 10TH DAY OF OCTOBER next, for the construction of a Lock and the formation of approaches to it on the landward side of the present lock at St. Anne.

A map of the locality, together with plans and specification of the work to be done, can be seen at this office and at the Resident Engineer's office, at St. Anne, on and after SATURDAY, THE 27TH DAY OF SEPTEMBER next, at either of which places printed forms of Tender can be obtained.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms, except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and further, an accepted Bank cheque for the sum of \$2,000 must accompany the Tender, which sum shall be forfeited if the party tendering declines entering into contract for the works, at the rates and on the terms stated in the offer submitted.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract, satisfactory security will be required by the deposit of money to the amount of *five per cent.* on the bulk sum of the contract; of which the sum sent in with the Tender will be considered a part.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

To each Tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions, as well as the due performance of the works embraced in the Contract.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,

F. BRAUN,
Secretary.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, 29th August, 1879.



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7.15 a.m.—Day Express, with Wagner's Elegant Drawing Room Car attached, for Saratoga, Troy and Albany, arriving in New York at 10 p.m. same day without change.

4.00 p.m.—Night Express. Wagner's Elegant Sleeping Car runs through to New York without change. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.20 a.m.

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Express Trains from Aylmer at 8.15 a.m. & 3.35 p.m.
Express Trains from Hull at 9.10 a.m. & 4.30 p.m.
Arrive at Hochelaga at 1.20 p.m. and 8.40 p.m.

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C. A. SCOTT,
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Commencing THURSDAY, Sept. 18th, Trains will be run on this Division, as follows:

	EXPRESS.	MAIL.	ACCOM.
	Tuesdays, Thursdays, Saturdays.		
Lv Montreal	12.20 p.m.	4.00 p.m.	6.00 p.m.
Lv Three Rivers	3.35 p.m.	7.40 p.m.	4.45 a.m.
Ar Grande Piles			8.45 a.m.
Ar Quebec	6.00 p.m.	10.20 p.m.	9.00 a.m.

	EXPRESS.	MAIL.	ACCOM.
	Monday, Wednesday, Friday.		
Lv Quebec	11.00 a.m.	3.40 p.m.	6.15 p.m.
Lv Grande Piles		1.30 p.m.	
Lv Three Rivers	1.25 p.m.	6.25 p.m.	4.30 a.m.
Ar Montreal	4.10 p.m.	9.35 p.m.	9.50 a.m.

Tri-weekly Express stops only at Terrebonne, L'Epiphanie, Lanoraie, Berthier, River du Loup, Three Rivers, Batiscan, Ste. Anne, Lachetrotiere, Pont Rouge.

Trains leave Mile End 10 minutes later.

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J. T. PRINCE,
Genl. Pass. Agent.

September 16th, 1879.



Q. M. O. & O. RAILWAY.

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