

Miss Keston. She's as quiet as a little miss as she sits in the meadows me, though she bores me, when she meets me in the dark. Softly sings she—gently swings she, round and round, her merry air. Near and nearer—clear and clear—fairly music floats in air. Now she presses soft caresses on my sun-burned, humid brow—While she smiles and presses me—Dreamy visions come and—o-o-w!! After all your golden dreams of golden fountains and golden streams, The sweat of patient labor seems I true Paeonian water.

THINGS THEATRICAL.

Mme. Jannaschek, who is now in Boston, intends to act again during the approaching season. Lillian Nordica has been engaged for Abbey's operatic tour of America. It is stated she is to sing in Panama on 11th night. The Philadelphia Record thinks that the big dramatic events of the coming season will be the Booth-Modeska starring tour and Lawrence Barrett's original production of William Young's original tragedy, "Ganelon."

The Margaret Mather company opens at the Baldwin theatre, San Francisco, next Monday evening with a production of "Gretchen." Miss Mather's California tour will cover a period of 12 weeks. There are 1,500 actors in New York today who are unemployed, yet over 1,000 English actors are coming to this country to play next season in companies already organized and for which routes are already laid out.—Chicago Times.

Helen Dauvray Ward, the well-known actress, has announced her determination to retire permanently from the stage. She says her husband objects to her acting, and having cordially canceled all her engagements for the coming season.

Alexander Comstock, business manager of the New York Academy, has made arrangements with some 280 theaters for the introduction of the automatic opera boxes in the auditorium. He says that every theater in New York will have this attachment to its seats during the season now opening.

The manner in which Her Majesty's theater in London has been decorated is both novel and striking. The auditorium is an Elizabethan market place. The boxes are the ends of Elizabethan houses. Every part of the theater becomes part of the illusion when Elizabethan drama occupies the stage. The effect, however, must be incongruous when a purely modern scene is acted or when the English auditor witnesses from his old London house an action that takes place in a distant land.

Wilson Barrett had intended to produce "Good Old Times" in America himself, but he has come to the conclusion that the drama is a trifle too lurid in its character for him to personally identify himself with over here. He has therefore sold the American rights of the play to Col. W. E. Sinn, manager of the Park theater, Brooklyn. "Good Old Times" is a melodrama of the "Black and Tan" order and is considered a valuable piece of property. Mr. Barrett will substitute "The Lord Harry," a former London success and a romantic drama, of which he is the author, in his repertory in place of "Good Old Times."

Is it not time to drop the absurd title of opera house when alluding to a every small barn about the country? When it was almost universally adopted the theater was supposed to scare people away. But I suppose we have got over that. Half the opera houses of the country have never had a performance of opera within their walls, and would be unfit for such an entertainment in any case. There are only three buildings in the country perfectly fitted for opera performances—the Metropolitan Opera House of New York, the Auditorium in Chicago, and the Academy of Music of Philadelphia. Yet there are 2,000 opera houses. A ridiculous misnomer.—Dramatic Times.

STRUCK IT RICH.

How a Poor Wanderer Was Made a Millionaire.

Several gentlemen were seated in a Wall street, New York, office on Saturday evening discussing the fortunes of North, the itinerate king, who sojourned here for a few days not long ago, when one of the party said in the hearing of a reporter: "Well, North isn't a circumstance (an Englishman I know by the name of Gordon who is now living in London with the income of a Rothschild, and all acquired like North—in fertilizers. Well, I'll tell you. The island of Curacao, off the coast of South America, is surrounded at various distances by smaller islands. For many years these small islands had been worked for phosphate deposits of low grade, yet sufficiently remunerative to enable the owners to make a decent livelihood. Curacao is about 100 miles long by thirty broad. If ever there was a desolate, God-forsaken place it's Curacao. It is one mass of rock, and not soil enough can be found upon which a blade of grass can grow. The hay and grain upon which the beasts of burden subsist must all be imported from abroad.

"Well, Gordon came to Curacao without any special object in view. He was a young man and had a few hundred dollars call his own. He had heard of the phosphate deposits on the adjoining islands, so he set about doing what nobody else had ever thought of—prospecting the main island. He hadn't been at work long before he discovered a peculiar-looking granite sort of a rock, which he sent to England for analysis, with many other samples. The resulting sample was found to carry a very high percentage of the nutriment that exhausted lands require to make them productive. Gordon secured a ninety-nine years' lease of an immense tract of rock, agreeing to pay the princely royalty of £1 for each ton extracted. To-day Gordon owns a line of steamships employed exclusively in transporting the rock to Liverpool, where it is crushed and sold. His fortune is variably estimated away up in the millions of pounds. The royalty which he pays not only covers all the government expenses of the island but a handsome surplus besides. So great is the percentage of good in the rock and so vast are the quantities quarried that the island where he stopped has been virtually been unable to compete and have abandoned their quarries and turned to other pursuits.

It was not "Black Bart."

"I tell you there's lots of fun traveling in Wisconsin just now."

The speaker, says the Minneapolis Journal, was a commercial traveler who was enjoying an after dinner cigar in the rotunda of the West hotel yesterday afternoon. "I've just come up from Chicago over the Wisconsin Central," he continued, "and I never had so much fun in my life. You see, I had to stop off at a little town between here and Milwaukee to sell a bill. The train wasn't due until about midnight. I sat up and played dominoes with the night clerk of the hotel where I stopped until train time. I thought I would take a sleeper as I was very tired. As luck would have it there was one lower berth empty. As I sat there waiting for the porter to make up my bed everything

was still except for the snoring. Everybody had gone to sleep and one foot sticking out from an upper berth was the only visible sign of life. Just then a porter from another sleeper came in. "Ah, there," said my porter, "hold up!" "Great Scott! You should have seen the picture presented a moment later. Women shrieked and yelled "robbers!" Heads popped out, followed by revolvers and loaded knives, and I couldn't count them. "Where is he?" "I haven't got a cent!" "Is it Black Bart?" "It's all up with us!" was heard, while the porter stood in the middle of the aisle, the picture of petrified astonishment. "Foh de Lo'd's sake, boss, nuffin's de matter, I was just a-tellin' dat niggah to hole up de end 'st dat curtain, dat's all," and the clatter began to grin. "I tell you, the heads popped back pretty suddenly. Nearly everybody was angry at first, but they soon got over it and they began to chaff each other. There wasn't much sleep in that car the rest of the night.

STORAGE OF STEAM.

What is Claimed for a New Process for Motion Power.

From Iron Trade Review. A new method of storing steam to be utilized and controlled for motive power of any description is especially adapted for propelling street cars, either surface or elevated. It is asserted that good speed can be attained without the usual noise, smoke, cinders and escape of steam. Very little fire is required, as the exhausted steam is saved and condensed in the boiler, using the same water continually. Any danger of explosion is averted by the boiler not becoming heated by water passing through tubes, as by the ordinary method. The steam reservoir is capable of resisting a pressure of 1,000 pounds to the square inch, but will hardly ever carry more than 200 to 300 pounds of steam.

From this new and simple process derived the following valuable features of the new motive: Absolute safety, great economy in running expenses, and such simplicity in construction and handling that it can be run by any man of common ordinary sense. Its safety is due not to the skill of the driver, but to the principle on which it is built. The weight is so evenly distributed on four wheels that it can run on an ordinary street-car track. It is at all times under the control of the driver, and the car can be stopped within a space of its own length. Detentions by blades or other causes do not occasion any loss of power. The motor has sufficient power to easily pull one or more cars, and mount heavy grades. It can run backward as easily as forward. A speed of fifteen miles per hour can be attained, and the rate of locomotion is entirely under the control of the driver.

No Use for Him.

From the New York Sun. "Gentlemen," said the President of the Humanitarian Club of Custer City, "I am happy to present for membership the name of John Doe of New York City." "His occupation?" asked a voice. "An ex-policeman." "Has he ever clubbed any one to death?" "I do not understand your question." "The ballot was passed and he got thirty-six black balls.

THE LOCAL MARKET.

These Quotations Are Revised and Corrected Every Day. Sugar—Granulated, per 100, 4 1/2; light brown, 4 1/4; pulled, 4 1/4; New York, 4 1/2; loaf, 4 1/2, maple 5 2/3. Coffee—Market strong; green Rio, 19 1/2; Mocha, 37 1/2; roasted Rio and Costa Rica, 22 1/2; roasted Caribio, 22; roasted Mocha and Java, 26 1/2; Arabica, 35. Tea—Japan, 30 1/2; English breakfast, 40 1/2; Gunpowder, 45 1/2; extra Young Hyson, 75. Pickles—Per keg, 18, 21 1/2; 36, 22 1/2; 54, 25 1/2; 108, 28 1/2.

Potatoes—California, 2c. Cabbage—Per cwt, 85. Eggs, per case, 85 1/2. Butter, per lb, 35 1/2. Cheese, per lb, 20 1/2. Fruits—Dried apples, per 5-lb packages, 75 1/2; ditto sliced, 50-lb boxes, 14c per lb; peaches, Salt Lake, 10c; apricots, 20c; evaporated ditto, 20c; blackberries, 15c; raspberries, 25c. California fruits, 85 1/2 per case. Standard tomatoes, 85 1/2. Standard corn, 85 1/2. Standard peas, 85 1/2; second, 82 1/2. String and Lima beans, 82 1/2. Dried beans—Navy, \$6.00 per 100 lb; Lima, \$7.00; Bayos, \$6.25. Wheat—No. 1, per 100 lb, \$2.00. Corn, cracked, per 100 lb, \$1.75. Bran, per 100 lb, \$1.50; bran and shorts per 100 lb, \$1.25. Flour—Per 100 lb, Pillsbury's best, \$4; Ogden, \$3.50; Strague "Daisy," \$3.00. Corn meal, per 100 lb, \$2.50. Oat meal, per 100 lb, \$4.50. Lard—15c. Fresh Meats—Pork 15c; beef 16 1/2c; lamb, quarters, 75 1/2c; mutton 76 1/2c. Salt Meats—Ham 16 1/2c; bacon 15c; corned beef 10c; pork 15c; sausage 12 1/2c. Coal—Per ton, hard \$19, soft \$20. Wood—Per cord \$4.50. Hay—Per ton \$25.00. Straw—Per ton \$12.00. Oats—Per cwt, \$2.00.

TRAVELER'S GUIDE.

TRAINS ARRIVE. 10:20 A. M.—From the South, East and West—Leaves Butte at 9:30 A. M., connects at Silver Bow 9:44 A. M. with Utah & Northern Railway. 11:25 A. M.—From the North and East—Leaves Garrison 10:15, per 100 lb, 10:30, Warm Springs 11:25. Connects at Garrison with the Northern Pacific from Helena, Missoula and the Bitter Root Railway. 5:20 P. M.—From the South—Direct from Butte 4:30, Silver Bow 4:44, Garrison 5:01. No change at Stuart. 8:25 P. M.—From the North, East, South and West—Butte 7:20, Silver Bow 7:44, Garrison 8:25, Garrison 8:25, Deer Lodge 8:47, Warm Springs 7:20. Connects at Garrison with Northern Pacific from San Francisco, Portland, Tacoma, Seattle, Philadelphia, Missoula, Helena, St. Paul and Eastern States. TRAINS DEPART. 8 A. M.—For South and North—Arrives at Garrison at 8:22, Silver Bow 8:36, Butte 8:50, Warm Springs 9:00, Deer Lodge 9:32, Garrison 10:30. Connects at Garrison with Northern Pacific for Helena, Drummond, Missoula, Phillipsburg, and all points on the Bitter Root Railway. 10:50 A. M.—For the South—Change cars at Stuart for Garrison 11:21, Silver Bow 11:43 and Butte 12:01. 3:10 P. M.—For North and South—Arrives at Garrison 3:33, Silver Bow 3:47, Butte 4:00, Warm Springs 3:25, Deer Lodge 4:16 and Garrison at 4:30 P. M. Connects at Garrison with Northern Pacific East to St. Paul and Eastern States, and West to Tacoma, Portland and San Francisco. 6:10 P. M.—For the South—Arrives at Garrison at 6:32, Silver Bow 6:46, Butte at 7:00 P. M. Connects at Silver Bow with Utah & Northern for Denver, Kansas City, Omaha and the Eastern States, and for the West to Portland and San Francisco.

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