

BUTTE NEWS.

DOUBLE HEADER SYSTEM

Under It the N. P. Train Service Will Be More Satisfactory.

THE PARK'S NEW GEYSER

A Lot of Railroad Consolidations are Rumored in Wall Street - B & O Improvements - Great Northern Construction Work.

Complaints from Montana and other Western points about the present unsatisfactory train service on the Northern Pacific due to the heavy business will probably result in the adoption of the double-header system on all coast trains by both the Northern Pacific and Great Northern.

The last week's list of hypothetical, possible, improbable and actual consolidations of railroads, as "rumored in Wall Street," includes the following:

A complete trunk line from the Atlantic to the Pacific effected by a combination of the Union Pacific, Illinois Central, Chicago & Alton, Chicago Terminal Transfer, Oregon Short Line, Oregon Railway & Navigation and Baltimore & Ohio, with the Great Northern possibly included.

Nickel Plate will be absorbed by Delaware, Lackawanna & Western in spite of President Truesdale's denial.

Norfolk & Western will be secured by the Pennsylvania.

Southern railway will absorb the Chicago, Indianapolis & Louisville (Monon).

Southern and Monon will absorb and control Cincinnati Southern.

Seaboard Air Line and Baltimore & Ohio have formed an alliance, though President Williams of the former says not.

Lake Erie & Western will be acquired by the Lake Shore, or maybe by the Big Four.

Morgan-Bundervill party is getting ready to buy control of Norfolk & Western.

Chesapeake & Ohio and Big Four are to be consolidated. A. L. Mohler is to be president and M. E. Ingalls is to become arbitrator of something at \$75,000 a year. The latter denied by both gentlemen.

Southern will absorb Cincinnati, New Orleans & Texas Pacific in 30 days.

Baltimore & Ohio secures control of Pittsburgh & Western. This is doubtful.

St. Paul & Duluth controlled by interests friendly to Great Northern.

Wisconsin Central going to be controlled by James J. Hill. Mr. Hill says he has not a penny's interest in it.

Great Northern contemplates a great transcontinental line. Mr. Hill says:

"Never thought of such a thing. Whole story has no foundation. At the Gould lines—Missouri Pacific, Texas & Pacific, St. Louis Southern and Wash—are to be consolidated.

Northern Pacific and Great Northern have made a friendly alliance, because J. S. Kennedy, who owns much stock, but is not a director, in the former, has been chosen director in the latter. A good sign, but all signs fail in a rate war.

A week ago the only consolidations reported to have been effected were as follows:

Consolidation of the New York Central and Pennsylvania systems.

Consolidation of the Pennsylvania and Atchison, Topeka & Santa Fe.

Completion of a Vanderbilt transcontinental railway system by control of Boston & Albany, New York Central, West Shore, Michigan Central, Lake Shore, Nickel Plate, Chicago & North-western, Union Pacific and Oregon Short Line.

Combination of interests in the Baltimore & Ohio, Chicago Terminal Transfer, Chicago & Alton and Kansas City, Pittsburg & Gulf, with Union Pacific included, for another transcontinental route.

Acquisition of New York, New Haven & Hartford and several other New England roads by New York Central.

Consolidation of Louisville & Nashville and Southern Railway.

Purchase of St. Paul, Duluth by Chicago, Milwaukee & St. Paul (without the knowledge of the latter).

The new geyser near Fountain hotel, in the Yellowstone National park, is proving a greater wonder than was first anticipated. O. D. Wheeler of the Northern Pacific passenger department, who is now in the park, witnessed an eruption of the spouter and wired headquarters as follows: "New geyser has played twice in the last 24 hours. Has just finished after an hour's exhibition. It is the old Fountain geyser broken out at another part of the crater, playing from three vents, one having an average diameter of 20 feet, the other two five feet each in diameter. Its eruption is a stupendous one, much like Execlodor must have been, especially when it plays from the three apertures. Previous reports have not exaggerated its display, nor can it be exaggerated. It goes in spurts or explosions, shakes the ground and throws out pieces of formation rocks, bits of trees, etc. Last evening the Clydesdale geyser played for an hour before a large audience. It played from four craters and the eruption was a beautiful one. The Great fountain also gave an eruption by moonlight last night to a delighted throng of tourists."

Mr. Fee is sending to Manager Westlake of the Fountain hotel, which is close to the new geyser, a large quantity of red fire powder to be used in displaying the geyser at night.

When it comes to making improvements in all branches of railroad service the Baltimore & Ohio railroad does not have to retire from the front rank. As nothing is too good for the Irish, so nothing is too good for the Baltimore & Ohio railroad patrons and a progressive step in dining car service is being taken. The Royal Blue line dining cars are being shipped as rapidly as possible to change the interiors so that each car will have a table d'hôte compartment and cafe, where the service will be a la carte. This part of the car will have easy chairs, tables and other conveniences of a first-class cafe, where gentlemen can smoke and eat without interfering with those who prefer a different state of things.

St. Paul to Chicago passenger rates have gone to smash again on account

of a rate of \$47.50 made to a party of 300 returning Klondikers from Seattle to Chicago by Seattle brokers. This was \$4 less than the regular tariff rate, and as the cut was made at the St. Paul to Chicago end by giving orders on St. Paul brokers for tickets to Chicago the basing rate for this distance was lowered from \$11.50 to \$7.50. The Chicago, Milwaukee & St. Paul road promptly met this cut, and the brokers cut off another dollar. Whether this cut will be met will be determined by developments. Meantime rates by all lines to Chicago from St. Paul must be \$7.50 or less.

A small but delighted party of tourists arrived in the city yesterday from the East in a private car over the Northern Pacific. The party is composed of Mr. and Mrs. Thomas L. Feiner, Miss Nina Feiner, Master Aunthim Feiner, Mr. and Mrs. Irwin A. Powell of New York and Alfred A. Hewitt of Boston. The latter is conducting the party on the Western excursion.

The Great Northern has at present 2,500 men employed on construction work in Montana. Six steam shovels and 700 teams are also at work making improvements. About 300 miles of track is being ballasted and a large amount of necessary repair work is under way. The stretch of track between Havre and Williston, Mont., is being newly ballasted and the work will be completed by the middle of August.

A. S. Nash, general agent of the Omaha at Helena, has been appointed general traveling agent of that road to succeed late Mr. Wheeler. Mr. Nash is succeeded by E. A. Gray.

Some signs talk; talk is cheap. Schatzlein's signs talk right and are cheaper in the end.

IN POLICE CIRCLES.

The Trial of the Fugitive Plumbers Comes Off Today.

The free-for-all scrap in which a large field of plumbers engaged Saturday night will be the feature of the card in the police court to-day.

Other cases in the court yesterday were: Gosselin, charged with assaulting Alderman Archambault, pleaded not guilty and will be tried to-day.

Bert Snyder, for resisting an officer, will be tried this afternoon. He paid \$10 yesterday for disturbance. Andy Tyler, Pat Duffy, G. Wheeler, G. Anderson, J. Osman, Herman Johnson, John Bush, Pat Rooney, John Gleason, Simon Boehm, Tom Bullish, fighters \$10, except Gleason, Boehm and Pierce, who pleaded not guilty, will be tried to-day. Jim George and George McGivern, drunks, \$5 each. F. C. Cland, drunk, took 24 hours. Jennie Johnson, vagrancy, taken under advisement. Nellie Viator, frequenting saloons, to be tried to-day.

Sealed proposals will be received at the rooms of the Associated Charities, Library building, Butte, Mont., until 12 o'clock noon, Aug. 1, 1899, for furnishing all materials and labor necessary in executing the carpenter and mason work in the Paul Clark home, Butte, Mont., all in accordance with plans and specifications furnished by Lord, Hewitt & Hull, architects. Plans and specifications may be seen at the rooms of the association every day from 10 a. m. to 5 p. m. The right to reject any or all bids reserved. (Signed) MRS. J. M. WHITE, President.

Resold select vintage wines admitted by the French to be equal to their best. P. J. Brophy & Co., sole agents, Butte.

BONNER LOVED HORSES

He Spent Millions of Dollars for Trotters and Pacers.

CAREER BEGAN AS PRINTER

A Stalwart Pillar of the Presbyterian Church and He Enjoyed a Keen Contest on the Turf—Some of His Purchases.

The announcement of the death of Robert Bonner on Thursday, July 6, was a sudden and sad shock, not only to his vast army of friends, but to every admirer of the trotting horse, not merely on this continent, but throughout the world. For over 40 years he was the most unique and picturesque figure in the ranks of the horsemen of America. This is a very broad statement, when it is remembered that from the dawn of the republic to the present time breeding either the trotter or the thoroughbred has been the favorite pursuit and recreation of many of its most famous statesmen and leading citizens. Yet it is well within the mark of truth.

Mr. Bonner was a solid Presbyterian of the old type, a stalwart pillar of the church, but he was equally keen in his love for the trotter, and in an interview about a year ago, in which he defended his large expenditure in trotting stock, which aggregated over \$900,000, he stated that his contributions to the church had exceeded that amount. He was a strong personal friend of such leading lights as Dr. Hall and Henry Buras, and delighted in their conversation, but the next day he was equally at home and enthusiastic in the society of Doble, Splun or Murphy, discussing pedigrees and performances.

He was equally at home in discussion at a point of theological dogma as he was in describing the anatomy of a horse's foot; a devout and regular attendant at church he was equally at home at a trotting track, and took the keenest delight in a closely contested race. And, what is most to the point, Mr. Bonner commanded the profound undivided respect and esteem of all these elements. He had conscientious scruples against racing his own horses, and they only appeared at rare intervals for exhibition purposes, without fee or reward, but he was too broad gauge to impute wrong to others who did race their horses.

From a horseman's standpoint, however, says the Spirit of the Times, Mr. Bonner stood forth prominently as the pioneer of amateur sport, filling as a beautiful recreation. He believed and lived up to his belief, that the best horse that blood and training could produce for the trotting track was not good for a gentleman in drive on the road. He was a firm believer in the doctrine that if a 2:30 horse was good, a 2:30 horse was best, and that no horse was too fast with which to enjoy the poetry of motion. As a result he astonished the world by the horses he bought, and the prices he paid for them. His magnificent example was contagious, and the road brigade of New York spent millions of dollars in fast roadsters, and contributed in a most marked degree to build up the great breeding industry. In this way he indirectly did the trotting turf incalculably more service than if

he had kept a racing stable. As a rule, he only bought trotters who had proven themselves champions, or champions realized soon that when his turf career of a good horse was over he could still be sold at a handsome figure for driving purposes.

A brief resume of his principal purchases from 1859, covering a period of 40 years, will be of interest, and are here given:

Name. Year of purchase. Price. Lantern and Light.....1859 \$9,000

Lady Palmer.....1860 5,500 Flatbush Maid.....1861 6,500 Peerless.....1860 5,500

Lady Woodruff.....1861 5,500 Pashanku.....1864 40,000 Auburn Horse.....1865 15,000 Dexter.....1867 35,000 Bruno.....1865 15,000

Starle.....1869 20,000 Edward Everett.....1870 20,000 Mambino Bertie.....1871 10,000 Ada Durce.....1871 2,500

Stardle.....1874 25,000 Prince Imperial.....1874 15,000 Grafton.....1875 15,000 Moseley.....1875 6,000 Music.....1875 8,500

Wellesley Hoy.....1875 12,000 Walton.....1876 2,000 Malice and Manetta.....1876 2,000 Eric.....1876 4,000

John Taylor.....1876 35,000 May Bird.....1877 25,000 Mand Macey.....1877 10,000 Centennial.....1877 3,000 Lucy Cuyler.....1877 3,000

Edwin Forrest.....1878 15,000 Rarus.....1879 20,000 Conroy.....1880 4,000 Richard.....1880 6,000 Daisy Darling.....1880 4,000

Norbourne.....1881 7,000 Stubby.....1882 2,000 Halcyon.....1882 4,000 Keone Jim.....1882 4,000

Russella.....1882 8,000 Maud S.....1884 40,000 Sunol.....1891 41,000 Ansel.....1890 8,000 Praytell.....1898 5,100

It is pleasant to note that he maintained his love of the horse to the last; that last winter he bought Praytell, and that up to 10 days before his death he enjoyed his daily drive.

Mr. Bonner came of sturdy North of Ireland stock, which traced back to the Scotch covenanters. He was born in 1824, and came to America when he was 15 years of age. His first position was with the Hartford Courier, as printer's "devil," and he stayed with that paper till 1845, graduating up through the composing room to the reporter's desk. He was the fastest compositor of his time. He came to New York in 1844. In 1855 he was in full possession of the Ledger, a literary weekly, which he soon made famous by the same methods which he adopted in buying his horses. He made engagements with the most famous men of the day in religion, literature and politics, and paid what appeared to be enormous prices. The result was he ran the circulation of the Ledger up to 500,000 a week, and accumulated a large fortune without ever putting an advertisement in the Ledger itself, though he was a leviathan of verbiage in other papers. At 75 years of age, ripe in years and honor, he has sailed over the sand bar of this life to the great ocean beyond, and who will say that when he reached the other side, smiling face he did not meet his pilot there?

Mrs. Emma Moffat, the singer, who was with Evans-list Crittenton in this city last spring, is in Seattle and will

WONDERFUL NEW SAFE

The State Savings Bank Has One That Excites Curiosity.

LIKE A CHINESE PUZZLE

It Seems to Defy Investigation—It Is Fire Proof, Burglar Proof and Dynamite Proof—A Masterpiece of Ingenuity.

The State Savings bank is "cleaning house" and renovating throughout. There arrived at the bank yesterday a new safe, new from every point of view. It is an odd construction. Everybody who has seen it declares that it is all right, even if not one of them knows a thing about it. It looks like a Chinese puzzle on a large scale. It is big and hard and round and weighs 23,000 pounds. Its shape and general outward appearance has caused a heap of talk. "Have you seen that new safe of the State Savings bank?" is heard on all sides.

Cashier Hodgson was flying about the bank yesterday, like a Sunday school superintendent at a picnic. There was lime dust on one shoulder and little chips on the other and great beads of perspiration on his brow. He was the busiest bee in the hive. It was his busy day. They are tearing out ceilings and walls preparatory to setting in a new vault and fixing a place for the new cannonball safe. The new safe is burglar-proof, fireproof, and what is more, dynamite-proof. There is not a flat place on the big globe. Dynamite piled sky high around it, under it and on top of it, and exploded, could no more than burn the varnish off of it. It would require 25 hours of hard drilling to bore a hole into it deep enough to demolish the outer crust of the globe. This off, another 25 hours would be consumed in getting through the next crust. The receptacle is not large, but is big enough to answer its purposes—the deposit of cash and securities. It is a highly ornamental piece of bank furniture. It is said to be the first of its kind to be shipped into this state.

\$25 reward to any one proving that E. F. Mayer, 40 West Park, does not put in the best masting made for \$1. Watch cleaning, \$1.50.

Accompanied by the Alice Band, They Will Go to Twin Bridges.

The Odd Fellows will go to Twin Bridges next Sunday. The Alice band will accompany the several lodges and their many friends. It is expected that a large crowd will take advantage of the rates to spend a day in the country. The programme of sports is as follows: Ball game, \$25; 100-yard race, first prize, \$5; second, \$2.50; boys' race, 50 yards, \$2; girls' race, 50 yards, \$2; long jump, \$5; high jump, \$5; tug of war, trophy of \$10; Odd Fellows' team, sack race, \$2.50; potato race, \$2.50; cricket, Butte and Centerville, \$25; boys' long jump, \$1; fat man's race, \$2.50; horse race, \$10. At least three men enter for running and jumping contests.

Trains will leave the N. P. depot as follows: At 8, 8:45 and 9:30 a. m., and returning trains will leave Twin Bridges at 5:30, 6:30 and 8 p. m.

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Advertisement for Hennessy's products, including 'Housecleaning Needs', 'Trimmed Hats and Untrimmed Hats At Half Price', 'Basement Bazaar Bargains', 'Jardinières', 'Mason Fruit Jars', 'Enameled Ware', 'Remember', 'We Are House Furnishers', and 'New Carpets and Potter's Linoleums'. The ad features various illustrations of hats, jars, and furniture, and lists prices and promotional offers.