A TOUCHING STORY

Of a Young Woman Who Took to the Stage.

EMBEZZLER PARDONED

Killed by a Snowslide—Warlike Greece—The Bricklayers Convention Adopts Nine Hours.

CHICAGO, January 17.—Last Thursday a young woman, apparantly about twenty years of age, called at the office of the Elder Publishing Company and asked for the editor of the *Literary Life*. Mr. Elder, the publisher, answered in absence of the editor, and to him she presented a manuscript which she wished to sell. She told a touching story—how she had left New York with a dramatic company hoping to secure a place in the profession and earn her own support; how the company went to pieces finally, and how she at last found herself alone and penniless in Chicago. The girl bore evidence of education and culture. She concluded by saying her name was Maude Miller, and that she was the daughter of the poet, Joaquin Miller. Mr. Elder supplied Miss Miller with money, and introduced her to several hind-hearted ladies, by whom she was cared for until last night, when she was put aboard the New York train, comfortably equipped for the journey.

A Disappointed Maiden.

CANITSEO, N. Y., January 17.—A young lady of beauty and intelligence stepped from the Erie train here this morning and inquired, in a somewhat excited manner, for a livery stable. Mr. Kenyon, of the Canitseo House, provided her with an outfit and sent his son along as driver. She went to Hartsville, near here, and on her return related her story. She said her home was Rollin, Michigan, and that her name was Theda A. Strumbli. Several months ago she received a letter from George Benjamin, of Hartsville, who said he had found her name on a pasteboard box cover in a car seat on the New York Central Railway. He wanted to correspond with her, and, delighted with the romantic idea, she wrote him.

The letters became frequent and affectionate. He asked for her picture and got it, but from him she could get only a description, which was to the effect that he had dark hair, moustache and eyes, and was good-looking. They next became engaged, and New Year's was set for the wedding. On that day the bridegroom failed to appear, but a telegram from his sister said that "George" was very low with typhoid fever and he was continually asking for "Theda." She hurried to his bedside at his sister's request, being promised that the marriage would soon take place. On her arrival at his house she said she found that he had not been sick at all; that he had been trifling with her; that he was far from good-looking, and a shiftless fellow with red hair, squint eyes and turn-up nose. The look of disappointment and broken-heartedness on the confiding girl's face, as she told her story, keenly feeling that she had been trifled with, was very painful.

The London "News" on Gladstone.

LONDON, January 17—The *Daily News* ridicules the attempt to depose Gladstone from the Liberal leadership. It says: "The Liberals cannot unite except under Gladstone; that moderates, except fossils such as the Duke of Argyle and Earl Grey, will refuse to vote for coercion; that the government must show its hands, and if it has nothing better than coercion, its days are numbered."

Sir Henry Drummond Wolff, British Commissioner of Egypt, has been recalled. His mission is believed to have been without result.

Adopted Nine Hours.

ST. LOUIS, January 17.—The National Bricklayers and Masons Association, which has been in secret session here for several days past, adjourned last night, to meet a year hence in Washington. The eight-hour law was the subject of a long discussion during the session, and a compromise was finally effected by the adoption of nine hours for a day's work. This rule is to go into effect throughout the country the 1st of next May.

Photographers' Convention.

ST. LOUIS, January 17.—The Executive Committee of the National Photographers Convention held a meeting and decided to hold their next annual convention in Music Hall, this city, commencing June 22, in order to encourage displays of the photographic art. The committee decided to offer ten gold medals as prizes. A prize will also be given for the best paper on any technical subjects.

Two Men Killed by a Snow Slide.

DENVER, Colo., January 17.—The *Tribune-Republican's* Ouray (Colo.) special says: Ruby Trust, a cabin on Mount Sneffle, was carried away this morning by a snow slide, burying six men. A relief party was immediately formed. The victims were soon recovered. Martin Pearson and Andy Peterson were found to be dead. The other four are badly injured.

Denouncing the English Press.

DUBLIN, January 17.—In the Chapel of Michael and John to-day, Archbishop Walsh denounced the English press for slandering the Irish people in accusing them of being addicted to crime. He appealed to the Heirarchy to condemn such slanders.

Clearing-House Statement.

BOSTON, January 17.—The leading clearing houses in the United States report that the gross bank exchanges for the week ending January 16 were $929,322,162, an increase of 18 per cent. compared with the corresponding week a year ago.

Type-Setting Contest.

CHICAGO, January 17.—Upon yesterday's figures being corrected this morning, it was found that Levy had taken the third place in the type-setting contest. It is impossible to give a verified table to-night, but as near as can be ascertained the total number of ems set by each man at the close of the tournament is: Barnes, 39,210½; McCann, 37,806½; Levy, 33,918; Hudson, 33,764¼ Monheimer, 33,347½; Creevy, 33,230; Dejarnett, 31,429. This gives Barnes first, McCann second, and Levy third prize.

The Pope and France.

ROME, January 17.—The Pope, on receiving Count Behaine, French Envoy to the Vatican, complained of the conduct of the Government of France toward the Church. The Pope's allocution in reference to the Carolines question congratulates Catholics upon the fact that the supreme authority of the Church has been amply recognized by two illustrious powers.

France and Madagascar.

PARIS, January 17.—The Government of Madagascar has consented to allow France to have a Minister resident at the capital and to maintain a special French guard.

A Warlike Ministry.

ATHENS, January 17.—The Ministry have threatened the King that they will resingn unless he assents to an alliance with Servia and the maintenance of the army on a war footing.

Jack Cassidy was taken under the protecting wing of Officer Dwyer last night for carrying concealed weapons.

Progressive Euchre.

Progressive euchre parties are now very fashionable among the society people of Butte, and they are universally well attended and greatly enjoyed. One of the most entertaining and amusing of these gatherings occurred at the residence of Mr. and Mrs. J. Ross Clark on Friday last. After the conclusion of the games and the passing of a most delightful evening, the prizes were awarded as follows: First prize, Mrs. Lavell and Mr. Elting; second prize, Mrs. DeWitt; booby prize, Joseph K. Clark. Those present and engaged in the fascinating amusement were: Mr. and Mrs. Marcus Daly, Mr. and Mrs. E. Siegel, Mr. and Mrs. John Noyes, Mr. and Mrs. H. A. D'Acheuel, Mr. and Mrs. Goeffrey Lavell, Mr. and Mrs. W. H. DeWitt, Mr. and Mrs. W. E. Smith, Mr. and Mrs. J. B. Cleaveland, Mr. and Mrs. James Shields, Mr. and Mrs. C. S. Elting, Mr. and Mrs. J. K. Clark, Miss Hattie Evans.

PLANS FOR IRELAND.

How Home Rule Might Be Granted on Easy Terms.

LONDON, January 17.—An important letter signed "Economist" appeared in today's *Statist*, containing suggestions which in the writer's opinion would enable home rule to be granted to Ireland without exposing the property of the landlords to plunder, and without imposing any serious burden on the Imperial Exchequer. The authorship of this letter is not acknowledged here, but I am able to state that it is by Robert Griffin, L. L. D., well known in the important position of statistician to the Board of Trade.

The scheme is a very striking one and extremely plausible on paper. I have already heard one of the Radical leaders very enthusiastic in its support. The plan is for the Imperial Government to buy out every landlord in Ireland, giving him consols at par equal in nominal amount to twenty years' purchase of the present judicial rents; second, to give the land free to its present occupants subject only to rent charge of one-half or two-thirds of the present judicial rent, payable to the new local authorities in Ireland, and, third, to relieve the Imperial Exchequer of all payments now made out of it in connection with the local government of Ireland.

TO MEET THEIR OWN EXPENSES.

The plan is, in fact, to throw the cost of local government in Ireland upon Irish resources exclusively, and give the Irish people the rent of the country for the purpose of conducting it. The conflict between landlords and the people would thus come to an end and there would no longer be any fear that if England gives Ireland home rule the property of landlords would be confiscated.

Taking the rent of Ireland as settled judicially at about £8,000,000, the consols at par to be given in exchange at twenty year's purchase would be £160,000,000, involving an annual charge of £4,800,000 upon the Imperial Exchequer.

At present the government spends annually upon Ireland for the local government close upon £4,000,000, exclusive altogether of the outlay for the army of occupation, for the collection of revenue and other imperial matters which would remain imperial.

IRISH TENANTS.

The position as regards Irish tenants would be that where they now pay £6,000,000 they would have to pay only four to five and a half millions. Much of the present Irish difficulty is due to the fact that tenants have been false to the judicial rents fixed a few years ago. The subsequent fall of price has upset the whole theory of judicial rents. Under the new scheme it would be possible and necessary to let the new local authorities in Ireland have control of the police, which would have to be their own rent charge. Collectors of the imperial government would have to retain small police forces of their own to enforce the collection of the imperial taxes required for the purpose. Imperial laws relating to the freedom of commerce, transit and other matters would remain imperial as long as there is no separation. The Irish representation at Westminster ought to be reduced to something like the proportion of its contribution to the imperial revenues, that is, to something less than 5 per cent., about 35 out of 670 members. My reason for treating this brilliant idea at such length is that it will become the centre of a highly important discussion.

AN EDITOR RESIGNS.

Mr. Hill has resigned the editorship of the *Daily News* on account of differences with the proprietors. They offered him a check for £1,000 as a token of appreciation for sixteen years' services, which he declined. He will be succeeded by Mr. W. Lusy, the present chief of the *Daily News*' Parliamentary staff, known as "Toby, M. P.," of *Punch*, a very capable and enterprising journalist.

A MILWAUKEE MYSTERY.

The Strange Death of a Prominent Citizen's Wife.

CHICAGO, January 17.—The sudden death of Mrs. M. S. Stevens, late of No. 1,214 Wabash avenue, Milwaukee, between the night of December 31st and the morning of January 1st, has given rise to a considerable amount of suspicion and gossip in the Cream City. It appears that Mrs. Stevens left Chicago on the evening of December 31st, and was met at the Chicago & Northwestern depot by a Mr. Ernest Derry, who lived with his family in a handsome dwelling at No. 836 Racine street. Mrs. Stevens, who is said to have been finely dressed and wearing and abundance of jewelry, accompanied him to his home. She was welcomed by Mrs. Derry, and after a pleasant social evening, retired to an apartment off the sitting room. Mrs. Derry claims to have seen her alive at 10 or 10:30 that night, but when she entered her room in the morning for some article of her toilet she found her partially disrobed, lying on the edge of the bed, with her feet on the floor, dead. There was a mass of clotted blood in the nose and throat, but no marks of violence could be found on the body. The Coroner decided that death had resulted from hemorrhage. Mr. Derry, in an affidavit, swore that he had known Mrs. Stevens for two years in Chicago, when she lived at No. 1214 Wabash avenue. She was 54 years of age and was born at Northfield, Vermont. Mrs. Derry stated, on oath that she had never seen Mrs. Stevens till the night of December 31, but had received a post-card from her saying that she would visit them on her way to St. Paul. The coroner took charge of the personal effects of the deceased. No money was found in her purse, nor any ticket for St. Paul, and no valuables were found in the room. The body was sent to her relatives in Vermont for interment.

A *Tribune* reporter called yesterday at No. 1,214 Wabash avenue, a frame dwelling occupied by a family named Van Buren. Mr. C. M. Van Buren stated that Mrs. Stevens had rented the house for two years previous to the fifteenth of last June, and that his family had roomed with her. She was the widow of a Boston hotel-keeper, and was highly educated and refined, but was given to heavy drinking, and indulged in various narcotics. She sometimes took spells of drinking of six or seven weeks' duration, and on several of these occasions her friends were telegraphed for in the belief that she was dying. She had some lung trouble, and frequent fits of breathlessness, which could only be relieved by chloroform, She gave up the house June 15 last, after a protracted drinking spell, and went East to her brother's, at Leomeister, Massachusetts. Mr. Derry used frequently to call at the house, and sometimes used to stay for weeks at a time. He was nicknamed by them "Lord Dundreary." They never suspected that he was married, and understood that he was going to marry Mrs. Stevens. After Mrs. Steven's death Derry telegraphed to a a Mr. Brooks, whose sister had married Mrs. Steven's brother, and he had been in Chicago for some days, but had left again for the East. Mrs. Stevens called on them the night before Christmas in a very intoxicated condition. She told them she was going to Windom, Cottonwood County, Minnesota, but meant to pay a visit at Milwaukee on the way. She had no jewelry about her, and simply called for a few pictures that belonged to her. She took two with her, and next day sent an expressman for the others to be taken to an address on Wabash avenue.

A Boy Shot by a Woman.

APPLETON, Wis., January 18.—Peter Armstrong, fifteen years old, stood talking with his brother, three years older, and Frank Davis, another boy, in front of the latter's home in this city last evening. While they were talking Julia Giskie, housekeeper for Davis' father, came to the head of the hall stairs and cried: "Who is there?"

"A friend," answered Peter.

"What do you want?" asked the woman.

"Only a little fun," replied the boy, laughing.

The woman lifted her hand from the folds of her dress, aimed a revolver at the boy and fired. The ball entered his body under the collar bone and, passing through, came out at the back. Young Peter walked a block or two, fell down and died in a few minutes.

When the Chief of Police went to arrest the woman she came to the head of the stairs and said: "Any man who attempts to come up will be shot." He told her who he was and started to go up. She said she didn't care who he was and aimed at him. Finally, she gave herself up, and when the chief told her that the boy was dead she remarked that she was glad of it. The woman is about 28 years old. She is married, but does not live with her husband. Her excuse for shooting the boy was that she thought that he, with some others, was trying to break into the house.

AFFAIRS AT THE CAPITAL.

What Will be Done in Both Houses To-morrow.

COMMITTEE WORK.

Exhaustive Arguments Submitted to the Inter-State Railroad Transportation Committee.

WASHINGTON, January 17.—The past week having been devoted by the Senate largely to speech-making and executive business, the calendar remains almost as it was at the beginning of the week, with respect to the measure of general legislation. The Judicial Salary bill is unfinished business; the Dakota bill, Bankruptcy bill and Electoral Count bill, are to be brought forward for debate and action, as soon as possible, and an understanding will probably be reached on Monday or Tuesday by the Senators respectively in charge of these measures, as to the order in which they shall be taken up. Senator Harrison's resolution looking to an inquiry into certain statements of the Commissioner of Pensions regarding the official acts of his predecessors, and Senator Voorhees' substitute for it, are still pending. Senator Eustis has given notices of his intention to deliver a speech on Tuesday upon his resolution to pay in silver bonds that have been called for redemption on the 1st of February. This resolution, with Mr. Beck's substitute for it, is still in the hands of the Finance Committee, with no probability of receiving early action.

Senator Cullom's select committee on Inter-State Railroad Transportation will probably report to the Senate to-morrow or Tuesday an original Inter-State Commerce bill, and at the same time submit an exhaustive report in its support of the committees which spent a good part of the summer in investigations. They have been holding daily sessions since the assembling of Congress. In addition to two or three volumes of oral testimony, which the committee has taken in its pursuit for information upon the subject, is an appendix containing a number of interesting papers from leading authorities. It has been printed for the use of the committee and will be made public with their report.

John B. Kirnan, Chairman of the New York Railroad Commission, contributes a statement supplemental to the views he expressed orally to the Committee. He deals, first with the history of the contest between the railroads and its patrons, in the presence of which history, he says, many crude ideas as to the usefulness and practicability of a rate fixing penal legislation, pro rata laws, maximum and minimum rate laws, etc., disappear, and it becomes clear that the proposed legislation must be broader in its aims and less disturbing in its action than that heretofore at times much in vogue. The low through rates of to-day, he says, pointed out by the railroads as the reason why no legislation is needed, have little to do with the question. There are phases of universal depression intensified by reckless and needless railroad construction. Railroads sooner or later become public burdens. They are neither efficiently maintained nor operated, nor do they permit competitors to fulfill their public obligations. Congress cannot apply the remedy chiefly needed. The State whose railroads are already sufficient in number and extent for public use at fair rates can and ought to enact—First, that no new roads should be chartered unless as public necessity for the line is found to exist, a in Massachusetts, and as recommended by the New York Railroad Commission in the legislature. Second. that at least 50 per cent of the stock be paid in before the domain is exercised or construction begun, and that the issue of bonds shall have been fair in relation to stock issued and paid in. It is at local non-competitive points that friction exists, and where pro rata for the shipper is needed other than that afforded by uncontrolled arbitration of the carrier. The peculiarity of the present situation is that the railroad and its management act as a judge and jury, and the shipper is coerced out of a clear right of having the question between himself and carrier fairly determined by an impartial arbiter. The legalizing of pools is considered objectionable. Mr. Kierman advocates the creation of a National Commission, whose findings upon all questions of fact should be accepted in all courts as *prima facie*. It is true such findings, he declares are one thing needful to make the courts available to carriers and shippers, as against each other. The Board of Railroad Commissioners of Kansas contribute to this volume a paper which expresses the opinion that a National Commission should be established, vested with certain supervisory powers, on the subject of interstate commerce. These powers should be confined to the function of regulation, and not to the management of the business of inter-state commerce. It would, the Board thinks, serve no useful or practical purpose to give such Commission power to establish the maximum rates for either possenger or freight traffic over interstate railways, the subject being too large and intricate to be intelligently dealt with by a single body of men, even though composed of men trained in the study of the business of railroad affairs. There are, the Board says, two classes of inter-state traffic over railroad lines—one between interior points and the sea board, and the other across State lines, but still local. It is obvious that the rates adopted for one class would furnish no criterion or base of rates for the other. The great cereal crops raised in the Mississippi valley and the meat products in the trans-Mississippi, in the continued production of which the country is vitally interested, can only be maintained by a system of rates for their transportation to the sea-boards, which, while they involve no absolute loss, would, if the same rates were obligatory upon them as to all traffic carried over their lines, consign every road in business into bankruptcy. To devise a system of maximum rates covering every species of inter-state traffic, on the basis of rates for long hauls from the extreme West to the East, would paralyze every railroad engaged in business. On the other hand, to equalize the rates between long and short hauls, would, if railroad property is to be preserved and its efficiency maintained, advance the rates on great distances to such an extent as to put an embargo upon the movement of cereal crops of the extreme western trans-Mississippi, a result which would be little less disastrous to the East than to the West. While the power to establish maximum rates to govern interstate traffic would not therefore be wisely or usefully employed by the National Railroad Commission, such body might usefully exercise the function of entertaining complaints from shippers of undue or unreasonable charges on the part of Railroad Companies, and judge as to the reasonableness or otherwise of the charges complained of. In this way a *prima facie* case might be made for the courts. Complaints of an alleged extortion and of unjust discriminations might be investigated in like manner, and where the evils of the classes named were found to exist and remained uncorrected, an adequate and appropriate remedy could be evolved through the courts. Nearly all the causes of complaint on the part of shippers arising in business transportation might usefully be committed to investigation and correction. The Commission and Board feel safe in expressing the opinion, based upon the experience of State Commissioners, that cases would seldom arise in which the coercive power would have to be invoked to make the correction effectual. The Board discusses the importance of maintaining uniformity and stability of rates, and the evils which result from secret concessions to particular individuals or communities. The Board thinks that violent fluctuations of rates, consequent on rate wars, result usually in benefits to a few at the ultimate expense of many. Contracts or agreements between rival companies to carry on inter-state traffic should be submitted to a commission established by Congress, whose judgment as to the reasonableness of proposed rates should be necessary to the validity of contracts, which contract should then be invested with legal status and be forcible in the courts. The Board also discusses the subject of strikes, and suggests that the National Commission might have been trusted with the power to arbitrate and settle the disputes arising between companies and their employes. Mr. Chase Perkins, President of the Chicago, Burlington & Quincy Railroad Company, contributes an interesting paper setting forth what may perhaps be assumed to be the railroad side of the question. He assumes that it is the settled policy of most of the States to permit more railroad construction to be free, and also that the English Common Law doctrines relating to common carriers are not now open to discussion. Many of them are mere relics of the age of horse-power and watercraft. He thinks the best method of preventing extortion or unjust discrimination is by an appeal to the courts, but he says that very little, if any, extortion or unjust discrimination is practiced. In evidence of which he points to the fact that few cases are taken to the court or made public, and that the records of State railroad commissioners show very few complaints and still fewer decisions by commissioners against the roads. Through rates, he says, are generally lower than local rates, because the through business is a wholesale business, larger in amount and therefore less expensive to transact, and for the additional reasons that competition for it is more severe, and that through rates are more generally effected by direct water route competition, but it is obviously expedient to require railroads to reduce local rates because of the commercial influence of a large aggregate traffic and the competition of other railroads. Water routes or rival markets, whose influences are not felt at local points, may make it for their interest to participate in through business on a very small margin of profit. If all traders were compelled to sell everything on the basis of the lowest margin on profit which they might find it necessary to take on same one thing, the effect would be the same over a wider field. As an effect of requiring railroads either to give up through business or reduce their local rates correspondingly, it is no more for the interest of the public to make railroads unprofitable than to make business generally unprofitable. Perhaps the best evidence that the local rates of railroads throughout the country are reasonable is to be found in the prosperity of local ponts all over the country, and by comparison with railroad charges elsewhere in the world. It has sometimes been assumed that competition does not exist at what are called "local points," but this is not true. The desire of the railroad is to increase the volume of its business. Sometimes quite far-distant regions served by other railroads tributary to the same, or competing markets, constitutes active competition. The rates between local points on the line of the railroad in Northern or Central Iowa, and the markets of Chicago and St. Louis influence the rates between local points on the road in Southern Iowa and those markets and *vice versa*.

Again, between two railroads, even if they are a considerable distance apart, there is about half way a belt of country, the inhabitants of which can generally go either road, and the contest between railroads to secure the business of that belt influences the prices of transportation, not only on that particular traffic, but also on other business which is transacted at the same stations on the respective roads. Railroads must remain in the country where they are, whatever happens, and their punishment for excessive charges, while it would be less slow in coming than that of an individual merchant, would be far more certain and severe, because their business would be ruined or other roads would be built as permanent competition. Nevertheless, it is true, and will remain true as long as railroads are conducted on business principles, that trade centers will be able to obtain lower rates of transportation than local points for precisely the same reason that such places are able to obtain many conveniences and luxuries which local points do not and cannot enjoy. Those who desire water and gas in their houses, or many and cheap amusements, or the lowest rates of freight, must go to where there are enough other persons who desire the same to make it profitable to supply them.* This is not because railroads wish it to be so, but because in the nature of things it must be so. It is manifestly not for the interest of any railroad to arbitrarily drive business away from a local point where it carries all there is to the point where traffic must be divided with other roads. It has been said that railroads made trade centers, but such is not the fact. The tendency of railroads is to put different trade centers on an equality by the annihilation of distance, but they no more make centres of population and trade than do other manufacturers or traders who seek such points for their own profit. Most, if not all, cases of alleged unreasonableness in railroad charges will, upon careful careful investigation, be found to be due to misapprehension or a misunderstanding of the facts. The experience of State commissioners shows this to be true to require absolute publicity of rates, and that charges should not be made without public notice would be a great inconvenience to the business community.

In the House to-morrow, after the introduction of bills, committees will be called for motions to pass measures, one for each committee, under suspension of the rules. A two-thirds vote is requisite in every instance. The committee on Military Affairs will avail itself of this opportunity to bring before the House the Senate bill appropriating $450,000 to the purchase of the old Produce Exchange building, in New York City, for army purposes. Among the more important measures that are likely to be passed in the committee and reported to the house this week are the bills known as the McPherson bill, in the last Congress, authorizing the national banks to increase their circulation of notes to the full amount of their security; the Bonds bill, authorizing the Comptroller of the Currency to sanction the changes of name and increase of capital stock by the National banks; the Oklahoma bill; Mr. Hatch's bill, to create a Department of Agriculture; and Mr. Watson's bill to increase the pension of widows. The Boutelle resolution, relative to the Norfolk Navy Yard, will be further considered by the Committee on Naval Affairs to-morrow or Tuesday. The author of the resolution has little doubt that it will be reported to the House on Wednesday. As it is a private resolution immediate action can be demanded. If the tone of the discussion of the measure in the committee can be taken as an indication of the discussion to follow in the House, that body will find thrust upon it a spirited political debate.

A CLEVER ARREST.

Harry Florence, of Walkerville, Neatly Captured at Helena.

A few days ago THE MINER announced the rather sudden departure from Walkerville of Harry Florence, a saloon-keeper, much to the disgust of his creditors. His destination was unknown, but an order of arrest, based on a civil suit, for attempting to defraud his creditors, was issued, and the shrieval authorities of the several counties were notified to look out for him. Now comes the intelligence that he has been captured in Helena. The *Independent* of that city says that on Friday night Deputy Gibbs was looking for Florence, but did not strike his trail until Saturday morning. The Deputy was in Kleinschmidt's store when a boy overheard the name of Florence mentioned, said he had posted a letter addressed to Walkerville from a woman who lived on the West Side. Taking this as a pointer, Sheriff Churchill and Deputy Gibbs went to the house and made enquiries. The woman denied his being there, but the officers insisted on searching the house, and while doing so, some one tried the back door leading into the kitchen. Deputy Gibbs, who had previously locked it, went and opened it and the guilty debtor walked straight into his arms. He thought the officers had gone. He is in jail, and under the statutes, will stay there until he makes a fair divide, or until his creditors get tired of paying his board.

A WEARY SEARCH

For the Bodies of the Buried Miners at Wilkesbarre.

WILKESBARRE, Pa., January 18.—There is no change in the condition of affairs at Stope No. 1, of the Nanticoke mine where the miners were entombed. Sensational reports were spread through the valley yesterday that the recovering party had discovered a bright light ahead of them, but this is denied on the best authority. The work of clearing up the gangways continues slowly. Nothing has been discovered up to noon to-day, nor have any signs of the buried men been found. A considerable stream of water is now running along the gangway where the men are at work, and another rush of sand is feared at any moment. From all appearances this morning it will be weeks before the bodies of the men are reached, if they are ever recovered. It is possible, however, that if the victims were caught in the gangways and overwhelmed by the flood, their bodies may be reached at any time.

Do Want Home Rule.

LONDON, January 18.—Members of the present and last ministries have received letters threatening retaliation with dynamyte if the coercion policy in relation to Ireland is adopted, or if home rule for that country is refused.

THE WONDERS OF MONTANA.

Nature's Workings of a Promising Mine.

A BEAUTIFUL SIGHT

The Great Surprise of a Miner in the Old Bannack Mine—The Explorations.

Mention has heretofore been made of the series of caves which have been encountered in Phil Shenon's Golden Leaf mine, formerly known as the Bannack, and annexed is a sketch of the discovery and partial exploration of the same. Mr. Shenon has for years worked the mine in which he cut the first and largest cave. An almost perpendicular incline had been sunk to a depth of nearly 100 feet, following the course of the ledge, and one day the owner was down in the bottom gouging around in the ledge with a prospecting pick. When he struck one side of the shaft he was surprised to hear a hollow echo follow the blow. Again and again was the blow repeated giving the same reverberations. He climbed to the surface and procured a gad and sledge, with which he attacked the thin shell between him and the cavity. Opening a crack for the gad with a pick he commenced driving it with the hammer. Only a few blows had been struck when the side of the shaft gave way, the hammer and gad following the rock to the bottom and raising great clouds of dust, while Mr. Shenon narrowly escaped going headforemost into the vast pit.

EXPLORING THE CAVE.

Both Mr. Shenon and the workman in the incline stood awestruck, gazing into the luminous darkness, out of which the suffocating and moldy fumes and dust arose. Carefully approaching the edge of the opening, as soon as the atmosphere cleared away, a candle was held inside the cavern and the two men beheld one of the grandest sights imaginable. There, in front of them, was an immense chamber, all around which hung millions upon millions of crystals, white as chalk, which reflected the rays of the dim light like as many little diamonds, massive stalactites covering portions of the roof and standing out in bold relief among the smaller and more delicate lime crystals. Ropes were procured and the men went to the bottom of the gorgeous room, which proved to be about eighty feet square and fully 100 feet in height. The bottom was covered with a brown and powder-like dust, as dry as tinder, while many nimble-footed rats scampered away through the small opening which led out of the south-west corner of the wonderful opening. Having a solid footing the two men stopped and surveyed the enchanting surroundings, while the dull and solemn echo of their voices was almost startling. From the bottom the effect was even more surprising, and the grandeur of the sight was so peculiar that they stood for many minutes, silently gazing at those handsome walls, crystals and pendant stalactites, upon which the eye of man had never before rested. As the strangeness of the situation wore off the explorers began examining

THE NARROW PASSAGE WAY

Leading out of the cavern, which was found to gradually draw in until their bodies would barely pass through it, but they kept on going down, down, sometimes in wide and high passages, and again in small and cramped holes through which nature's chemicals, aided by water, had, in ages past, as slowly as the dripping of the water wears away the rock, eaten through the mass of limestone which once occupied the space now left blank. Occasionally they encountered what appeared to have been the chimneys through which the escaping gas and heat had passed upward, oxidizing even the crystals which formed its sides, and greatly resembling the inside of a smelter stack, which has been used in a long and steady run. The continuous passages resembled the first opening discovered in every respect, even as to the dusty bottom, while here and there were evidences of the presence of metals, which had succumbed to the great heat to which they had been subjected and which had either gone on down or passed upwards in fumes. The sight was appalling and grand beyond description, and after following these tortuous openings for several hundred feet in depth, they came abruptly upon a jump-off, down which rocks could be rolled to an unknown depth,

LINGERING AND RUMBLING SOUNDS

Being only suggestive of the great distance to which the missives were falling. Immediately over this chasm was the largest of the chimneys yet seen, but possessing all of the characteristics of the others, Timbers were placed over the opening, ropes were made fast and the two men lowered a third down to the end of the longest rope obtainable—115 feet—without apparently being near the bottom. Great cavities and chambers opened out from the chimney, and into one of these the man went. As soon as his weight was taken off the ropes, those on top became alarmed and called to him, and receiving no answer to their repeated calls, they began hauling away, succeeding, after much hard work, in bringing him and his light again into view, Pulling steadily, he was soon near the top almost frantic with anger, and uttering deep and loud maledictions upon them, the first audible sentence being, "The curse of Jesus Christ and the Twelve Apostles rest upon your ugly black head up there on top," evidently being applied to Mr. Shenon. As soon as the man had sufficiently recovered to explain matters, he stated that he had crawled through a small round hole into a large chamber, and had just risen to his feet, his back being toward the little passage, when those on top commenced pulling on the rope, which was fastened around his waist, doubling him up like a jack-knife, and in this position drawing him out into the vertical passage. He was badly scared, but little injured, other than being somewhat burned by the rope. Since then no deeper explorations have been made upon this series of caves, but a tunnel has been run 726 feet toward the spot to which the man was lowered, and may ere this have cut the same.

THE GENERAL FORMATION.

These caves are all that remain of the once immense limestone belt which lay immediately on top of the foot wall of the Golden Leaf vein, the country rock below it being blue syenite, which is almost as hard as cast iron, and very "short" blasting ground. Between the caves and the hanging wall, so far as the limited development has shown, there is a body of ore of greater or less importance at all points, while above the hanging wall the country rock is quartzite. The whole mountain is as solid as adamantine, and as soon as the tunnel referred to is completed, the work of exploration will be continued, and the full extent of the wonderful openings will be made known. These researches have been deferred until this time, owing to the fact of the difficulty of taking anything down through the narrow, winding and precipitous passages.

Human agencies never could build or plan anything equal to this wonderful series of caves, and to the eyes of THE MINER representative who was recently shown through them they took the form of vast vagaries, founded upon the great unknown, beyond the contemplation and the appreciation of any person who has not seen and traversed the intricacies of their route. Even here in the midst of an old and settled section we have wonders equal to almost anything yet uncovered in the land, while in the lower depths of this grand and gorgeous spectacle there may yet be shown caverns and passages far superior to those already visited. One of the peculiarities is the dryness of the entire surroundings and the pure, wholesome air which one breathes, showing that undoubtedly the openings either extend to the canyon in some place not yet discovered or go to a connection with the creek bed, some hundreds of feet below the tunnel level. In any event their limits will be known during the coming summer, as Mr. Shenon is determined to see the bottom and ascertain what is to be found there.

"A Whole Lot of Fun."

Mr. Fred. Norton called at THE MINER office yesterday and desired to state in reference to an article in the Walkerville *News* of the 31st of December, under the above caption, that the *News*' statement is incorrect. Mr. Norton was not one of the jolly party mentioned, neither was he interviewed by any reporter upon the subject. He had not seen the article in question until this time, and does not desire to have any undue prominence in such an escapade.

IMPORTANT IF TRUE.

An Indian Uprising in the Canadian Northwest Predicted.

ST. PAUL, Minn., January 17.—A Winnipeg special to the *Globe* says: Matters are now shaping for a general Indian uprising in the Canadian Northwest in the spring, and it is very doubtful if anything the Government will be able to do will arrest it. The Southern Indian reserves, which lie between the Canadian Pacific Railway and the international boundary line, in the neighborhood of Glenchen. contain about 20,000 natives, consisting of Bloods, Blackfeet and Piegans. These tribes are in federal alliance, with Crowfoot as their principal civil chief, and Three-bulls as their commanding war chief. The latter is now in a position to harass the country with more than 3,000 braves. Further to the north are the Crees and Stoneys, who were, with Poundmaker and Big Bear as leaders, more or less mixed up with the Riel troubles last spring. They number in all about 15,000 and have nearly 2,000 picked fighting men. Poundmaker, the Cree chief, who was the first to surrender to Gen. Middleton after the defeat of the Metis at Batoche, and who has been sent to prison for three years for his part in that outbreak, is a son-in-law of Chief Crowfoot, and that too, in more than in any ordinary Indian sense, for the Blackfoot chief's favorite daughter is at the head of the Cree chief's polygamous household. Poundmaker is in the penitentiary, but the principal Mrs. Poundmaker is whetting a thousand scalping knives for the Crees on the Saskatchewan, and sending frenzied war messages to her Blackfeet kinsfolk farther to the south. Crowfoot has yielded to the appeals of his daughter, who is now looked upon as the queen of the Crees, and seizing the opportunity to avenge the wrongs from which their people have recently suffered, has summoned a council of his head men, representing Bloods, Piegans and Blackfeet, and after mature deliberation, Threebulls has been commanded to have 3,000 braves ready for the warpath as soon as the grass is sufficiently uncovered for the ponies. This fierce war chief is already astir, and around many a Blood and Piegan fire, and in hundreds of smoky Blackfeet tepees the scalplocks taken by dead heroes of their race are taken down and waved in the dim firelight to the ugly strains of the war-dance songs of impatient braves. Horses and cattle are rapidly disappearing, to the dismay of Canadian ranchmen. These, it is stated, find their way into the possession of the more reckless of Montana traders in exchange for rifles and cartridges, whose deadly crack will, before another June reaches us, render every piece of tall grass or clump of brush and every ravine or reed-bordered coolie things to be avoided as depositories of certain death. Among the bad results of the Metis rebellion is the contempt with which all the Indians regard Canadian troops. The latter were wofully beaten, with the odds in their favor, both at Frog Lake and Fish Creek, and the so-called battle of Batoche was rather a successful retreat of the rebels than a well-earned victory on the part of the militia. Col. Otter's dash upon Poundmaker's band with his celebrated Queen's Own regiment was a disorderly rout, and his almost miraculous escape was achieved only by a march of over forty miles in a single night, through swamps and muskegs. Neither Poundmaker nor Big Bear was defeated. Both surrendered only after tiring of harassing and evading the volunteers. The half breeds will not likely join the hostile Indians. They lost their leader on the gallows at Regina. The government has redressed their wrongs partially, but they have no heart or courage left. The rebellious natives complain chiefly of the too-officious presence of Canadian militia, or mounted police, whose number and vigilance have been doubled since the late disturbance; of the intrigues and dishonesty of Indian agents and instructors; of the tyranny and flunkyism of Lieut. Col. Gov. Dowdney, who is the Indian Commissioner, and of the unlawful encroachments of settlers and ranchmen. The Canadian Government is taking steps to nip the prospective outbreak in the bud, but preparations have already gone so far that the very acts of the Government, intended to avert the calamity, will prove the immediate cause of trouble. The more the Canadian authorities make preparations to meet the expected emergency the greater the insult to the Indians. They are determined to be avenged, and the coming summer will be one of hardship and devastation in the Canadian Northwest. Settlers south of the Canadian Pacific line are pretty much all preparing to leave, and to-day a delegation from the ranchmen passed through this city for the federal capital, to urge on the authorities the necessity of a regiment being at once sent to the neighborhood of Calgary to put a stop to the inroads which Indians are making upon their horses and cattle. Over 10,000 head have been captured and driven away.

THE RIVAL ROADS.

Helena Excited Over the Approaching Railroad War.

At Helena there is a great deal of talk just now over contemplated railroads to that city. The talk concerns the building of the Union Pacific from Dillon to Helena, and which was pushing operations up to January 1 with all possible speed, and the Ten-mile Branch of the Northern Pacific from Helena to the mines at Red Mountain. The Union Pacific is now reported to have practically suspended operations in their march upon Helena, having entered into a compact with the Northern Pacific not to build, provided the latter road will keep out of Butte and Anaconda. That some such agreement exists there can be little doubt, but that either road feels bound to comply with the agreement is something which will probably be largely determined by circumstances. "Business is business." and if the Union Pacific concludes that it will pay to build to Montana's capital, they will build, while the Northern Pacific are kept from the Silver City purely from a lack of funds. Both companies now occupy their respective fields on their contemplated roads, though what they will ultimately do, or when they will do it, is just now a matter for speculation.

Col. J. T. Dodge, of the Northern Pacific is in Helena on business connected with the proposed branch to Red Mountain. This road was surveyed late last fall, and found to be entirely practicable. If the road is built, certain mines which have been bonded for about $150,000 will be purchased. The bond on the mines has yet about twenty days to run, so that the present meeting of the railroad and mining syndicates will determine the question one way or the other. The general impression is that the road will be built and the mines purchased. If everything works satisfactorily and as now anticipated, very extensive reduction works will closely follow the completion of the railroad branch.

DEFIANT MINERS.

They Stand Off the Sheriff and His Posse.

MOUNT PLEASANT, Pa., January 18.—The Morewood and Standard mines were heavily guarded last night. The events of last week, however, have had an intimidating effect upon the men who are willing to work, and very few presented themselves at the ovens. No disturbance occurred last night. A company guard and deputies are holding undisputed possession. This morning Sheriff Stewart, with twenty-five deputies, went to Morewood to arrest a Hungarian who had threatened to shoot any man who wanted to work. The Hungarians saw them coming, from the house in which the offender was surrounded by a mob of his countrymen. They were armed with clubs and the women with knives, and they swore they would all die before they would allow the striker to be arrested. The sheriff held a council of war and determined not to precipitate a conflict. His small band retreated. It is impossible to make any arrests without bloodshed now by the ordinary process of law.

WHOLESALE CREMATION.

Twenty Tramps Burned to Death in Bavaria.

LONDON, January 18.—News has just been received of the burning of an enormous hay stack at Lemberg, Bavaria, which had been used during the cold weather as a shelter for vagrants. Only a night or two ago a larger number than usual of the homeless wanderers had sought shelter under it and while all were asleep the hay stack took fire, probably from the ashes of a pipe. Twenty dead bodies have already been taken from the ruins and it is thought many others have been burned to death.

THE DEATH OF JAS. OXNAM.

Result of the Coroner's Inquest Upon the Body.

WHO WAS TO BLAME

A Verdict Which Reflects Seriously on the Condition of Two Dangerous Mines.

At 10 o'clock yesterday morning Coroner Whitford empaneled a jury and proceeded to hold an inquest upon the body of James Oxnam, the unfortunate miner who was drowned in the Germania shaft a couple of weeks ago and whose remains were not recovered until last Sunday evening. The jury consisted of W. J. Penrose (foreman), E. W. Wynne, W. L. Scott, P. J. Borland, Byron C. Benson and John K. Bordeaux, and the first witness called to the stand was

WILLIAM BARKER,

who testified that he was working in the 150-foot drift of the Germania at the time the accident occurred. He thought that the drift had to be run at least 25 feet before it would strike the line between the two mines. He was picking in the gouge at the side of the ore body and his comrade was drilling when a small stream of water no larger than a man's finger spurted out. It soon increased in size, and then he and his partner ran out of the drift, the water following them, and the volume constantly increasing. Barker got out of its way and made his escape.

CHARLES HELBERT

testified that he was working with Barker at the time of the accident. He had no idea they were so near such a body of water; supposed it was 20 or 25 feet to the line between the two mines. He was drilling and Barker picking when the water broke in upon them. He gathered up the light and hammer and followed Barker out of the drift. His light went out and he groped his way to the shaft, where he caught hold of the steam pipe as the water came rushing behind him and fell in torrents down to the 200-foot level. He managed to crawl up the shaft about five feet when he fell to the platform below. Reaching out his arm his hand came in contact with a human form. He grasped it and pulled it to the platform. It proved to be Anderson, who worked with Oxnam in the 200-foot level. As soon as he could speak Anderson said: "My God, Charlie, if it hadn't been for you I would never have gotten out of this shaft alive." In less than five minutes the water filled the shaft to the 150-foot drift. After staying there a few minutes in hopes Oxnam would come to the surface Helbert went on top.

IMPORTANT TESTIMONY.

After the examination of several witnesses whose testimony did not throw any new light upon the matter, Gus Anderson took the stand. He testified that he was working with deceased when the accident occurred. "We had just put in a shot," he said, "and were on the ladder twenty-five or thirty feet above the bottom of the shaft waiting for the shot to go off, when I heard the roaring of the water above. I didn't know at first what it meant, but soon the water came pouring down the shaft. Oxnam descended the ladder four or five feet, and leaving it got into the bucket, which was swinging in the shaft. I remained on the ladder. In a moment or two Oxnam was knocked out of the bucket by the force of the water and fell to the bottom of the shaft, and a second afterwards I was struck off the ladder and followed Oxnam to the bottom. I grasped the ladder, and being aided by the rising waters I managed to reach the 150-foot drift, where I was rescued by Helbert. I had worked in the 150-foot drift a month before, but had no idea there was danger from water ahead."

THE FOREMAN'S TESTIMONY.

Foreman Peter Sherr, of the Germania, testified: "The boundary line between the Germania and the Mountain Boy was 96 feet from the shaft of the former. By actual measurement with a tape line made since the accident occurred the 150 foot front was in 86 or 87 feet. I stepped it off the night before the accident and made it a few feet less. I intended to stop drifting when Helbert and Barker came off their shift. My intention was to leave a horse of ground about 10 feet wide between the two mines to protect the Germania from the water of the Mountain Boy. The ore in the 150 foot was much better than it was in the 100. I had been told by Mr. Reece Wampler, formerly foreman of the Mountain Boy, not to go too far with the 150, but knowing I had nine or ten feet to go before reaching the boundary line and not thinking the Mountain Boy people had broken across it I did not apprehend danger. Williams & Jockey operated the mine when it was intimated to me that the work had been done across the line toward the Germania. I, however, supposed he had several feet yet to go before reaching the line."

An adjournment till 2 p. m. was then taken.

Afternoon Session.

Herman Hesse testified: "I was engineer at the Germania mine for a few days. I heard some of the men say they were drifting toward the west, and knew they were working toward a body of water. Sometimes the signal bell would not ring. It was repaired on several occasions. Mr. Sherr told me it was ninety-five feet to the Mountain Boy shaft.

Mr. Williams, one of the stockholders in the Germania, testified that the Germania men were refused admittance to the Mountain Boy mine.

THE GERMANIA'S OWNER,

Louis Freudenstein, testified: "Am owner of the Germania. Sherr notified me of the accident. I asked him how it had happened, and he said the Mountain Boy people had advanced twenty feet over their line. Sheer was sure our ground had been encroached upon. I understand that we own ninety-five feet of ground west from our shaft."

HE RAN THE ENGINE.

H. Ballou said he was running the engine when the accident occurred. He heard a noise in the shaft resembling the rush of water. He did not hear the bell sound, but saw the rope shake, and thought the pump was out of order.

This closed the important testimony, and after some deliberation the jury returned the following

VERDICT:

TERRITORY OF MONTANA, } ss
COUNTY OF SILVER BOW. }

An inquisition holden at Butte, January 18, 1886, in the County of Silver Bow, Montana. before me, Charles S. Whitford, Coroner of said County, upon the body of James Oxnam, there lying dead, by the jurors whose names are hereunto subscribed, the said jurors, upon their oaths, do say that the said James Oxnam came to his death on the fourth day of January, 1886, through the flooding of the Germania mine, whether through the negligence of the managers of the Mountain Boy or the Germania Mining Companies the present bad condition of those mines make it impossible for the jury to determine.

In testimony whereof the said jurors have hereunto set their hands, the day and year aforesaid.

W. J. PENROSE, Foreman
W. E. WYNNE,
W. L. SCOTT,
P. J. BORLAND,
BYSON C BENSON,
JOHN K. BORDEAUX.

I certify to the above as a true copy of the verdict rendered by the jury at the inquest held on the body of James Oxnam, deceased.

CHARLES S. WHITFORD, Coroner.

The jury was then dismissed.

BISMARCK TO THE POPE.

The Great Chancellor Addresses His Holiness.

LONDON, January 18.—A sensation has been created by the publication of a letter from Prince Bismarck to the Pope acknowledging the receipt of the decoration of the Order of Christ recently conferred on the German Chancellor by His Holiness. The letter commences by addressing the Pope as "Sire" and says:

"Your kind letter and decoration have greatly gratified myself and Emperor William." It then goes on to state that the Pope's words that papacy means the practice of the works of peace first suggested to Prince Bismarck the idea of seeking mediation of His Holiness in the Carolines question and in deference to his faith and unweakened confidence in the Pope's elevated views and impartiality he selected the Pope as the arbitrator of the dispute. Germany and Spain have no cause to complain of the terms of the protocol and the effect of the mediation will be lasting. Prince Bismarck will not neglect all chances to attest his lively gratitude, highest devotion and deepest respect for His Holiness in the future. The letter is signed "Your very humble servant, Bismarck,"

BEATEN AND ROBBED.

That's What Ed. Freeland Alleges Happened to Him.

"I have been beaten and robbed," said Ed. Freeland last night when he met Chief Meiklejohn at the entrance to the Theater Comique. Ed's appearance did not belie his assertion. He was hatless, and his entire countenance was covered with bruises. It might be added that he was drunk. Chief Meiklejohn and Officer Frank McDonald accompanied him to the Old Crow saloon, on East Quartz street, where he alleged he had been "done up." The doors of the saloon were closed, but a few vigorous kicks from McDonald's brogans quickly opened them. In a rear room they found a man who gave his name as Isaac Tordiff, and who was immediately identified by Freeland as one of his assailants. Isaac's head bore unmistakable evidence of his having recently participated in a "scrap." There was a bump over his right eye that would not down, and despite his vehement protestations of innocence the officers held him. The proprietor of the Old Crow then filed a charge of disturbing the peace against Freeland, and he was forced to join the procession. His hat and overcoat were found in the saloon.

"You say you were robbed?" casually remarked Officer McDonald as he escorted Freeland to the "cooler."

"Yes," hiccoughed the prisoner.

"What did the robbers get away with?"

"A twenty-dollar gold piece and two-and-a-half in silver."

A charge of disturbing the peace was entered against the men, and it will be investigated this morning by Judge French.

GONE WITH A COON.

Beautiful Ina Norton Runs off With a Negro Waiter.

CLEVELAND, January 17.—Word was sent to the police last night that Ina Norton, the only daughter of a well-to-do parent who keeps a fashionable boarding-house, was missing. During the evening she attended a card party with her mother. At 10 o'clock Miss Ina suddenly threw down her cards and remarked that she felt ill and was going home. Her quick ear had detected the sound of wheels suddenly stopped near the house. She went out, sprang into a hack, where sat two colored men. One of them was Clarence A. Barber, a dudish barber from Painesville. The other was A. J. Bragg, a barber employed in a shop on Monumental Park. The party was at once driven in great haste to the Union Depot, where Barber and the girl took the night train for Painesville, where Barber works. The girl turned to Bragg and said, as the train rolled out of the depot:

"Please write a note to ma and tell her that I have eloped with Clarence, but that I knew what I was doing."

When Ina went to the card party she was already the wife of a negro, and was wiling away the time until she could join him and flee to his home in Painesville. Barber created quite a sensation among colored people when he came here two years ago and entered the employ of the Nortons as a waiter. He wore an eyeglass with a gold chain attached to it, dressed in the height of style, and was the hero of all the Africans. He is tall, slender and a mulatto. He frequently drove the horse when his employer's daughter went riding or shopping. She is a blonde of medium size and very pretty.

Barber's acquaintance with her ripened, it is said, into mutual affection, and when he removed to Painesville he used to come every week to see her, and wrote to her frequently. They would meet at Bragg's house. It is said that her parents discovered her in one of her meetings with Barber at Bragg's house, and when Mrs. Norton returned home at night from the card party and found her daughter missing she sent the police to Bragg's house to search for the girl.

Bragg procured a marriage license and engaged the services of the Rev. Mr. Gassoway, a colored preacher, to marry the couple at 4 o'clock yesterday afternoon. Miss Norton had gone out shopping, and about 3:30 o'clock she met Bragg and Barber, and was at once conducted to the parsonage. She wore gloves and a heavy veil, and Gassoway supposed she was colored until after the ceremony, when Barber said:

"My wife is a white lady. She is from a prominent family."

Gassoway chided him, and he retorted that he was an American citizen and had a right to marry whom he pleased.

The girl's mother is prostrated with grief. Her father has been summoned from a Western trip. It is hoped by her friends that the girl will be persuaded to return home. It is said that Barber, if caught, will be prosecuted.

How It Appears to Them.

From the Billings Gazette.

The pictorial annual of the Butte *Inter Mountain* has come to hand. The frontispiece is a full page portrait of Desdemona, whose picture seems to have been taken when she was not feeling well. On the cover is a picture of icebergs, over a clump of tropical vegetation, which probably represents the occasion when the pre-historic palm groves of Montana were smothered in the glacial period. George E. Boos also sends us his handsome little annual, which summarizes the pastoral and mining interests of Montana, and also contains the same foreign matter as that of the *Inter Mountain*. The cover represents Montana flora of the present day, including several varieties of dasies, rose pinks, jennywinkles and daffydowndillies.

On the Sidewalk.

A timid man,
A sudden slip,
A futile skip,
A racing reel,
A cry
Of "oh!"
A sigh
Of woe,
Far deadlier than
Banana peel
That lump of snow
Beneath his heel!
And that is why some men, you know,
Dislike to see a fall of snow.

—KRYS.

From Far-Away Iowa.

The Fairfield (Iowa) *Daily Journal* of a recent date contains the following:

We return our thanks to Victor F. Hoffman, residing at Butte City, Montana, for a copy of the New Year's number of THE BUTTE DAILY MINER, a publication of seventy-five pages, bound in magazine form, and containing an illustrated history of the prominent buildings and various commercial and industrial interests of that great Northern city. From the number of breweries, beer halls and saloons written up, we judge our Northern friends have no trouble getting their "swei glass lager."

Notice—Montana's Official Map.

J. G. Taylor, of Butte, Montana, is the authorized agent for the sale of the official map of Montana in and for the counties of Silver Bow and Deer Lodge. All orders entrusted to him will have prompt attention.

GEORGE E. BOOS,
Publisher's General Agent, Helena, Mont.
January 15, 1886.

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