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Incorporated under the laws of Montana.

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FROM THE MOUNTAINS

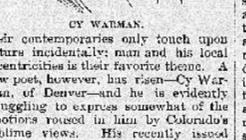
TWO POETS WHO DRAW INSPIRATION FROM LOFTY HEIGHTS.
They View Life as It Is Seen in the Rockies, and Write About Men Who Are Types of Western Character—A Strange Neglect of Nature's Charm.

The poets of the mountains are not yet classified in the United States, as were those of the lake school in England. The highland bards of Scotland or other local singers. At first view it would seem very remarkable that amid the glorious scenery of the Rocky mountains the poets should treat of men rather than nature, yet it is a fact that to the poets, rather than to the poets do we owe the finest touches on nature's sublimity.

Miss Sarah Carmichael (later Mrs. Williamson), the Salt Lake poetess, wrote of the mountains and the great salt sea near her home in lines of wild and wonderful beauty, and in her poem called "The Origin of Gold" she told how:

The fallen one looked on the earth and feared,
The lightning and the lightning bolts,
The lightning and the lightning bolts,
The lightning and the lightning bolts.

Other poetesses have tried to portray the majesty of mountain scenes, but Joanna Miller, Mrs. Harle and



JOHN W. MILLER.

their contemporaries only touch upon nature incidentally, and their local scenery is their favorite theme. A new poet, however, has risen—Cy Warman, of Denver—and he is evidently struggling to express somewhat of the emotions roused in him by Colorado's sublime views. His recently issued "The Mountain Song" contains some fine touches, in which, however, the sublime occasionally yields very suddenly to the commonplace, as in this, for instance:

I want to go where the flowers blow
On the mountain high and low;
Where the summer winds visit the patient pine,
And the sun is in its glory.

Francis Bret Harle ceased some years ago to be an American poet, and since 1890 could hardly be called an American writer, even in prose. Indeed for the last few years of his residence in New York he was lecturer and collaborator rather than writer. In 1873 he was appointed United States consul to Crefeld, Germany, whence he was transferred in 1876 to Glasgow, remaining there till a new administration came in. He was born Aug. 25, 1824, in Albany, and in 1854 went to California with his widowed mother. Life was pretty hard



FRANCIS BRET HARLE.

with him for the next seven years, and as teacher, miner, compositor and editor he gained much more experience than money. Little by little, however, some clever local sketches he had written for the papers on which he worked as compositor gained a reputation on the coast, and in 1854 he was appointed secretary of the United States branch mint, with leisure enough to cultivate his gifts. During the four years he held that place he wrote "John Burns," "The Gekky," "The Phoenix Strain," "The Gekky," "The Starvation" and other pieces, which gave him such a fame that in July, 1858, he was made editor and manager of the new Cleveland Monthly.

The second issue of The Monthly contained his "The Luck of Roaring Camp," the first number of "The Outcasts of Poker Flat," which were read in every part of the English speaking world, and rated the author at once to an international reputation. His subsequent sketches and poems are too well known to need mention.

A Lively Old Couple.
Major Dean, eighty-two years old of Monroe City, Mo., and his wife, who is eighty years of age, cultivated an acre of corn this season. In planting it the major drove the horse, and his wife, riding on the machine, dropped the kernels.

THE MAKING OF ICE.

One of the Novel Sights at the World's Fair.
One building on the World's fair grounds was well on the way to completion before visitors discovered what it was for, as the projectors maintained a little mystery. It is the pavilion to exhibit the making of ice.



ICE-MAKING PAVILION.

hibit ice-making and cold storage, and the Hercules Iron Works company, which is building it, complains that too little space has been allowed to make a proper exhibit of the importance of the industry.

The structure is to be 180 by 250 feet, five stories in height, with four towers, each 100 feet high, for observatories, and a central one 161 feet high, which is to be utilized as the smokestack and to do duty as an architectural ornament. The builders claim it will be the most artistic smokestack ever erected. At least eighty tons of ice will be manufactured daily by the most approved processes, different methods being employed and all the machinery so disposed that most of the process can be witnessed by visitors.

Ice-making has been practiced for many years and yet very few people know anything about it. The machinery which will live live engines, no two alike, with dynamos and air pumps of various patterns, the object being to illustrate all the ways of making ice. In the same way all the methods of cold storage will be shown. Architecturally the building is in the Romanesque order.

A Hint for Housewives.
A writer in The Popular Science Monthly says that there is a great deal to be learned from the study of the habits of the various animals of different orders, the components of ordinary dust exhibit special characters in almost endless variety.

Mineral matters, animal and vegetable debris, moulding fungus and whatever is small and light enough to remain for any time suspended in the air fall into the category, and among these things are many substances that in the air do mischief. The spread of cholera, for instance, has been attributed to the influence of the miasma of the air, which merely removes the dust to another place or all the air with it are not sufficient and are not harmless. It should be wiped rather than brushed away and carried away or destroyed. Then let the sunlight in to kill what infection may remain.

A Railroad Woman.
Woman has succeeded in journalism, law, medicine, theology and politics, so it is not surprising to learn that she has done so in railroading. Missie C. French has been in railroading since her first attention by her remarkable success as an organizer of excursion. She is the Vanderbilt line's agent at Lakeland, Ind. For three years she has been in charge of the passenger freight and mail business of the line.



MISSIE C. FRENCH.

Paris produces various remarkable types of character, and among them must be numbered Edward Drumont, who looks like a Hebrew and is the most gigantic newspaper man in France. He is the editor of The Libre Parole, and having been found guilty of libel is now living at St. Pelage a prison for journalists, where, if he is con-

demned to remain within four high walls he enjoys a certain amount of liberty the rules of St. Pelage being anything but severe. He had trouble at college when a lad, and after holding an office appointment for a few months resigned, declaring that "the world was the state no longer. Then he went to writing, and as a journalist, dramatic author and maker of books has proved remarkably successful. His notoriety, however, is based on his war against the Jews. He was born in 1844 and is six feet tall with black hair, black eyes and a thick black beard. He has a high forehead and a large mouth, and he always wears spectacles. When not in prison he resides alone in the Rue de l'Université. He is a widower and has an child.

In addition to "La France Juive," which ran through 100 editions, Drumont has written many other works. In 1878 he brought out "The National Holiday" in Paris. In 1879, "My Old Paris" which was "crowned" by the French academy. He then wrote a novel, "Le Dernier des Tremblin," which was a tremendous failure. After these publications came out as a pamphlet and placed himself at the head of the anti-Semitic movement in France. After "La France Juive" came "Le

A KANSAS CONGRESSMAN.

He is an Ex-Confederate and Has a Varied Record.
The most remarkable incident in the recent remarkable election in Kansas was the selection of William A. Harris as a Confederate soldier at congress man at large. His opponent was George T. Anthony, a former governor of the state, who served in the army of the north, but in spite of this fact Mr. Harris received a larger vote than any other candidate on the winning ticket.

He was nominated for the place during his absence in Europe and did not hear of it until his return. There were 274 ex-Union soldiers in the convention that nominated him, and every one of them insisted on seconding the nomination. He was nominated for the place during his absence in Europe and did not hear of it until his return. There were 274 ex-Union soldiers in the convention that nominated him, and every one of them insisted on seconding the nomination.

The 18th, however, has been more liberal. Adelbert Ames, who was a brigadier general from Massachusetts and a son-in-law of Ben Butler, was elected governor and senator by Missisippi. Gilbert C. Walker, colonel of a New York regiment, was elected governor and senator by Virginia. Arkansas also elected a northern army man governor this year, and similar cases have been quite common in Kentucky and Missouri.

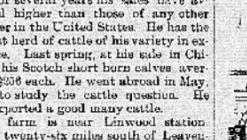
Mr. Harris was born in Loudon county, Va., Oct. 28, 1834. His ancestors for 200 years have been farmers in Virginia. His father was a member of congress and afterward minister to Buenos Ayres under Polk and Taylor. The son lived there four years with his father, from his eighth to his twelfth year. Afterward he was a student in the law at the University of Virginia. Arkansas also elected a northern army man governor this year, and similar cases have been quite common in Kentucky and Missouri.

After the first battle of Manassas he was made adjutant general in Wiley's brigade, where he served until the battle around Richmond, when he was assigned with General Jackson again, who made him chief of ordnance of D. H. Hill's division. His highest rank was captain. With his own officers out of the war and was employed by the Union Pacific road as a division engineer. Later he took charge of the Delaware Indian lands for the same company, finally purchasing 500 acres of the reservation and settling on it. For the past twenty years he has been engaged in farming and stock raising.

He is a broader of short horn cattle, and for several years his sales have averaged higher than those of any other breeder in the United States. He has the largest herd of cattle in his vicinity in existence. Last spring, at his side in Chicago, his Scotch short horn calves averaged \$200 each. He went abroad in May, 1892, to study the cattle question. He has exported a good many cattle.

His farm is near Linwood station, Kansas, twenty miles south of Lawrence, and elevates miles east of Lawrence. He lived in Lawrence twelve years and was elected president of the city council there. E. W. Howe.

HOSTILE TO THE HEBREWS.
A Frenchman Who Gets in Just for Expressing His Opinions.
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EDWARD DRUMONT.

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MINSTRELS OF TODAY

TWO SINGERS WHO ARE WELL LIKED BY AMERICANS.
One is Flavel Scott Mims and the Other Frederick Butterworth—Both Have Achieved Their Fame as Writers in the East.

The singer of the day must be a singer for the people, and he cannot pity his fate to gain the applause and approbation that are grateful to every writer of genius and ambition. Two poets now living and still not old have appreciated the conditions of the present, and are turning out verse that lingers with what the ancients called the divine afflatus, and is at the same time pregnant with current human interest.

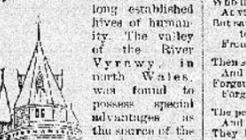
Flavel Scott Mims.
One of these is Flavel Scott Mims, who began to earn his living as an office boy in the great New York publishing establishment of the Harpers and rose to be an editor of one of their publications. Wanting more freedom for the use of his pen, he has branched out on an independent literary career, and what he writes always evinces a familiarity with the life of the day.

Frederick Butterworth.
The other is Frederick Butterworth, who is a native of New York state, having been born at Cherry Valley in 1843, and although his career before him, there is a suggestion of his work taken from a recent issue of Harper's Weekly. It is entitled "The Reward of the World" and reads as follows:

He lingered, he lingered, with his comrades
In the great wilderness,
A captive to the world,
He knew not the heights which were steadily
And below,
He lingered in the one forlorn cheer.

Who lingers here, he thinks the battle is lost—
Who lingers here, he thinks the battle is lost—
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Who lingers here, he thinks the battle is lost—

THE STRAINING TOWER.
The plan of the engineer in charge was to construct an embankment across the mouth of the valley to intercept the water of the river, and the result has been to create a lake 11 miles in length and from a quarter to three-eighths of a mile in width. The embankment or dam is 1,172 feet in length. The water is led from the lakes through a large straining tower built on a projecting rock in the river. No water can reach this point until it has been in the lake a considerable time. This building is fitted with straining appliances of the most ingenious design, and the water is allowed to pass into the reservoir only after having first gone through copper wire gauze having 1/100 inch holes, and a square hole, with an aggregate area of 2,084 square feet.



THE STRAINING TOWER.

The next verse describes the entrance of the queen into the castle, when, to the affront of all, the clocks begin to beat louder and seemed to say, "Dying, dying, this too shall pass away." Then the clock hands say, "What is wanting here?"

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COLUMBUS OF THE PACIFIC.

The Centennial of the Great Navigator.
Oregon, Washington and British Columbia proudly call the world's notice to the fact that they have their local Columbus, and by a happy coincidence his centennial year in 1892 was a birthday and the centennial of the continent, for it was in May, 1492, that Captain George Vancouver entered the Strait of Juan de Fuca, the Spanish harbor.

Captain Vancouver.
The discovery was a 70-gun ship and had as a consort the tender Chatham, under Commander W. B. Broughton. The next winter they passed the Sandwich Islands, and in May, as aforesaid, entered the straits.



CAPTAIN VANCOUVER.

He explored its shores with great care for that time, as well as those of the sound he named for the Bontemps-Fugate and took pencil sketches which are very highly prized now by the Royal Geographical Society. He also explored many inlets and harbors to the north, but the strangest incident of his career there, and one not yet fully explained, was his negotiation with the Spanish commander, Don Juan Francisco de la Bodega Quadra, commander of the marine establishment of San Blas and California. That worthy had an establishment on the north shore of Vancouver Island. He received Captain Vancouver with great courtesy, and the two entered into an agreement by which the British Columbia was given up to the English.

In 1788 Alexander Mackenzie of the Northwest Fur company, crossed the continent through Canada, for which he was rewarded by the British government. He was the first to reach the Pacific coast, and his discovery of the Northwest Passage was a great event in the history of the world.

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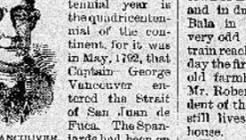
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THE CARVE OF THE PRESIDENT OF THE PENNSYLVANIA SYSTEM.

The president of the Pennsylvania Railroad company has some great advantages over the president of the United States. He can hold office as long as he does well, all who vote for him must have his proper qualifications. Foreigners vote for him as well as natives, and as far as his power extends it is far more absolute than that of any national president. He can hold office as long as he does well, all who vote for him must have his proper qualifications.



THE PRESIDENT OF THE PENNSYLVANIA RAILROAD COMPANY.

He completed a new at the Polytechnic institute at New York. The time he was eighteen, and at once took a job as railroad on the mountain division of the Pennsylvania railroad. He is in the process of construction. His advance in railroading was steady and rapid from the first to the last. He was a railroad man for twenty years, and in that time he had a large share in the construction of the Pennsylvania railroad, and in the process of construction. His advance in railroading was steady and rapid from the first to the last. He was a railroad man for twenty years, and in that time he had a large share in the construction of the Pennsylvania railroad, and in the process of construction.

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