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THE LITTLE ROSE OF SHANE

I saw a little rosebud,
As I went down the lane,
Not yet a bloom. I said I'll wait
'Till I come back again—
Tomorrow, or perhaps some day,
The sunshine and the rain
May open out the bud upcurved,
And I will call my ane—
The rose, white rose of all the world,
My sweet white rose of Shane.

Tomorrow I went back the way,
I heeded not the rain
That shimmered in the white, white sun,
Aslant, athwart the lane.
It was the sweetest, supplest sun,
The sweetest, truest rain;
Yet I but heard the whispering
That came akin to pain.
From up the glebe where I had left
My rose, white rose of Shane.

There was a mill wheel by the way.
I asked the miller's awain
If he could tell me aught that happened
Since I came down the lane.
Yet I but heard his answer,
In the mill wheel's sad refrain,
In the dripping of the water,
As it fell akin to pain,
"Ah, me!" some one had ta'en away
My rose, white rose of Shane.

—Atlanta Constitution.

DESCRIPTION OF BERLIN.

Although comparatively young, Berlin occupies the third place as a European metropolis. The city contains something over 1,530,000 people, including a garrison with nearly as many soldiers as the whole of Salt Lake.

The location of the town is not altogether picturesque, as it lies in the midst of a vast sandy plain watered by the river Spree. Still, it is well adapted for commerce, the river being a navigable stream for craft far into the interior of north-east Germany and Poland. As a railroad centre Berlin stands at the head of the Empire; as a commercial seat it has no equal in the country, and boasts of being the largest manufacturing city in continental Europe. Cattle, grain, spirits and wood are the staple commodities of trade; engine building, brewing, dyeing, the manufacture of chemicals, woolen and silk goods, and fancy articles are the chief branches of its industrial pursuits. There is a fine

system of canals through all parts of the city, offering cheap transportation to coal, building material, vegetables and fruit shipped in great quantities from the surrounding country.

Although mentioned in history as far back as the thirteenth century, Berlin owes its chief modern importance to Frederick Wilhelm, "the Great Elector" (1640-88), founder of the Prussian monarchy. The city suffered reverses in its early struggle for prosperity as well as the sister capitals, but the enterprising spirit of its people soon established a firm foundation for future development, and for many years its onward march to fame and prosperity has been steady and undeviating. Its rapid growth has necessitated the removal of much of the old debris of former ages, to give place to the large and well constructed building of modern times; therefore the city wears a thoroughly modern aspect and gives substantial evidence of thrift in the broad, well-kept and finely paved streets, splendid blocks, factories, stores, theatres, opera houses, museums, galleries of art, hotels, banks, postoffices, palatial residences, elegant promenades and magnificent drives.

The city of Berlin is well supplied with street cars of the most approved style, running to every quarter, besides buses, hacks and carriages. But the most important "way of getting there," and the one of most interest in the line of engineering, is the "Stadtbahn" or city railroad. This road, seven miles long, intersects the city from east to west, and is built upon a solid viaduct of brick masonry for five miles. It crosses the river three times, and in all contains sixty-six bridges over streets and watercourses, with an elevation of twenty feet. The road is supplied with four tracks, two for city travel and two for suburban and general traffic. This road connects at either end with the "Ringbahn," which entirely encircles the city, thus connecting the outlying districts of Strauslau-Rummelsburg on the east; Rixdorf, a village of 40,000, on the south; Charlottenburg, of 30,500 on the west, and on the north Moabit, besides many intervening stations of less importance. Trains run over the "Stadtbahn" every ten

minutes, and it costs only ten "pfennige" (or two and one-half cents), to ride from one end of the city to the other. If, however, the passenger goes beyond the city precincts, an additional ten pf. is charged.

The management of this great enterprise does not differ materially from the famous "Underground" of London or the "Elevated" of New York, and was built with the same object in view—to relieve the overburdened street traffic, which increases from year to year. That the street car is a paying investment in Germany, as well as America, will be seen from the following statistics from the company's report for the month of January: People transported 9,645,174, at a cost of 1,117,485.85 marks. This is independent of the city railway, buses, hacks and carriages, all of which claim their share of the transportation.

The town is divided into districts, with a police *revier* and postoffice in every district, and the regulations of both are in all respects excellent. Every foreigner is supposed to be reported, with occupation, object of visit, and length of stay, to the police authorities within a limited time after his arrival by the person with whom he is staying or if at a hotel his name must be registered and published in the papers. Again, when a person takes his departure, that fact must be reported. Failure to comply with these regulations renders the landlord liable to fine and the traveler to banishment. To a free-born American this looks somewhat ridiculous, and appears to be a step in advance of the rules of propriety that the authorities should bother their heads over the coming and going of the many thousands who visit Berlin in a year. Still, when the matter is considered in the sense of its intention it assumes quite another aspect. The question naturally presents itself to a foreigner, "What is its object?" It is simply this: To aid in the detection and arrest of crime, plotters or spies against the government. Furthermore, it serves as a great aid in the mail service, and may, in brief, be said to be "a general directory" sustained at the expense of the city.

The parks of Berlin are numerous and pretty. The "Tiergarten," covering six hundred acres, is the