

ter part of October, 1879, work was commenced on Boston & Lowell Railroad station in this city was ready for occupancy about two months ago. Its elegant and spacious, surpassing any building in New England outside of Boston. It is 146 ft. long a frontage of 118 ft. on Essex street, the principal thoroughfare of the city. On the east side of the main entrance are two large waiting rooms 23 by 31, with ticket and toilet rooms between. All the rooms are handily and conveniently fitted up with everything necessary for the ease and comfort of the traveling public. Back are the conductors' and station agents' rooms, which are large, airy and handily furnished. On the west side is the dining saloon, and the dining room, 23 x 31. There is also a elegant store on this side fronting on Essex street, especially delights the hearts of the people of our city. The new Opera-House, which occupies the second largest edifice and all the space above it. Through the agency of Mr. Clark R. Caswell, the Lawrence agent of the theatre, who yesterday visited this beautiful theatre, which is now approaching completion, and which, we understand, will be thrown open to the public in about two weeks. It is on Essex street. From the lower hall a staircase, wide, leads to the ticket office, whence two ways conduct one to the lobbies above. The long lobby is 8 ft. long and 34 ft. wide, the side lobbies are of 15 ft. and 24 ft. in length, exclusive of stairways. The auditorium of the theatre, which is 100 ft. wide and 60 ft. high, and contains 800 chairs. The stage has 618 chairs, making the seating capacity of 1,500. The stage, including dressing rooms, is 10 ft. long and 53 ft. deep, with 11 dressing rooms, and 9 below, and there is a large elevator for transporting baggage from the depot. On each side of the stage are two proscenium boxes, and the balcony is handily fitted up. The balcony railings back of the orchestra are upholstered in maroon. The part of the work is done by the railroad, the work of Terry in front of the stage being of the same material. The chairs, which are from the manufactory of H. & Co., New York, are of iron and birch, with backs and seats, with hat racks beneath in the front, and convenient foot rests in front. The upholstery is painted on wood both front and back and set in the back of the chair. In the dome is a chandelier, or chandelier, and reflector combined. There are 450 burners in all, including 300 footlights with Argand burners are in apparatus, which is elegant and unique in design. The highly polished brass, is from the establishment of J. & H. Hill, Washington street, Boston.

op curtain is a very pretty thing, representing a

tree in the shore, with the sun just rising and touching the sands with a golden hue. This is painted by Story, of Boston, and is considered one of his best efforts. The frescoing of the whole building is beautiful and chaste, and the colors pleasing and harmonious. This is the work of W. S. Brasier of Boston. The walls are of a rich creamy tint, the ceiling all blue, the panels red. Four of the large panels in the dome have figures of Melpomene, Thalia, Euterpe and Terpsichore. There 12 panels in the dome, which can be removed and glass substituted when light is needed for day entertainments or rehearsals. The panels on either side of the stage are also decorated with graceful mythological figures. The proscenium arch is gracefully ornamented with brilliant colors, which adds greatly to the effect of the whole. The whole building is finished in Western ash, and is to be lighted with electricity. There are two ways of exit, and even a large audience would find it easy to reach the street in a very short time. In fact, the entire edifice is a model of comfort, elegance and convenience, and is larger than any theatre in New England except the Globe and Boston Theatres. It supplies a want long felt in this city, that of a commodious place for first-class concerts and dramatic entertainments. Mr. Charles T. Emerson, of Lawrence, is the architect, and he has reason to congratulate himself on so complete a success at the new Opera-House. The Boston & Lowell road has been most liberal and generous in fitting up this elegant theatre, and has spared no pains to make it an ornament to our city. It is not yet definitely known whether Manager Hooper contemplates any formal ceremonies for the opening night, but in all probability the first evening will be given to the railroad and its friends and with some suitable entertainment."

### A Phantom Train.

We learn that a mysterious apparition was seen one night recently, which was nothing more nor less than a phantom locomotive. The narrator, whose name we withhold, was walking the track of the Western & Atlantic Railroad, about two miles from town one night last week, when he discovered the headlight of an engine approaching around a curve. Strange to say, he heard no noise as the train came on, and presently he stepped from the track and waited for it to pass. He was still puzzled why no noise attended the engine's approach, and as it came opposite he noticed that the whole machinery had a ghostly, phantom-like appearance. At the throttle stood a pale, wild-eyed engineer, while a spectre-like fireman was pulling the bell rope, but no sound came from the bell. All this he observed as the train rushed past him like a shadow. He swears that the object he saw was a phantom train, of which there are several mentioned in railroad lore.—*Dallas (Tex.) Citizen.*

Is the *Citizen* prepared to say how much peach and honey the witness of this strange occurrence had on board?