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By D. C. IRELAND,

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THE MARCH OF LIFE.

..marching! Who are marching?
..e children by the way,
..ong the dusty wayside,
They are treading day by day:
And the heart of earth is throbbing,
With the music of their feet,
Up time's stern and rugged pathway
Like a far off echo sweet.

They are marching! Who are marching?
Youth in might, and manhood's prime,
Golden visions beckon onward,
Joyous hearts beat measured time;
O be wise, bright gems that glitter,
Earth born treasures soon decay,
Let the goal be "life eternal,"
And thy labor "while 'tis day."

They are marching! Who are marching?
Just adown life's sunny slope,
Aged footsteps slowly falter,
Rett of strength, but calm with hope;
Just beyond the light is gleaming,
And the race is almost won.
Courage, twilight shades shall gather,
Golden with the setting sun.

We are marching, we are marching,
From the cradle to the grave,
And we may not cease our journey—
May not stay time's rolling wave;
As our path is onward ever,
Let our course be upward, too;
Dark the skies and rough the weather,
Angel fingers beckon you.

The Oregon Central Railroad.

We take pleasure in noting that there seems to be a general anxiety upon the part of the people to take hold of some means to develop the interior of the State. The Straight Jacket, which the Constitution imposed improperly enough a few years ago, is now felt to be an obnoxious barrier to the healthy development and prosperity of the State, and many plans are being suggested to avoid the stringency with which it prohibits the State from aiding works of internal improvement. The most hopeful of success of any of the railroad enterprises now before the people of the State, is doubtless the one lately projected by the "Oregon Central Railroad Company," the articles of incorporation together with the names of the incorporators given below:

Know all men by these presents, that we, the undersigned citizens of Oregon, do hereby associate ourselves together as a private incorporation, under and by virtue of the provisions of the General Incorporation Laws of said State.

1st. The corporation hereby created shall be known as the "Oregon Central Railroad Company," and its duration unlimited.

2d. The object and business of the incorporation shall be to construct and operate a railroad from the city of Portland through the Willamette Valley to the southern boundary of the State; under the laws of Oregon and the laws of Congress recently passed, granting land and aid for such purpose.

3d. The corporation shall have its principal office in the city of Portland.

4th. The capital stock of the corporation shall be five million dollars, divided into general and referred interest bearing stock, in such proportions as incorporators, or Board of Directors, may deem proper.

5th. The amount of each share of the capital stock shall be one hundred dollars.

6th. The termini of the railroad proposed to be constructed by said company, shall be, for the northern end, the city of Portland, and for the southern end, at some point on or near the boundary of the State, as may be hereafter determined by actual survey.

In witness whereof we have hereunto set our hands and seal, this — day of September, A. D. 1866.

J. S. Smith, I. R. Moores, J. H. Mitchell, E. D. Shattuck, Jessie Applegate, F. A. Chenoweth, Joel Palmer, H. W. Corbett, S. Ellsworth, E. R. Geary.

By an Act of Congress, approved July 25th, 1866, twenty sections of public land per mile, have been donated by Congress to aid in the construction of a railroad from this city to the southern boundary of the State—the land to be selected within thirty miles of the line of the road. A joint resolution is now pending before the Legislature, if it has not already passed, designating the above named company as the corporation which shall receive and manage this land grant. This land, if all secured, and it is believed that all or most all of it will be found, will constitute a security for the basis of the Company's bonds in the Eastern money markets, and will enable it to raise money there, after the work is commenced here, no matter what we in Oregon may think of the present value of the land grant. But in addition to this grant from the general government, Oregon herself must do something for the enterprise. By the terms of the grant the company cannot get possession of any part of the land donated, or in any way derive any benefit from it, until the first section of twenty miles, commencing at the northern end, has been finished and put in operation to the satisfaction of the Government Commissioners appointed to inspect it. It will cost from twelve to fifteen million dollars to construct a railroad to the southern boundary of the State and probably about four million to build it to the head of the Willamette Valley, which last portion will pay dividends as soon as it can be finished. The money to accomplish so large a work as this cannot of course be raised in Oregon or even on the Pacific Coast. We have not even the money to build the Willamette Valley portion, so greatly needed as it is, or even one half of it; but there can be no question but the State, and the towns and counties of the valley are able to secure the interest on at least two million dollars of the company's bonds. The State is abundantly able to take at least one-half of this sum, while the incorporated towns and counties of the valley could make up the interest on another million among them. This is the true way to render assistance to all such enterprises While the annual interest on these sums would be a small matter to the whole masses of the people, acting through their State, county and town organizations, it would be a large matter to a railroad company in the infancy of its organization and earnings; while the principal sum of the bonds, payable all at once would be a heavy matter for the people to pay at any time—yet in twenty years the railroad company will have grown strong enough in the development of the country, and increase of its earnings to easily float a bonded indebtedness representing the entire cost of the whole work. In another view, this plan of rendering the enterprise the needed aid, recommends itself to the consideration of the Legislature, viz: that it is a matter which will benefit the whole State, and all the inhabitants. Nine tenths of the population of the State live along the general route of the proposed road, and while money thus invested by the State might not benefit the people of Eastern Oregon so much as those west of the Cascades, yet if it is shown that any aid rendered by the State will not increase the rate of taxation in the aggregate, there can be no reasonable objection urged from that quarter. While it is the interest of all to have the railroad and the increase of values, business and property which it will bring with it, would not be the inclination of all to aid it from their individual purses; and because a tax, which would fall equally on property, to aid the enterprise, is the just one for aiding it, therefore it is the one which should be adopted.

It may be suggested that the Constitution even interposes objections to this, but after investigating the subject we are of the opinion that there is no barrier to aiding the matter. in this direction. When the subject was before the Legislature two years ago, it was pretty thoroughly investigated, and the Legislature concluded that it had the power to levy a tax and appropriate the same towards paying the annual interest due from the railroad company, and in pursuance of that view a bill was passed into a law which provided a fund of $200,000 in the aggregate, in five annual installments of $40,000 each.

This offer on the part of the State being entirely too meagre, the company which was incorporated in this city at that time to construct a Willamette Valley Railroad, did not accept the offer. Since that time the Legislature of the State of California passed an act agreeing to pay interest on $1,500,000 of the Central Pacific Railroad Company, and the Constitution of that State being similar to our own on that subject, the matter was brought before the Supreme Court of the State of California in order to test the law, and after a lengthy discussion by the ablest lawyers in that State, the Supreme Court decided that the Legislature had the power to grant the aid offered, and that therefore the law was a constitutional enactment. We hope to be able to publish a synopsis of that decision in a few days.

The principle of levying and appropriating a special tax to aid the railroad company by paying interest on its bonds, being adopted by the State, we can see no reason why the Legislature should not authorize the incorporated towns, cities and counties to use the same principle, and render all the aid which in their collective capacity they might be able to give.

We hope to see the Legislature take hold of the matter in earnest and enable the State to do something towards developing our vast and hitherto unknown resources. It will be the making of Oregon over again, and be the first step towards that future greatness which will reward judicious action. It will double the taxable property of the State, and permit a reduction of the rate of taxation instead of increasing it. Let the Legislature promptly second the liberal donation from the General Government, and we are assured that the company which has been incorporated to construct the work, will energetically push it forward to final completion.—*Oregonian.*

The extent of land under cultivation in France has increased in proportion to the growth of population. In 1851 France contained 35,783,000 inhabitants, and the number of hectares under cultivation amounted to 5,999,376, whilst in 1861 the population had increased to 37,386,000, and the number of hectares cultivated to 6,754,227.

From a return just presented to Parliament it appears that there are fifty towns in Ireland, with a population of upwards of 3,000 each, which are unrepresented in Parliament. The total rateable valuation of Ireland is £13,000,000.

The population of Salt Lake is being greatly augmented by miners of Idaho and Montana.

The Pulse.

The action of the pulse will be of much interest to our readers. It probably is not known to many that the pulse of a female exceeds in frequency that of a male from ten to fourteen beats per minute.

Many circumstances influence its action, such as muscular exertion, mental excitement, the state of the digestive organs, and the position of the body, whether lying, sitting or standing. Muscular action and mental excitement, as also the process of digestion naturally increase it, it being much quicker during the process of digestion that when digestion has taken place.

In healthy males, from twenty five to thirty years of age, the average of the pulse per minute, in a standing position, is from 79 to 81; sitting, from 79 to 91, and lying down, from 66 to 67—making a difference of from nine to ten beats between standing and sitting, from four to five between sitting and lying, and from thirteen to fourteen beats between standing and lying, In healthy females of the same age, it will be found to be 81 to 91, standing; 81 to 82 sitting; and 80 to 81 lying. The variation in the different positions is produced by the muscular action induced by the change of position.

At the different periods of the day the pulse varies, as, for instance, in a healthy person it is most frequent in the morning, and gradually decreases towards evening. After excitement, the diminution is greater and more regular in the evening than in the morning. Food has the same effect on it at these periods, for, in many instances, the same food that will increase its amount and duration in the morning will, in the evening, have no effect whatever. During the hours of sleep there is a greater diminution.

The following table will show its variation at different periods of life, being greater in childhood than in old age, and gradually diminishing as we grow older

	Beats per minute.
Newly born infant	130 to 140
During the first year	115 to 130
During the second year	100 to 115
During the third year	90 to 100
At the seventh year	85 to 90
Age of puberty	80 to 85
Manhood	70 to 82
Old age	50 to 65

AMERICAN INDUSTRY AND INVENTION IN EUROPE.—The Paris correspondent of the N. Y. *Times* says:

Our countrymen carry their enterprises everywhere, and the superiority of our skill is acknowledged, as we are constantly having evidence. Mr. Goodall, agent of the American Bank Note Company, has just concluded a contract with the National Bank of Tuscany for a large quantity of Notes, of the denomination of two and ten francs, to be furnished within the short space of three months. The National Bank of Tuscany will probably be consolidated with the National Bank of Sardinia, and the satisfaction given by our admirable specimens of bank note printing will probably obtain for our engravers large orders to be filled in the future. Within a week past, gold has been at a premium of 18 and 20 per cent., with a great demand for notes of small denominations. The price of gold is less now, and small bills, for the convenience of trade, are much sought for at about the same premium.

Mr. Nichols, agent of one of our companies engaged in the manufacture of repeating rifles, has just left here, having had communication with the Government with reference to orders for a supply of these arms. No contracts have yet been made, as the moment of greatest exigency is supposed to be passed. An American Company is about to establish a manufactory, in which this class of arms will be produced, at some central point in Switzerland.

The Austrian Government has ordered from the owner of the patent in England a large number of the American Spencer breech-loaders. Maj. Huse, formerly artillery officer in the United States Army, and during the rebellion the agent of the Confederacy at Paris and London for the purchase of arms—has gone to Vienna for the English Company, to direct at Vienna the construction of a certain proportion of the guns.

Say what you will of old maids, their love is generally more strong and sincere than that of the young milk-and-water creatures, whose hearts vibrate between the joys of wedlock and the dissipations of the ball-room Until the heart of the young lady is capable of setting firmly and exclusively on one object, her love is like a May shower, which makes rainbows, but fills no cisterns.

The marble beds of Kansas are immense. The marble is reached at a depth of from twenty to a hundred feet below the surface throughout a large extent of country. Finished specimens have been sent to Washington, where it is decided to be of a finer quality than any foreign marble.

Life in Hotels vs. Life at Home.

The introduction of coffee into Europe in the seventeenth century was soon followed by the establishment of places where the new beverage was retailed to such as could afford it, much in the manner that beer is now sold in the German shops or "saloons" at this day. These coffee houses soon became very popular in all the large cities, and ultimately, in London and Paris, came to exercise a marked influence on the political and literary opinion of the day. They furnished a rendezvous for the notable and witty men of the metropolis, who discussed familiarly the new publications, criticised public characters and measures, and thus in some sort organized and led opinion at a time when newspapers were not known beyond their incipient "news letter" form, and when public discussions on current topics were not tolerated. While the coffee houses thus furnished a vent for the expanding thought of the time, it is a remarkable fact that they largely abated the tendency to intemperance by substituting for strong drinks the innocuous exhilarant that is now common at every breakfast table. The coffee houses were ultimately displaced by the English "club" or French *salon* as social and intellectual centres, just as these have in turn been rendered comparatively unnecessary by the modern newspaper, cheap books, and the privilege of holding public meetings; but the influence of coffee houses on mind and manners was long felt, and constitutes one of the most curious chapters in the history of intellectual development during the seventeenth and eighteenth centuries.

We have nothing at all analogous to this influence in our time, considering it exclusively as a social farce, except the great hotels that have grown up in all American cities, and in some of the cities of England and Europe. Originating in the plain inn or tavern, designed for the temporary accommodation of travelers or for the enjoyment of convivial guests, they have assumed palatial characteristics and have come to supplement or supplant private dwellings as permanent abiding places for a large and growing class of people, who prefer to have everything done for them and all housekeeping cares taken off their hands by contract, at so much a week or month. At one of these hotels, which may be tenanted regularly by a large number of families, you are upholstered, fed, wined, newspapered, amused, attended, without concern except as to how the bills shall be met. If you wish to make a neighborly call, you have but to step bareheaded into the next room, or go through the next passage way. If you want society and music, you have but to lounge in the parlor. You play billiards in a crowd, drink in a public bar, read at a general file, and dine at a mass meeting. The advantages of the hotel system seem at first enormous. An English periodical sums them up as follows:

"You pay no rent, —sign no leases or agreements, you have nothing to do with taxes, no servants' wages, no butchers' bills. You have no trouble in engaging servants, in drilling servants, in getting rid of servants. If the pipes be frozen in the course of a hard winter, or if they happen to burst when the said winter breaks up, they are no business of yours. The young man does not call to speak to you about the new kitchen range, nor does the gasman wish to see you in the hall "relative to the state of the meter." Then, what you want is always to be had. You want a bottle of soda water the last thing at night; you are not told that there happens to be none in the house. You want a sandwich in the middle of the day; no uncompromising servant informs you that "there is no cold meat in the house" You want a basin of broth, and you are not obliged to wait till the next day for it. You want to know where somebody lives; there is the last Postoffice Directory to refer to. You want a messenger; he is ready in the hall. You have a telegram to send off; here is a form, and in another moment it is despatched. For all these advantages you pay one weekly bill. When you think of the number of bills to be considered once a week by any house keeper, the file of little red books to be gone through by some trustworthy person or other, this seems something more than a small advantage. A check is drawn once a week, and all is over. Rent, taxes, wages, housekeeping, are disposed of in five minutes. If the check in question do sometimes strike one as rather large, it is but fair to consider how very much it represents."

Besides these minor conveniences, the hotel is sought, in America at least, because it enables many persons to maintain a style of living which, in private, they could not afford. An application of the associate principle, under the management of a shrewd landlord, puts within their reach more costly upholstery, richer carpets, a better served and more varied cuisine than they could support *en famille*. But, after all these apparent economies, what a waste does hotel life make of all the finer social instincts and all the sweeter, more retired joys of social intercourse! How it saps the virtues that originate in the private household! How it dissipates health! How it destroys the pure ideal of home! How it blights womanly modesty and divests childhood of its simplicity! The unmarried or the childless may pass through the ordeal of hotel life comparatively unharmed, but there is nothing in it that can compensate families for the loss of those restraining and refining influences which belong alone to domestic life. All the flash, and glitter and excitement, the extravagance in dress, the broadness of manners, the fondness for display, the spicy scandals, that characterize these showy caravansaries of modern fashion, are a natural outgrowth of the diffusion of wealth among the uncultivated. They indicate the unhealthy cravings of minds lacking inferior resources. The modern hotel is an admirable temporary substitute for home, and can be availed of for what is best in it, when it must be, with advantage and without demoralization; but every American who is anxious for the growth of a strong, manly, healthy National character, must deprecate the growing tendency to prefer hotel to domestic life. The preference is altogether abnormal and mischievous, and we can trace to it much of that domestic infelicity which is often asserted to be peculiarly common in the unsettled society of our new State. Nine times out of ten it will be found that there is more economy and more genuine comfort in maintaining one's own private home, than can be found under the brilliant veneering of the most "stylish" hotel. We want simplicity of character, modesty of taste, quietness of manner, as essentials to a truly refined society, and these can be cultivated with success only at home. The typical woman who is to be the future Mother of America cannot be formed in six story palaces; she must develop in the private dwelling; and even now, the gaudy dahlias of hotel life, stately but scentless, can well be spared for the sweet violets of domestic retirement.—*Bulletin.*

NOT A CHRISTIAN, BUT A BAGGAGE-MASTER.—An accident recently happened to a train on the Atlantic and Great Western railroad The baggage master sat reading at the time, but perceiving by the motion of the car that a great danger was threatened, he attempted to jump out, when he was unfortunately caught between two boxes, and badly jammed. He was taken out in an insensible condition, and being laid upon the ground, an attempt was made to revive him, which proved successful. As he opened his eyes to a consciousness of things, a clergyman stepped out from the circle which surrounded him, to offer prayer for his complete restoration. He kneeled down by the side of the victim, but, before he proceeded with his work of mercy, he inquired, "Are you a Christian?" "No, sir," as emphatically as his weak condition would allow; "I'm a baggage master on the Atlantic and Great Western railroad."—*Nashville Republican.*

NEW ADAPTATION OF FIBROUS MATERIAL.—It has long been known that the stalk of the cotton plant contained a fibre not unlike coarse flax, but it is only lately that this fibre has been brought into practical use. It has been found by actual experiment that 120 pounds of stalk, when steeped and dressed with machinery similar to that used for flax, will make 40 pounds of thread suitable for weaving bagging and other coarse cloth. A joint stock company is being got up to establish a mill in one of the Southern States to carry on this new manufacture, which it is to be hoped will be successful. If any lucky inventor could discover a method of reducing cotton stalks to pulp, and making it either alone or mixed with rag pulp, into paper, he would make a fortune. Newspapers, book makers, and fifty other trades, are dependent on paper; and while the demand for their productions increases rapidly, the supply of the material enlarges very slowly.

A flock of alpacas, purchased some years ago, by the Australian Government, was sold in June. The government discontinues the experiment of breeding and acclimitation, and it now passes into private hands. The results are said to be satisfactory; the animals increasing rapidly and being in healthy condition.

An English journal says: "The first delivery of the new breech-loaders for the army is due at the war office on the 4th of August. The instalment is small, being only 100. The issue will, however, soon average 1,500 to 2,000 a week.

The first Locomotive in America.

Major Horatio S. Allen, the Engineer of the New York and Erie Railroad, in a speech made at a recent festival occasion, gave the following interesting account of the first trip made by a locomotive on this continent: "When was it? Who was it? And who awakened its energies and directed its movements? It was in the year 1828, on the banks of the Lackawaden, at the commencement of the Railroads connecting the canal of the Delaware and Hudson Canal Company with their coal mines—and he who addresses you was the only person on that locomotive. The circumstances which led to my being alone on the engine were these: The road had been built in the summer. The structure was of hemlock timber, and rails of large dimensions notched on caps placed far apart. The timber had cracked and warped from exposure to the sun. After about 300 feet of straight line, the Lackawaden creek on trestle work about thirty feet high, with a cure of 355 to 400 feet radius. The impression was very general that the iron moniter would either break down the road or it would leave the track at the curve and plunge it into the creek. My reply to such apprehensions was that it was too late to consider the probability of such occurrences; that there was no other course than to have a trial made of the strange animal, which had been brought here at great expense; but that it was not necessary that more than one should be involved in its fate; that I would take the first ride alone, and the time would come when I should look back to the incident with great interest. As I placed my hand on the throttle valve handle. I was undecided whether I would move slowly or with fair degree of speed; but believing that the road would prove safe, and preferring, if we did go down, to go handsomely, and without any evidence of timidity I started with considerable velocity, passed the curve over the creek safely, and was soon out of hearing of the vast assemblage. At the end of two or three miles I reversed the valve and returned without accident, having thus made the first railroad trip by locomotive on the Western Hemisphere."

LOST ARTS.—In regard to colors, we are far behind the ancients. None of the colors in the Egyptian paintings of thousands of years ago are in the least faded, except the green. The Tyrian purpule of the entombed city of Pompeii is as fresh to day as it was 3,000 years ago. Some of the stucco, painted ages before the Christian era, broken up and mixed, revealed its original lustre. And yet we pity the ignorance of the dark-skinned children of ancient Egypt. The colors upon the walls of Nero's festal vault are as fresh as if painted yesterday. So is the cheek of the Egyptian prince who was cotemporaneous with Solomon, and Cleopatra, at whose feet Cæsar laid the riches of his empire.

And in regard to metals. The edges of the statues of the obelisks of Egypt, and of the ancient walls of Rome, are as sharp as if but hewn yesterday. And the stones still remain so closely fitted that their seams, laid with mortar, cannot be penetrated with the edge of a penknife. And their surface is exceedingly hard—so hard that when the French artists engraved two lines upon an obelisk brought from Egypt, they destroyed, in the tedious task, many of the best tools which could be manufactured. And yet these ancient monuments are traced all over with inscriptions placed upon them in olden time. This, with other facts of a striking character, proves that they were far mere skilled in metals than we are. Quite recently it is recorded that, when an American vessel was on the shores of Africa, a son of that benighted region made, from an iron hoop, a knife, superior to any on board of the vessel, and another made a sword of Damascus excellence from a piece of iron.

Fiction is very old Scott had his counterparts 2,000 years ago A story is told of a warrior who had no time to wait for the proper forging of his weapon, but seized it red hot, rode forward, but found to his surprise that the cold air had tempered his iron into an excellent steel weapon. The tempering of steel, therefore, which was new to us a century since, was old 2,000 years ago.

Ventilation is deemed a very modern art. But this is not a fact, for apertures, unquestionably made for the purpose of ventilation, are found in the pyramid tombs of Egypt. Yes, thousands of years ago, the barbarous pagans went so far as to ventilate their tombs, while we yet scarcely know how to ventilate our houses.

SINCE 1842 there have been 889 operas and ballets composed in Italy, of which number Donizetti alone has written more than 70.