

TEN YEARS AFTER.

Ten years ago, when she was ten,
I used to love and love her.
I loved her, and she loved me then,
A boy some five years older.
I liked her, she would fetch my book,
Bring lunch to stream or thicket;
Would you for me, would buy my book,
And find for hours at cricket.
She'd mend my cap, or find my whip,
Ah! but boy's hearts are stony!
I liked her rather than Gyp,
And far less than my pony.
She loved me then, though Heaven knows
why,
Small wonder had she hated,
For scores of dolls she had to cry
That I decapitated.
I tore her frocks, I pulled her hair,
Called her the sheen upon it;
Oft fishing I would even dare
Catch tadpoles in her bonnet.
Well, now I expiate my crime;
The Nemesis of fables
Came after years; today Old Time
On me has turned the tables.
I'm twenty-five, she's twenty now,
Dark-eyed, pink-checked and honey;
The curls are golden round her brow;
She smiles, and calls me Johnny.
Of yore I used her Christian name,
But now, through fate or malice,
When she is by, my lips can't frame
Five letters to make Alice.
I, who could joke with her, and tease,
Stand silent now before her;
Dumb, through the very wish to please—
A speechless, shy adorer.
Or, if she turns to speak,
I'm dazzled by her graces;
The hot blood rushes to my cheek,
I babble commonplace.
She's kind and cool—ah! Heaven knows how
I wished she blushed and faltered;
She likes me, and I love her now;
Dear, dear! how things have altered!

The Darien Canal.

The first route is, next to the Nicaragua scheme, the longest. It crosses the State of Cauca, in the United States of Colombia, on a line measuring 290 kilometres. It leaves the Atlantic at the Gulf of Uraba, ascends the Atrato river, thence crosses to the Nappi river and descends through the Doguado into the Pacific at a point called Chirí. The actual number of kilometres to be excavated are only 50, computed at \$9,000,000 cubic metres of earth and stones. There will also have to be 3,000,000 cubic metres of filling used. There will have to be 22 locks, each having a decline of 10 feet 5 inches, and a tunnel 6 kilometres in length. The advantages of this route are the small amount of digging and the fact that comparatively little stone is encountered on the route. The number of locks, the tunnel and the inadequate depth of water at the Pacific terminus are the objections. This route was surveyed by American officers and engineers—Selden, Lull, Schulze, Sullivan, Conden, Collins and others in 1871; and Collins, Eaton, Sullivan and Paine in 1875. The cost is estimated at \$90,000,000, and it is believed the work could be finished in nine years.

The second route starts from the same point on the Atlantic as the preceding, but is much shorter, only having a total length of 235 kilometres. It leaves the Gulf of Uraba, or Darien, ascends the Atrato river, thence by the rivers and lakes Casiquira, Pangua, One, Pava and Tiryra into the Gulf of San Miguel. One hundred and twenty-eight miles of canal will have to be dug, necessitating the excavation of 60,000,000 cubic metres of stone and earth and 6,000,000 cubic metres of filling. The number of locks will be the same as by route No. 1, but there is no imperative need of a tunnel. The advantages are splendid ports at both ends, and the ease with which the excavations can be made, owing to the nature of the soil. A serious objection is found in the fact of the difficulties inherent in the use of two systems of water supply. This route was carefully examined by Wyse, Reclus, Celler and others in 1876-77. The estimated cost is \$130,000, and it will require twelve years' labor.

The third scheme, closely allied to the two preceding, starts from the Atlantic coast at Acanti and terminates in the Gulf of San Miguel. Its total length is only 125 kilometres, and it necessitates 74 kilometres of excavation, comprising 70,000,000 cubic metres of earth and stone. The chief obstacle is found in the tunnel 17 kilometres in length. It traverses a region of great salubrity of climate. This route was examined by the international commission, composed of Messrs. Wyse, Reclus, Sosa, Lacharme and Nerbruggie in 1876-77. Its cost is estimated at \$120,000,000 and the length of time required to complete it is fixed at twelve years. These two routes are what are known as the Central Darien route.

The fourth project is what is called "the" Darien route. It crosses the Isthmus of Darien at its narrowest point, everything being sacrificed for shortness. The entire length of the canal is 53 kilometres. It leaves the Atlantic at the Bay of San Blas and tunnels under the mountain range to the Pacific, at the Gulf of Panama. The actual length of the canal will be only 42 kilometres, but of these, 16 will be a gigantic tunnel, sufficiently high to accommodate the largest ships. Thirty-four million cubic metres of excavation will have to be made. The great claim of this route is the shortness of the line. The port on the Atlantic side is very good, but the almost insuperable obstacles to the last two projects are the tunnels. The frequent calms to the north of the Iles of Perles, Gulf of Panama, are also an objection of serious importance to navigators.

Projects five and six cross the two departments of Colon and Panama in the State of Panama. They leave the Atlantic at Nary Bay and terminate in the Gulf of Panama. The two projects are so nearly alike that they can be treated as one, the only difference being at the Pacific side, where a slight change in direction adds one mile to the total length. For all practical purposes these routes follow the Panama railway. They traverse an inhabited region. Project five contemplates a canal 72 kilometres in length, and requires excavation to the amount

of 37,000,000 cubic metres and filling equal to 5,000,000 cubic metres. Twenty-five locks will have to be constructed. It was examined by Garella in 1843, Totten in 1852, and the American commission under Lull in 1876. The cost of the lock route is placed at \$96,000,000, and to be completed in six years. Project six contemplates a canal 73 kilometres long, 47,000,000 cubic metres of excavation, and in place of the locks, a tunnel six kilometres in length. It is the heroic treatment of the same project as project five. The tunnel is the new feature added by the International Commission of 1878. Its cost will be about the same, and it will require an equal length of time. The Panama Railway Company would have to be paid an indemnity, as it possesses a franchise entitling it to do all the transportation business across the Isthmus.

Project seven is the Nicaragua route. It traverses Nicaragua and Costa Rica in Central America, leaving the Atlantic at Greytown and ascending the river San Juan into the Lake of Nicaragua, and thence dropping by a series of locks, and the Rio Grand river, into the Pacific at Brito. The total distance to be traversed is 292 miles, of which 195 will have to be a canal. It contemplates excavation to the extent of 48,000,000 cubic metres, and filling to the amount of 5,500,000 cubic metres. In all, twenty-one locks will have to be used. The advantages are that the land follows the water level of the canal. Against this is to be set the entire absence of ports, and, worst of all, the instability of politics of the country traversed. The project has been "examined by nearly every exploring party since 1851. Its cost is estimated at \$105,000,000, and it is believed to be the work of ten years.—Herald.

"Chalk Your Bobbins."

In the early days of the cotton spinning machinery, a great deal of trouble was caused by filaments of cotton adhering to the bobbins, or tapes, which then formed portions of looms. These filaments soon clogged the wheels and other parts of the machinery, and rendered it necessary that they should be cleaned, involving much loss of time. The great desideratum was to find out some plan of preventing this clogging by the cotton, and Sir Robert, or Mr. Peel, as he was then, spent vast sums in experiments. He employed some of the ablest mechanists in the kingdom, but spite of all they could do, the inconvenience remained, and the evil appeared insurmountable.

Of course, these delays seriously affected the wages of the operatives, who on Saturdays generally came short in proportion to the stoppages during the previous days. It was noticed, however, that one man always drew his full pay—his work was always accomplished; in fact, his loom never had to stop, while every other in the factory was idle. Mr. Peel was informed of this, and knew there must be a secret somewhere. It was important that it should be discovered, if possible. The man was watched, but all to no purpose. His fellow workmen tried to "pump" him, but they couldn't. At last Mr. Peel sent for the man to come into his private office.

He was a rough Lancashire man, unable to read or write—little better indeed than a mere animal. He entered the presence pulling his forelock, and shuffling on the ground with his clumsy, great wooden shoes.

"Dick," said Mr. Peel, "Ferguson, the overlooker, tells me your bobbins are always clean. Is that so?"

"Ees master, 't be so!"

"Well, Dick, how do you manage it?"

"Have you any objection to let me know?"

"Why, Master Peel, 't be a sort of secret loike, ye see; and if it told, 'others knows what as it," replied Dick, with a cunning grin.

"Of course Dick, I'll give you something if you will tell me—and if you can make all the looms in the factory work as smooth as yours."

"Every one'n them, Master Peel."

"Well, what shall I give you? Name your price Dick, and let me have your secret."

Cunning Dick, grinned, scratched his head and shuffled for a few minutes, while Mr. Peel anxiously awaited his reply. The cotton lord thought his servant would probably ask a hundred pounds or so, which he would most willingly have given him.

"Presently Dick said, 'Well, Master Peel, I'll tell 'ee all about it, if you'll give me a quart o' beer a day as long as I'm in the mill; you'll save that ten."

Mr. Peel rather thought he would, and quickly agreed to the terms.

"You shall have it, Dick; and a half gallon every Sunday into the bargain."

"Well then," said Dick, looking cautiously around to see that no one was near—"this it be," putting his lips close to Mr. Peel's ear, he whispered, "Chalk your bobbins!"

That indeed, was the great secret. Dick had been in the habit of furtively chalking his bobbins, which simple contrivance had effectually prevented the adhesion of the cotton. As the bobbins were white, the chalking escaped detection.

Mr. Peel was a sagacious man, and saw through the affair at a glance. He at once patented the invention, and "chalking" machinery contrived and soon took the lead in the cotton-spinning department. This was the foundation of his princely fortune. It is but right to add that he pensioned off Dick handsomely.

There is nothing, said the Norwich Bulletin, that will so affect a boy's memory as falling from a tree while robbing a bird's nest and spoiling a new jacket. Neither a kind mother's plea nor the attitude of the sternest daddy can for a moment coax or drive the juvenile to a knowledge of how the thing happened.

One of the problems that puzzles a musician is how to strike a bee flat without getting stung by its demisemi-quaver.

FOREIGN NEWS.

French Republic.

VERSAILLER, June 16.—In the decision on Jules Ferry's educational bill, in the chamber of deputies to-day, Paul de Cassagnac accused Ferry of uttering calumnies against religious orders, and with falsifying documents. He refused to retract the charges, and on the vote being taken, de Cassagnac, the confusion became so great that Gambetta, president of the chamber, left the chair, closing the session for an hour. De Cassagnac continued speaking after the gallery had been cleared, amid great confusion.

Hanlan Wins.

NEW YORK, June 16.—A special dispatch from London says that over 80,000 persons witnessed the last race between Hanlan and Elliott, and the greatest excitement prevailed. Hanlan was the favorite at 100 to 30. The struggle for two miles was the most exciting ever witnessed.

London, June 16.—2 P. M.—Hanlan won the race with great ease by nearly a dozen lengths.

Sporting reporters say that such a performance as that of Hanlan's to-day has never been seen in British waters.

The Arctic Ship Resolve.

The Arctic exploring ship Resolve, which formed part of Captain Austin's expedition in search of Sir John Franklin in 1850, is to be broken up at Chatham dockyard. Ornaments and pieces of furniture will be made from the best timber, which the admiralty intend to present to the President of the United States as a souvenir of the occasion when the Resolve was found by American whalers abandoned in the ice, and the government of the United States had her repaired and refitted and presented to the British admiralty.

English Crops and Markets.

LONDON, June 17.—The Mark Lane Express says: Weather the past week was unsettled and wheat discolored. The grain trade has little changed. Deliveries of English wheat at the principal country markets were falling off, while at Mark Lane the offerings were better. Trade is flat, and lower prices would have been necessary to effect sales of any but choicest parcels, but growers were firm in spite of the improvement in the appearance of the home crop, and there has been little pressure to sell. Foreign imports have been considerable, Friday's return showing the return of 41,180 qrs., which weighed upon trade and rendered sales difficult, except in such quantities as present demands justified. The requirements of country millers kept sellers occupied and prevented any depreciation.

Barley is quiet, both malt and grinding. Oats have receded slightly under pressure of supplies, but a temporary scarcity of maize on the spot has enabled sellers to obtain very full prices for both round and flat corn.

Arrivals of wheat and maize were more liberal the past week. Wheat met with dragging sale off coast at market prices, while maize was dull. Wheat and maize has been offered daily in moderate quantities, prices unchanged. The demand for both quiet, and there was no speculative inquiry. Sales of English wheat last week, \$4,549 qrs. at 41s 6d, against 22,594 at 47s 10d, corresponding period previous year. Imports into the United Kingdom for the week ending June 7th, 925,054 hundred weights wheat and 128,366 hundred weights flour.

The Walking Match.

In the walking match at three o'clock the score stood: Brown 181 miles, Weston 175, Ennis 160, Harding 91.

Strike and Failure.

Two thousand miners have struck at Farnworth against a reduction of wages.

Earthquake in Sicily.

MESSINA, June 17.—Continued shocks of earthquake, which are attributed to the action of Mount Etna, have occurred near Santa Venera and Guala. Several houses have fallen, others are in danger of falling and there has been some loss of life.

Fighting in Algeria.

ALGERIA, June 17.—A column of troops which left Batna in the province of Constantine, yesterday encountered 600 insurgents in a defile in one of the Toubas hills. The insurgents were dislodged by artillery and the troops occupied their position.

The Walkists.

LONDON, June 18.—At noon to-day the score in the pedestrian match was: Brown, 202; Weston, 240; Ennis, 161; Harding, 109.

The Late Earthquake.

ROME, June 18.—By the earthquake yesterday near Aci, Sicily, five villages were almost wholly destroyed. Ten persons were killed and several injured. The inhabitants of the district are fleeing in mass.

French Affairs.

PARIS, June 18.—The French Senate and Chamber of Deputies will meet in congress to-morrow to revise the article of the constitution making Versailles the seat of the legislature, with a view to removal of the chambers to Paris.

From Algiers.

VERSAILLER, June 18.—Minister Lepere assured the chamber of deputies to-day that the disturbance in Algeria afforded no present cause for anxiety. The House consequently consented to the postponement of the interpolation on the subject for one month. The French commander in Algeria reports his arrival at Medina. Ten chiefs of a rebel tribe endeavored to obtain a suspension of hostilities by falsely representing that the rebel leader had fled. The rebel leaders were warned to surrender him or they would be attacked last night.

A Valuable Medicine.

DR. FRAZIER.—"My constitution was very much broken down for years. My digestion, bowels and nervous system were in a very bad condition. My system was not properly nourished. After eating I was distressed, and my food would not assimilate properly, so that I received little benefit. I was weak and most miserable, but on trying your Root Bitters I seemed to be wonderfully acted upon, and they have given me great comfort while using them. Enclosed find \$5 for six bottles, which please send me soon."

J. J. SPRINKS.

Cincinnati, Ohio.
Dr. FRAZIER.—"I have had a splendid trade on your Root Bitters. They entirely cured one of my customers, a woman, of Dyspepsia, who had used all kinds of medicines without any good results."

A. J. MILLER, Druggist.

284 Southwest street, Indianapolis, Ind.
See advertisement headed "Life in a Bottle" in another column.

Do not be induced to endanger your life by using mercurial "blood purifiers." They are very old and sure, but leave a rash on the system. Buy Frazier's Oregon Root Bitters, which is a purely vegetable one, and, in fact, will remove, by continued use, all mercurial poison from the blood.

Frazier's Medicine is made from Oregon roots, herbs and bark, and are not patent medicines, but purely vegetable family remedies.

If you are going to paint your house, barn, wagon or machinery, the wonderful Imperishable Mixed Paint is surely the best, for it is warranted by their agents in your own town not to chalk, crack, peel or blister; to cover better and wear longer than any other paint. The Imperishable Paint was awarded the 1st prize in the great exhibition at the California State Fair, 1874, and the World's Medical at the Oregon State Fair, 1878. Get a circular from their Agent, which explains this wonderful discovery. Try it on your paint and you certainly will have no other.

THE WESTINGHOUSE THRESHING MACHINE, THE GLUTE & CO., PORTABLE ENGINES.

By request of the manufacturers we have accepted the Agency for this State and the adjoining Territories of the above justly Celebrated Machines.

We have satisfied ourselves that the above are really SUPERIOR Machines, and are recommended by farmers who used them last season as THE BEST Machines they have ever seen.

Send for Catalogues and descriptive Circulars.

Agents wanted in every county in this State and the Territories.

E. J. NORTHRUP & CO.,
Portland, Oregon.

A TALK ABOUT THRESHERS!

JOHNSON.—Simpson! What do you think of this Westinghouse Thresher? The farmers are all talking about it.
SIMPSON.—The Westinghouse Thresher is the best Thresher ever sold in Oregon. It is the best built and the best painted machine on the market. It is the simplest and requires less skill to work, and that is a great feature, as it saves nearly a breakdown by having a machine as simply constructed as possible.

JOHNSON.—That's so.
SIMPSON.—And another thing is that it separates wheat much better than ordinary threshing machines. You know John Craig at Astoria?

JOHNSON.—Yes, I know him well.
SIMPSON.—Well, Craig says of his Westinghouse: He was never better satisfied with any machine he ever owned, he went through a heavy harvest without a single breakdown or a dollar's expense for repairs. Craig has had an experience of twenty-five years with Threshing Machines, and he says: "Up and down I prefer the Westinghouse to anything I ever saw in the way of a Thresher; it threshes clean, saves all the grain and does not waste any more of it."

JOHNSON.—Does Craig have one too, I believe.
SIMPSON.—Yes. I have said he has not a single fault in it, and he is a thoroughly practical man. He brings in it as being simple, strong, and well made, and says it threshes clean and saves all the grain. Why, the Salem Flouring Mills Co. said Craig that he was the dearest grain that came to their mill that Fall. He doesn't do a pound, but even run through the cleaner.

JOHNSON.—It looks like a durable machine.
SIMPSON.—Yes. If you will notice you will see there are no weak parts than other machines, and therefore it wears out much longer. The grain is taken out of the ears of which are flanked and filed in with wood, so that the teeth pass through both iron and wood, making it impossible for cuts to come loose and break.

JOHNSON.—How is it about feeding? Does it kick up a bad odor on the apron machine?
SIMPSON.—No. On account of the form of the teeth and shape of the throat it is easy, equal to any other machine, and the feed, instead of being thrown in the face of the feeder, is drawn into the machine.

JOHNSON.—What do you think of the bagging mechanism?
SIMPSON.—That is a splendid arrangement. You know it is an object that the grain has to be bagged, and also requires the quantity of grain through this can be changed to either side of the machine.

JOHNSON.—Westinghouse uses it, doesn't he?
SIMPSON.—Yes, and he says that this style was the last and best he had seen of any other machine for that.

JOHNSON.—How do you like the "Power"?
SIMPSON.—I think it is a superior power. It has some special advantages: It is triple geared, and is all around as well as it is a power. It is a power in every way. It has three gears, three gears the main shaft is kept in position without a screw bearing, all the parts are easily accessible while standing on the frame, and any part can be replaced without loss of time.

JOHNSON.—Who are the agents in Portland?
SIMPSON.—E. J. Northrup & Co.
JOHNSON.—Oh, yes. I know Northrup; he has been in Portland a long time, but I didn't know he sold machines.

JOHNSON.—He never has before; but as he has two experienced machine men employed in his wagon and carriage material business, Westinghouse & Co. wanted him to try their machines. He has the Glute & Co. partnership business also, and notwithstanding all the advantages belonging to these machines you can buy them as cheap as you can get any other machine.

JOHNSON.—Well, I am glad to meet you as I am going to buy a thresher, and I must go right home and write to Northrup & Co. for their names and prices.

LIFE IN A BOTTLE!

The Most Valuable Medical Discovery Known to the World—No More Use for Quinine, Calomel or Mineral Poisons—Life for the Blood, Strength for the Nerves, and Health for All.

AN OPEN LETTER TO THE PUBLIC.
Believing that by cleansing the blood and toning up the constitution, was the only way of banishing disease, and being troubled with weakness of the lungs, catarrh, very much enlarged liver, and indigestion, after trying the best physicians and paying out my money for many kinds of medicines, I have found a permanent cure in the Root Bitters. I have been cured of all diseases, and am now in perfect health, and I am glad to say that I have made a wonderful discovery in medicine. I prepared a quantity of the Root Bitters, and was in the habit of giving them away to sick friends and neighbors. I found the medicine effected the most wonderful cures of all diseases, caused from humors or a rot in the blood, impure blood, bad humors, Weakness, Rheumatism, Dyspepsia and Skin Diseases, where all other treatments had failed. As you are troubled with such diseases, convalescing, or feel weak, or have lost taste in the mouth, nervousness and broken down in constitution, you will be cured by the Root Bitters. You will be cured of all diseases, and I am glad to say that I have made a wonderful discovery in medicine. I prepared a quantity of the Root Bitters, and was in the habit of giving them away to sick friends and neighbors. I found the medicine effected the most wonderful cures of all diseases, caused from humors or a rot in the blood, impure blood, bad humors, Weakness, Rheumatism, Dyspepsia and Skin Diseases, where all other treatments had failed. As you are troubled with such diseases, convalescing, or feel weak, or have lost taste in the mouth, nervousness and broken down in constitution, you will be cured by the Root Bitters. You will be cured of all diseases, and I am glad to say that I have made a wonder-

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