

Mr. Oaks on the Prospects of the Northern Pacific Railroad.

BISMARCK, Aug. 23.—Vice President Oaks, of the Northern Pacific railroad, was interviewed last night by a Pioneer-Press reporter. Said Mr. Oaks:

"Why the mining interests of Montana that must pay tribute to the Northern Pacific, will pay running expenses of this road and a dividend besides. There is enough ore in sight to guarantee this statement for at least twenty years."

"When will the road be completed?" said the reporter. "Well, I think in three years, although Mr. Villard puts the date of completion during the year 1882, and he is a man who accomplishes what he undertakes."

The Philosophy of Soap.

Among the many common things which are used every day, but of the philosophy of whose action many persons really know but very little, is the article of soap. An exchange thus describes its cleansing action. To remove stains, dirt, grease and the like, the general principle to be followed is to apply to the same a substance for which they have a stronger affinity than for the surface to which they are attached.

A Mother's Love.

Ten years ago there resided in this vicinity a family consisting of father, mother and five children. The father was a brutal creature, passionately cruel to his wife and children.

he bore a faint resemblance to the poor woman's long-lost son, for whom, soon after his departure, she had vainly advertised and made inquiries, and whom she had long since despaired of ever seeing again. The tidings of the strange little man of the woods reached her at night. She is a hard-working washerwoman, a patient drudge, and had worked hard all that day. But with a wild hope that inspired her unwonted energy, she paused not a moment, but with winged feet hurried across the intervening country to where the wanderer was. And, though dwarfed, barefooted, ragged, dishevelled, and of uncouth aspect, it was her boy, now a man of twenty-four years, and she was supremely happy.

HOW TO SPOIL A HUSBAND.

Find fault with him. Keep an untidy house. Always have the last word. Be extra cross on wash day. Quarrel with him over trifles. Vow vengeance on all his relatives. Never have his meals ready on time. Let him sew on his own shirt buttons. Pay no attention to household expenses. Give as much as he can earn in a month for a new bonnet.

Spain as a Great Power.

Why, asks Spain, should not she be represented when Europe meets in council? One answer would appear to be that, except in population, she is as unlike a great power as a state can be. She is poor and backward; she has taken no part in the formation of recent European history; she has no external interests to defend; she contributes little to the material and still less to the intellectual stock of European wealth.

Tricks and Faults of Horses.

The severity with which a horse has been punished for a fault is usually the measure of the violence with which he will repeat it. It is this violence that makes the horse so dangerous in his rebellion, for until he loses his reason he will take care not to injure himself, and so in a measure protects his rider. Few young horses are dangerous in their resistances until they have met with cruel treatment. It is seldom that a colt in breaking will bolt with his rider; it is usually the old offender who is guilty of this most dangerous of vices.

Experimenting With Carp—The Great Food Fish.

The California Fish Commissioners had a lot of king carp from the Danube in their breeding pond near Oakland, but they were not doing well there because there was not enough fish food therein, and on Monday last some 26 of them, big and small, were removed to Burr's lake in San Mateo county. These, Prof. Baird (who is at the head of the United States Fish Commissioners) says, are the best carp known—better for human food, produce better and grow faster than any other. These are the only carp that the Commissioners recommend. They have been known to grow to eleven pounds weight in two years. They eat freely of cabbage, beans, turnip tops, beet tops, potato es, water cress, tulle roots and the like. With a raised pond from which the water would flow and could be used for irrigation, and which any farmer could cheaply make, these fish could be raised anywhere at next to the cost. Several of these carp which were in December, 1879, put into the Oakland pond "wee things," were each seven inches in length last Monday, and that is not a good fish pond either. Next year they will be distributed to those who have ponds. The Commissioner has promised them to many people this Fall—most of whom have kept their ponds for that purpose, but they will have to be disappointed for the reason named. The fishes did not breed well, but they hope to find plenty next year in Burr's pond to which they have been removed. The Commissioners expected 10,000 in the Alameda pond and got out 260 after dragging it carefully, but they hope that there are still little ones, which went through the meshes of the nets. They will next try the Riverside lake at Sacramento, which was stocked with a few carp in 1879.—[S. F. Chronicle.]

JAY GOULD is on the war path and is about to build and equip a trans-continental railroad to San Francisco of his own. He raised \$25,000,000 in London, and formed an alliance with the Texas Pacific, controlled by the Nickerson interest in the A. T. & S. F. railroad and the Utah Southern Pacific, to form a junction in the Phamegate valley, Nevada, and unite the building of a trunk line through from that point to San Francisco. An opportunity has been afforded to see a cablegram from London, containing the information that \$25,000,000 worth of bonds for this trunk line had all been subscribed, and a cipher telegram went through to New York announcing that the whole ground to San Francisco is now covered by engineers. A correspondent

describes at length the Southwestern system of 7,000 miles, costing for construction alone \$40,000,000. He alludes to the Mexican connections and concessions to the Southwest system in Texas, and says extensions are now building about 70 miles per day. The southwest system will be finished this year to Laredo, Texas. All this year the line from San Francisco to Texas will be covered with engineers and at the moment they strike El Paso, they will commence laying steel rails into Mexico.

Farm Tools.

A certain number of tools and some skill in their use, will often save the farmer much time in sending for a mechanic, and some expense in paying him. Every farmer should be able to make repairs on his wagons, gates and buildings. A room, or a portion of it, should be devoted to keeping tools; a pin or nail should be inserted for each one to hang on, and the name of each tool written or painted under the pin, that it may be promptly returned to its place, and any missing one detected. Keep every tool in its place—do not wait for a more convenient season, but return every one to its pin the moment it is done with. If left out of its place a moment it will be likely to remain a week, and cause a loss of time in looking for it a hundred times greater than in replacing it promptly. Keeping everything in its place is a habit costing nothing when formed. The tools should be a hammer, saw, augurs, brace and bit, gimlets, screw-driver, wrench, two planes, chisels, mallet, files and rasp, draw-knife, saw-set, trowel and box with compartments for different sized nails, screws, nuts and bolts. Common farm implements and tools, such as hoes, spades, shovels, forks, rakes and scythes may be in the same room, on the opposite side, and the same precaution taken to keep every one in its place.

A Remarkable Pony.

A well authenticated and extraordinary case of the sagacity of the Shetland pony has just come under our notice. A year or two ago, Mr. William Sinclair imported one of these little animals from Shetland on which to ride to and from school, his residence being at a considerable distance from the school building. Up to that time the animal had been unshod, but some time after Mr. Sinclair had it shod by Mr. Pratt, the parish blacksmith. The other day Mr. Pratt, whose smithy is a long distance from Mr. Sinclair's house, saw the pony, without halter or anything upon it, walking up to where he was working. Thinking the animal had strayed from home, he drove it off, throwing stones after the beast to make it run homeward. This had the desired effect for a short time; but Mr. Pratt had only got fairly at work once more in the smithy when the pony's head again made its appearance at the door.

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of that side low he will pull the horse around, aiding the hand by the application of the spur on that side. If, when the horse rears, he sinks upon his hind quarters, the rider should endeavor to leave the horse by seizing the mane and throwing himself aside, and although he may not be able to clear himself of the horse, he will at least avoid coming down under the saddle.

If a horse is shy at passing an object he can generally be made to proceed by turning his head away, and passing him along with the leg opposite to the object, as in traversing. If he is a young horse, and does not seem to have known fear, he will usually face that which has caused his alarm if he is allowed to take as much room as the way offers. The rider should avoid as much as is possible, taking notice of the horse's fright, as any nervousness on the part of the rider will confirm the horse in the opinion that there is danger. If a horse takes alarm on the road at things with which he is familiar, it is either through defective eye sight, or because he has found out that he can take liberties with his rider. A man of discretion will know when a horse should be whipped up to an object of which there is a pretence of fear, but the horse must never be struck after he has passed on.

I do not like a horse that has low action, for he must trip, and he is likely, sooner or later, to come down. A horse stumbles when, through weakness, weariness, or stiffness from age and work, he is not able to recover himself from a trip. He usually bears the evidence of his accident on his knees.

A horse that stumbles from weakness is not fit for saddle use. If the rider is unfortunate enough to find himself mounted upon a horse that gives indications of being insecure upon his feet, he should demand free and lively action, with rein and legs. The horse should not be allowed to become indolent nor be permitted to hang upon the bit. On descending a hill the horse must have liberty of action, for if he steps too short, he is liable to come down; and a horse that is checked has not sufficient freedom for his safety. It is after a long day's work that a weary horse may for the first time stumble, and it is a mistaken idea of kindness that induces a rider to let a horse take his head upon such an occasion. The horse missed the encouragement of the rein and the support of the leg, and is invited to fall. Besides, it is much more fatiguing for him to bear his burden, deprived of his usual aids, and in drooping spirits. Finally, in case of a fall, either of a stumbling horse, or under any other circumstances, the rider should hold on to rein until he is assured that his feet are free of the stirrups.—[Anderson's "How to Ride and School a Horse."]

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