



DUST ON THE BUTTERFLY'S WING.

HULDAH STANTON.

A sun-brown'd lassie, on a meadow at play, Sang back to the birds one warm spring day;

'Just Like a Man.'

"They do beat all!" sighed Mrs. Peck, as she wiped her face earnestly with a spotted cotton handkerchief,

"Well," spoke up Miss Patty Brinkly, a vivacious maiden lady, stopping to thread her needle,

"They had something to be thankful for, then, as well as thee, Patty," dryly remarked Aunt Marcia Blinn,

"And they hain't got no memory," put in Miss Patty, who had at last coaxed needle and thread to an amicable understanding,

"So I was afflicted with a kidney trouble for twelve years, during which time I have used almost every kidney remedy I could hear of

straw'n the 'lar'elites was for Pharo', and you did'nt fetch me no thread yesterday!

"Thee doesn't think women folks are all perfect, does thee, Patty?" queried Aunt Marcia, in her calm voice.

"That ain't neither here nor there," answered the logical and unadorned Patty.

"Oh, ma!" said Sarah Beers, deprecatingly, but with a laugh that lit her pale face and sad eyes.

"Well, they be queer," Mrs. Peck again took up the fruitless theme.

"Oh, tell us, Sary; 'tain't no harm. We all know Tom sets by ye like his life.

"You don't mean to say you ever do drive a creter' when you feel that kind o' way toward it?" queried Miss Patty, sharply.

"So week before last, Aunt Simons writ and said she was comin' out to stay a day or two before she went back south,

"Get in," says he, "I'm goin' to the station."

seat, and he driv like Jehu, for we heered the train whistle, and says I, 'Oh Tom! don't drive up the hill to the station, I'm so afraid Jenny'll be scared.'

"He laughed a little. 'I'll bet she wouldn't be half so scared as you,' says he,

"Where did you put the mail?" says he.

"Well, I haven't got them, anyway," says he, "Look in all your pockets, Sary, they ain't in mine."

"Dear me!" says he, "I must have those letters to-day. I've got to. I'll go back over the side road and see if I can see or hear anything about 'em."

"Sary," says he, "do look over your pockets again for them letters; I expect there was a three-hundred dollar check in one of 'em,

"I just was ready to cry, I tell you, but I overlooked the pockets again; they wasn't there, and he said there wasn't any sign or hearin' of 'em on the road.

"From the multitude of certificates received from well known citizens who have been benefited by the use of this remedy,

SILVERTON, March 27, 1880. I have been afflicted with a kidney trouble for twelve years, during which time I have used almost every kidney remedy I could hear of

NORTHERN PACIFIC RAILROAD.

We compile from the answers of Mr. Villard to the inquiries of Congress the following statements, which we summarize as briefly as possible,

The cost of 1203 1/2 miles of completed road and of 170 miles of finished grade, including rolling stock, motive power and other equipment, to the first of May, 1882, were as follows:

It appears from the books of the company that the net receipts from the sale of 3,083,953 acres of land, to May 1st, 1882, were as follows:

Bonds are received in payment for lands in compliance with the terms of the several mortgages under which they were issued.

The act of incorporation prohibited the company from ever issuing any 'mortgage or construction bonds,' or 'mortgage or lien in any way,' except by the consent of the Congress of the United States.

It was not until May 31, 1870, that Congress fully gave its consent to the issue of a mortgage and bonds; and thus was occasioned six years of unavoidable delay.

Of the lands originally granted to the company in Wisconsin, to-wit, 850,000 acres, all, except a very small fraction, were previously covered by grants to other railroads.

In Minnesota the grant includes 1,500,000 acres, of which only 400,000 acres are fit for agricultural use.

Of the lands granted to the company in Dakota, all that portion included within the Coteaus in the eastern part of the territory, and the so-called "Bad Lands" in the western part, and estimated at about one-third of the lands granted, is believed to be good only for grazing purposes.

The small area granted to the company within the northwestern portion of Idaho, with the exception of limited stretches of timber lands along the water courses, has hardly any practical value.

The road under construction and to be constructed is as follows:

Table listing railroad divisions: Yellowstone division, 340 miles; Columbia river division, 239 miles; Cascade branch, 100 miles; Wisconsin, 44 miles; Pacific, 1421 miles.

The engineer's estimate of the cost of completing the gap amounts to \$24,676,520, or \$30,093 per mile.

The remainder of the Wisconsin division, from Superior City eastward, runs principally through a timbered section for a distance of 100 miles, and is estimated to cost \$3,000,000 or \$30,000 per mile.

The 44 miles of road from Portland to Kalama being part of the Pacific division, is estimated to cost \$1,672,000, being at the rate of \$38,000 per mile, in addition to the cost of the bridge over the Columbia river, opposite Kalama, estimated at \$1,500,000.

The Cascade branch division, about 225 miles in length, is estimated to cost \$10,000,000.

It is but a few years since the name of the Northern Pacific railroad bore the stigma of a visionary, bankrupt, and worthless enterprise.

As usual, the real truth lies between the two extremes. While pronouncing as utterly without foundation the extravagant estimates of this value of our land grant, we do fully admit and gratefully acknowledge that it has been a most valuable aid in the fulfillment of the national task imposed upon the company,

The main line from within twenty-four miles of Lake Superior to Bismarck on the Missouri, and what is known as the Pacific river with the Puget Sound, was completed before the failure of the company in consequence of the crisis of 1873.

whole of the principal, together with the unpaid interest, makes up the sum total of the unparalleled sacrifice of those bondholders,

For nearly six years from 1873, the enterprise lay entirely dormant. In 1879, means were raised to build the sections of the main line known as the Missouri and Pend d'Oreille divisions, the former extending from the west bank of the Missouri river to the Yellowstone river, a distance of two hundred and sixteen miles,

In 1880, means were raised for the construction of the Yellowstone division, of which one hundred and seventy-two miles are completed and ready for inspection, and one hundred miles more graded, with the ties, rails and fastenings bought and paid for.

The earnings proper of that division from the time of its completion to May 1, 1882, have been \$405,992 23. The operating expenses during the same period have been \$985,050 72.

The net receipts from the sale of lands pertaining to that division to May 1, 1882, have been \$29,869 02. Add the net earnings to the sale of lands. The following is the income of this division: \$37,811 20.

Summarizing the foregoing figures relative to the three divisions, it thus appears:

1. That the capital sum of \$16,221,700 has been expended on their construction.

2. That the total income from the operation of the three divisions and from the sale of land pertaining to them up to May 1, 1881, has been \$227,369 09.

3. While the interest and sinking fund charges created on their account have been \$777,000 00.

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