

THE BATTLE.

[Translated from Schiller by Baileys.]

Heavy and solemn, A cloudy column, Through the green plain they marching come! Measureless spread, like a table d'ind, For the wild grim dice of the iron game. Locks are bent on the shaking ground, Hearts beat loud with a kneeling sound; Swift by the breasts that must bear the brunt Gallops the Major along the front; "Halt!" And fettered they stand at the stark command, And the warriors, silent, halt!

From the bluish of morning glowing, What on the hill top shines in flowing? "See you the foeman's banners waving?" "We see the foeman's banners waving!" "God be with your children and wife!" "Hark to the music—the trump and fife— How they ring through the ranks, which they rouse to the strife! Thrilling they sound, with their glorious tone, Thrilling they go through the marrow and bone! Brothers, God grant, when this life is o'er, In life to come that we meet once more! See the smoke how the lightning is cleaving asunder! Hark! the guns, yea! on peal, how they boom in their thunder!

LITERATURE.

Under the title of "The Mediterranean of the Pacific" Mr. Thomas Somerville gives a readable description of Puget Sound and its vicinity, where the Northern Pacific Railroad will have its western terminus. As public attention is being now attracted to this quarter of the country, the following extracts from this paper will be of interest:— The railway linking the far West to the far East was opened in July last. The full significance of that important announcement can scarcely be estimated. It will change the aspect of a great and productive region. The Indian already stands aghast as he sees the line of cars—that greatest of all great "medicines"—rattling along the plains where he hunted the buffalo, and withdraws to the northward. He hears in the whistle of the engine the death-knell of all his race. The trapper hears it, and hurriedly gathers up his traps and his "skins, and with his squaw and half-bred brood, retreats before the surging flood of emigration. They hear, not afar off, "the rush of waves where soon shall roll a human sea"—a sea that shall sweep them before it. These regions, of which many knew little, save by the tales that came floating back of the exploits of Jed Smith and Kit Carson, the hardy pioneers; of Skipper Gray, who first breached the breakers on the bar of the Columbia; of Captain Bonneville, who made his way to them by land; of Sutler, who found a bank of gold in his millrace; of old Downie, yeager "Major," who always "struck it," where he slept these regions have all been brought near by the railway. Thousands have left their homes in the East for a month's vacation and a trip to California during the last summer. They have been to see us and gone away again, to tell of our snow-tipped mountains, and giant forests, and rocky gulches, and the glittering gold, and pleasant corn-covered valleys and vine-clad hills. To us in the West it seemed as if New York and Philadelphia and Chicago had gone out "on the tramp." In August the writer met an author from New York in the Willamette Valley, a professor from Iowa away up at the Cascade Falls of the Columbia, a couple of Senators from Washington staging it through an Oregon forest, the Governor of Illinois at a social gathering in Portland, dined with the Vice-President on board one of the Oregon Steamship Company's vessels, near to the 49th parallel, had a drink with an Eastern editor in one of the ice-caves of Washington Territory, and spent three of the happiest days of his existence with Seward and his party, on the pleasant waters of the Puget sound. And no sooner has one railway been opened than another is proposed. The engineers have already been out and mapped the survey.

movements of the Rebellion, his work is a not altogether unimportant contribution to a complete history of the eventful years that followed the election of Abraham Lincoln. The book is sold only to subscribers. —Claxton, Remsen & Haffelinger send us "Sketches of San Domingo," by DeB. Randolph Keim. The recent negotiations for the annexation of San Domingo to the United States have attracted public attention to that island, and an animated description of the country and its people like the one before us ought to find a multitude of appreciative readers. Mr. Keim was in San Domingo during the progress of the treaty negotiations as correspondent of the New York Herald, and he enjoyed unusual facilities for becoming acquainted with the leading men and the manner in which they managed the affairs of the island. His book is written in the flowing and graphic style of a practiced newspaper correspondent, and we commend it as a readable and interesting account of a bit of country that came very near being United States territory, and that in all probability will be in our possession before many years. From Claxton, Remsen & Haffelinger we have also received of the recent publications of Lee & Shepard, "Bear and Forbear," by Oliver Optic, the sixth and concluding volume of "The Lake Shore" series of stories for boys, and "Hard Scrabble," by Rev. Elijah Kellogg, the sixth and last volume of the "Elm Island Stories." These are interesting narratives of adventure, combined with the demonstration of moral principles, and they are intended to combine education with entertainment.

—Part XL of "Zell's Popular Encyclopedia" comes down to the title "Monticulate." Some of the most prominent subjects treated in the number are "Milk," "Milton," "Mineral Coal," "Mining," "Minnesota," "Mississippi," "Mahammed," and "Montana." —The Technologist for September has a variety of interesting articles connected with engineering, manufacturing, and building. —The August number of The Mason's Home Book brings "The Dictionary of Symbolical Masonry" down to the title "Sacred." Edited and published by Leon Hyneman and Alfred T. Jones, at No. 164 North Sixth Street.

THE SEPTEMBER MAGAZINES.

"HARPER'S." The September number of Harper's Magazine has been sent us by Turner & Co. and by Claxton, Remsen & Haffelinger. The contents are as follows:—"The Mediterranean of the Pacific," Thomas Somerville, with sixteen illustrations; "A Sunset Memory," Azella M. Smith; "South Coast Saunterings in England (Saunter VI)," Canterbury II, M. D. Conway, with nine illustrations; "The Daisies," Miss H. R. Hudson; "Among the Peaches," Frederick C. Lodge, with seven illustrations; "Frederick the Great, X. The Invasion of Bohemia and the Retreat," with four illustrations; "Up and Down," D. R. Castleton; "A Day Among the Quakers," Mrs. Nellie Eyster; "The Message," S. S. Conant; "Se-quo-yah," William A. Phillips, with a portrait; "The Old Love Again," Annie Thomas, with two illustrations; "In Wall Street," Austin Abbott; "Was it I, or K?," Katharine G. Ware; "With a Flower," Harriet Prescott Spofford; "Anne Furness," by the author of "Labeled Progress," "Margaret's Trouble," "Veronica," etc.; "Peppole Saffrage, a letter to the Christian women of America" (Part II), Susan F. Cooper; "A Dream of a Dead Past," J. Bunting; "Anteros," by the author of "Guy Livingstone"; "A Modern Bill of Fare," T. B. Thorpe; "Footprints of Charles Dickens," M. D. Conway; "Editor's Easy Chair," "Editor's Literary Record," "Editor's Scientific Record," "Editor's Historical Record," "Editor's Drawer."

After all—would the reader believe it?—the "Texas Difficulty," as it is gracefully termed in these parts, has arisen from the mere scrape of a pen. Great Britain claimed Oregon north of the Columbia river; the United States claimed all south of latitude 54 deg. 40 min. In 1846 that grand compromise called the Ashburton treaty accepted the 49th parallel as the boundary line. But this line, if drawn across, would have cut off the tail end of Vancouver Island. It was therefore stated in the treaty that, after leaving the main land, it shall go southward, through the middle of the channel, to the Strait of Fuca. The treaty appears to have been made under the erroneous impression that there was only one channel between the main land and Vancouver Island. At the time, the Rosario Strait was the best known, and the most commonly used; the Haro Strait has since been surveyed, and is the most direct and best channel. Now the island, or rather the islands, for there are thirty of them, lie between these two straits; so, if the line passing through the middle of the channel means the Rosario Strait, they belong to Britain; but if through the Haro Strait, they belong to the United States. The channels are we to understand, the channel best known in 1846-49, while they were discussing terms, or the main channel, as now ascertained by survey? The mere insertion of the four letters H A R O would have prevented the "difficulty." More has been made of the question than it really deserves. San Juan, Orcas, and Lopez islands (each about ten miles long, and from one to three miles wide) are fertile; but, where land is so plentiful, we need not take their gain or loss as a matter of life and death; and we beg very respectfully to settle the whole difficulty, and submit the following proposal to all concerned: During the survey in 1858 a middle channel was discovered, called the Douglas Channel. If it were taken as the boundary, San Juan and a few islands would fall to the English; Orcas, Lopez, and all the others to the United States; for, though it does not command the harbor of Victoria, as was ignorantly stated by the British Foreign Secretary, yet it is distant only six miles from Vancouver Island, and commands the strait by which ships would pass from Victoria into British Columbia. At present the Americans have a garrison at one end, and the English at the other. There they are, ready to blow each other off at a signal from their chiefs, yet enjoying the most friendly intercourse—assisting each other to hunt the deer and fish the salmon.

The Northern Pacific is spoken of as a rival to the Central Pacific, and the land-holders and lot-holders of the Puget Sound are discussing the location of the great terminal city. The eyes of all are turned to a spot which is destined to play no mean part in the history of our national progress and civilization. Bills may be proposed and defeated, particular schemes may be discussed and delayed; but let any one take a look at the position and contour of the northwestern corner of our country, and he will be convinced of its importance, and foresee its manifest destiny. There is a great inland sea stretching up 200 miles from Cape Flattery, studded with fertile islands, surrounded by pine-covered heights, and nearer, by 800 miles, to China than San Francisco—and nearer, also, to New York. Instead of sage-bush desert and salt plains, there is a fertile belt, under which lies a bed of miocene coal, stretching all the way from Illinois to Washington Territory. Let any one consider the increasing commerce with China, of which we have merely tasted the first-fruits, and acquaint himself with the character of the country behind it, and he will perceive why so much attention has been paid to this part of the republic; he will be satisfied of the wisdom manifested in preserving intact the boundary line which terminates so near it, and discern a reason for the present anxiety to push through the Northern Pacific Railway.

Here, as elsewhere on this coast, we perceive the last of the red man-side by side with the first of the white man—the dying race and the growing race strangely intermingled. At Victoria we saw the residence of the Governor and officials on one side of the harbor, and the "rancherie" of King Frisi and the dilapidated remnant of the Songhish tribe on the other. As we look over the side of our vessel at Port Townsend we see two Clallam girls in their Chinook canoe sitting at ease. Thus have the Duke of York and such as he sat at ease for centuries in their salmon-scented halls. In the midst of good opportunities in one of the best fields of the world, they have lived out their time in idleness and sensuality, their industries never rising higher than skulking round the forest and shooting the elk, or sleepily dozing in their canoes and spearing the salmon as he darts along; their pleasures never ranging beyond the hideous "pottlach," when, with wild screams and savage joy, the tribal crew mounted the roof of their "rancherie," and flung their long-stored blankets to madened "dumms" (companions) beneath. Their time has come, and their portion is another's. Even now they have lost their enthusiasm of the savage, without gaining the wisdom of the white man. They are letting their time-cherished customs drop as things of death. In this country of the Flatheads, where for centuries the Clallam bells have been rated according to the taper of her "caput," we find comparatively few mothers thus preparing their offspring for social position. Occasionally we see a Clallam conservative, some frowzy old crone from the Chehalis or the Quwepquin, sitting with the instruments of torture applied to the nose of the family. Down at Cape Flattery, where they hunt the seal and gather the dog-fish oil, they preserve this ancient feature of their race. Some of them boast that the chignon is only an attempt on the part of other belles to copy their native graces. More than one have we seen with a piece of solid bark rolled up in their hair in imitation of the fashionable chignon.

On the whole, these dusky mothers take but little trouble with their offspring. The "Texas" (a small man) when born is wrapped in a piece of old four-point blanket, covered over with the soft bark of the willow or dog-wood, laced up tightly in his cradle of wicker-work, and left to take care of himself. Kick or sprawl he cannot, and his howling pleases himself and hurts no one. Generally he is a contented little animal as he is tossed around in his basket, or swings from his pole or the branch of a tree in the great forest.

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