

THE PANAMA CANAL.

THE SCHEME PROVED TO BE A BONANZA FOR THE CONTRACTORS.

Observations of a Returned Cincinnati—The Army of Leeches Who Find an Asylum on the Isthmus—Bad Business.

(Cincinnati Enquirer Interview.)

A former Cincinnati, Mr. W. J. Crosby, has just returned from Panama, where he has been since last September fulfilling a contract for lightening cargoes on incoming ships to the shore. The yellow fever has been and now is committing dreadful ravages there, and when the rain came his physician and a friend hurried him out of the country. Mr. Crosby has been a number of years on the isthmus; at one time as agent of the Pacific Steamship company, and his position gave him opportunities for observation, which he seems to have improved to the fullest extent. "The history of the Panama canal," said he, "will be a record of fraud almost unparalleled in the annals of any nation. Already it has cost the sum of \$1,000,000,000. The projectors have in addition a debt of \$20,000,000, and now they estimate that to complete the canal \$500,000,000 additional will be needed. What have they accomplished? Nothing more than the transportation of the objective point of an unlimited amount of machinery, which is useless and can not even be converted into iron, as the rates for freight away from the isthmus are so high as to render 'profitless any such venture."

The Nicaragua route is undoubtedly the best for canal purposes, but it is said at the same time the longest. The route selected by the French and German syndicate is the shortest, but it is fraught with difficulties which, I think, have all been too lightly considered, even if they have been considered at all.

"For instance, the land lies very high in places, and the deepest portion will be a cut six hundred feet in depth. Now, the water surface of the canal will have to be 150 feet in width. This will necessitate a cut of nearly eighteen hundred feet in width at the top; so you can easily imagine the amount of dirt to be removed. The canal line follows closely the line of the Panama railroad. The contract for removing the dirt has been let to a Dutch and French syndicate for \$19,000,000, and as yet the contractors have done nothing. Then they seem to have taken no account of the varying aspects of the spring tides. Of course they will have to employ an elaborate system of locks. In the spring the tides on the Pacific side rise from twenty five to thirty feet, while on the gulf coast they are from twelve to fifteen inches. These conditions I deem of importance, and lastly they are using the channel of the Chagres river as a starting point of the canal on the gulf side. The Chagres is a mountain stream, and in times of flood is a terror to the inhabitants. You have heard about a torrent rushing and jumping. Well, the breast of a torrent in the Chagres just jumps along. It comes down like a solid wall, bearing all before it. They will have to divert the entire channel of this stream. The canal has now been under way four years, and the channel, when completed, will be forty seven miles in length.

"The company has erected a great number of houses along the line, and just to give you an idea of the manner in which they conduct their business I will tell you that in their office, which is an immense place, they had at one time over 700 clerks employed. It seemed at once a hospital and an asylum for broken-down relics of French nobility. Each window of the office had a small incense burner, and each balcony its lolling Frenchman. When one got tired, and went within to either pore over the pages of a French novel of questionable moral purity or the Paris papers, another Frenchman took his place. If any one appeared with a bill or series of accounts he, as like as not, would be told to call again, as all hands were too busy to pay any attention to him. To any man attempting to conscientiously discharge his duty, this was discouraging. All these fellows said was to draw their salaries. I understand, however, that the force has recently been materially decreased.

"In addition I can assure you of one thing, and that is, if the Panama canal is ever completed it will be by American brain and pluck. The way the present syndicate are engaged it will take 100 years to finish the work.

New England Farmers Leaving.

Cheap transportation and organized labor have called the young men from their ancestral homes and sent them to the west and to the large centers of industry. In many parts of this half dozen of New England states the tractors will find farms clinging to only by the older people, who are today consuming the savings of earlier life and eking out an existence by the scanty yield of the soil; and if some method of arresting the process be not discovered and applied, the farms must pass, as in many localities they are now doing, into the hands of a foreign population recruited from the peasantry of other lands—which will be content to consume only the fruits of their tillage with but little thought or knowledge of the broader cultivation which has hitherto been the foundation and inspiration of New England civilization.

Steam Power in London.

An English statistician, who has been studying the growth of London, says that without the agency of steam power the London of today would be an impossibility. If a sudden invasion or any calamity were to destroy the steam facilities the citizens now enjoy, they would be reduced, he says, to starvation within a week.

Simple Cure for Dysentery.

In 1820, while practicing in Madison county, Illinois, I was induced by the representations of an old woman to make the trial of dysentery and diarrhea, of tablespoonful doses of pure cider vinegar, with the addition of sufficient salt to be noticeable, and it acted so charmingly that I have never used anything else.

A Lovable Practice.

The Chinese of New York city are developing a taste for roast pug-dog, and there is said to be an increasing scarcity of that kind of the canine breed in the metropolis. This practice of the Chinese is most laudable, and should hereafter influence in their favor any harsh anti-immigration legislative measures.

Wishes to Know.

A scientific authority wishes to know why the bodies of elephants and wild animals generally are so rarely found after death.

THE LUSCIOUS HUCKLEBERRY.

The Great Marsh in Northern Indiana—Lads and Lassies Picking Berries.

"The great huckleberry marsh of northern Indiana is a curiosity," said Mr. Howes, telegraph operator, of Wilkesburg, to a reporter.

"I understand the crop is small this season," he continued, "but last year it was very large. During the season from 5,000 to 6,000 persons—men, women, and children—take up their quarters in and about the marsh, and remain until the berries are all picked. Some build shanties, some erect tents, and all provide themselves with everything necessary for a residence of several weeks. The come from all parts of the country within a radius of twenty or thirty miles.

"Do the pickers find a ready market for their berries?"

"Yes," buyers are there from New York, Philadelphia, Pittsburg, Chicago, Cincinnati, and other cities. Formerly the berries brought very low prices—3 or 4 cents a quart—but now, owing to the great demand for them, they bring 5 or 6 cents. Some of the pickers make \$3 or \$4 a day."

"How do the people amuse themselves when not engaged in picking berries?"

"Dancing is one of the principal diversions, and the way the Hoosier lads and lassies trip the light fantastic would cause a Pittsburg dancing master to grow green with envy. Half a dozen fiddlers, more or less, strike up some well known air, and the human mass begins to move through all kinds of figures, and sometimes no figures. Everything is of the free-for-all order, though flagrant breaches of propriety seldom occur. Dancing is kept up nearly all night, the monotony being varied by an occasional fight for the possession of a girl or an account of too much whiskey having been imbibed by the belligerents. Once in a while a general row breaks out, when fists, clubs, and sometimes more dangerous weapons are used with telling effect."

"What else do the pickers do to amuse themselves?"

"They all gamble. Fakirs from all parts of the country flock there with their gambling paraphernalia and remain throughout the season. I have seen hundreds of faro, chuck-a-luck, poker, old sledge and other games in progress at the same time. The stakes are small, of course, but as the sharpest nearly always win the amount of their fleeing during the season is considerable. When the pickers have no money they stake their berries, and accept success or defeat with all the stoicism of an Indian. They may lose everything they have, but between begging and borrowing they generally manage to raise a stake for the next night. The majority of the pickers are poor, if possible, at the end of the season than at the beginning.

"I should think it would be a fine field for counterfeiters to ply their vociferous wares?"

"It is. Shavers of the 'queer' are almost as numerous as gamblers. The people are too ignorant to distinguish between good money and bad, and hence accept almost anything that is offered them. In this way thousands of dollars worth of counterfeit money is worked off every year.

"Are the berries as good as those of the eastern states?"

"Better, I think. They are very large, sweet and juicy."

Such Is Science.

In science nothing can be permanently accepted but that which is true, and what ever is accepted as true is challenged again and again. It is an axiom in science that no truth can be so sacred that it may not be questioned. When that which has been accepted as true has the least doubt thrown upon it, scientific men at once re-examine the subject. No opinion is sacred. "It ought to be" is never heard in scientific circles. "It seems to be," and "we think it is," is the modest language of scientific literature.

In science all apparently conflicting facts are marshaled, all doubts are weighed, all sources of error are examined, and the most refined determination is given with the "probable error." A guard is set upon the bias of enthusiasm, the bias of previous statement, and the bias of hoped-for discovery, that they may not lead astray. So while scientific research is a training in observation and reasoning, it is also a training in integrity.

An Artist's Pride.

It was not altogether conceit, but it was a fine satisfaction with his work that inspired that often quoted remark of William Hart's. As the gentleman lives in Brooklyn, and as perhaps the narrative has never appeared in print—but no, he is a good natured soul, and beside, everybody has heard it who has been among the studios. Mr. Hart was painting a landscape one day, when a lady entered his studio, and after looking at his picture she chanced to look up through the skylight. "Why, Mr. Hart," she exclaimed, "just look up there! How very similar the sky is to the sky in your picture! have you noticed it?" The painter looked up, gave one or two glances of comparison, and said complacently, "Yes, but my sky is the finest." That sounds funny enough, but when you consider that he was probably referring to composition and arrangement of clouds and not to light and color, the remark is seen to be excusable.

Grant's Tact in Dealing with Men.

If the pledge of secrecy was removed from those who were familiar with Grant during his army life or during his public life hundreds of stories could be told to illustrate his tact in dealing with men. But this much may be said in a general way, none of his officers ever quarreled or ever showed any heat of discussion in his presence. None of them ever questioned a decision or an order of his. McPherson or said Logan might be impatient over what McPherson said or did, Sherman might be a little testy over what McPherson or Logan or McClelland said, but in the presence of Grant or in the face of an order issued by him all of them were submissive, unresentful, and quiet. They never attempted to explain this, but those of them who are alive to-day will bear testimony to the truth of the observation.

The Deepest Hole in the World.

The deepest boring yet made is at the village of Schladebach, near the line between Leipzig and Corbeith. It has been made by the Prussian government to test for the presence of coal, and was bored with diamond drills. Its depth is 1,300 meters (4,500 feet), its breadth at the bottom 2 inches, and at the top 11 inches. It has occupied three and a half years to bore, and cost a little over 5,000 pounds sterling. The temperature at the bottom is 115 degrees Fahrenheit.

Railroads.

BALD EAGLE VALLEY R. R.—	Time Table in effect May 12, '84.
WESTWARD.	Exp. Mail.
Leave Lock Haven.....	4 45 4 05
Pittsburg.....	4 48 4 09
Mill Hall.....	4 52 4 12
Beech Creek.....	5 01 4 28
Eagleville.....	5 04 4 38
Howard.....	5 13 4 45
Mount Eagle.....	5 18 4 53
Curtin.....	5 22 4 58
Milesburg.....	5 30 5 07
Bellefonte.....	5 40 5 35
Milesburg.....	5 50 5 38
Snow Shoe Int.....	5 55 5 35
Unionville.....	6 02 5 49
Julian.....	6 12 6 01
Martha.....	6 22 6 12
Port Matilda.....	6 29 6 21
Hannab.....	6 37 6 30
Howell.....	6 39 6 33
Bald Eagle.....	6 49 6 44
Vail.....	6 53 6 49
Arrive at Tyrone.....	7 05 7 00

EASTWARD.	P.M. A.M.
Leave Tyrone.....	7 30 8 10
East Tyrone.....	7 37 8 17
Vail.....	7 40 8 20
Bald Eagle.....	7 45 8 25
Howell.....	7 54 8 32
Fannab.....	7 57 8 36
Port Matilda.....	8 05 8 43
Martha.....	8 12 8 51
Julian.....	8 23 8 59
Unionville.....	8 33 9 10
Snow Shoe Int.....	8 42 9 18
Milesburg.....	8 45 9 22
Bellefonte.....	8 55 9 32
Milesburg.....	9 05 9 47
Curtin.....	9 15 9 58
Mount Eagle.....	9 19 10 02
Howard.....	9 20 10 06
Eagleville.....	9 30 10 19
Beech Creek.....	9 40 10 14
Mill Hall.....	9 52 10 36
Fleming.....	9 55 10 40
Arrive at Lock Haven.....	10 00 10 45

BELLEFONTE & SNOW SHOE R. R.—	Time Table in effect May 25.
Leaves Snow Shoe 5 a. m., arrives at Bellefonte 9:05 a. m., arrives at Snow Shoe at 10:20 a. m.	
Leaves Snow Shoe 4:40 p. m., arrives at Bellefonte 5:51 p. m., arrives at Snow Shoe 9:40 p. m.	
S. S. BLAIR, Gen. Supt.	

LEWISBURG & TYRONE R. R.—	Time Table in effect May 12 '84.
WESTWARD.	Mixed.
Leave Scotia.....	12 15 5 00
Fairbrook.....	12 40 5 20
Penn's Furnace.....	1 05 5 40
Hostler.....	1 15 5 50
Marengo.....	1 25 5 55
Loveville.....	1 30 6 00
Furnace Road.....	1 35 6 10
Warriors Mark.....	1 55 6 25
Pennington.....	2 12 6 40
Weston Mill.....	2 25 6 50
L & T Junction.....	2 31 6 55
Tyrone.....	2 35 6 58

EASTWARD.	Mixed.
Leave Tyrone.....	4 30 9 20
L & T Junction.....	4 34 9 25
Weston Mill.....	4 40 9 33
Pennington.....	4 55 9 48
Warriors Mark.....	5 05 10 12
Furnace Road.....	5 20 10 16
Loveville.....	5 25 10 22
Marengo.....	5 40 10 38
Hostler.....	5 50 10 44
Penn's Furnace.....	5 55 10 45
Fairbrook.....	6 05 11 03
Scotia.....	6 25 11 30

PENNSYLVANIA RAILROAD.

(Phila. & Erie Division.)—On and after May 11, 1884.

WESTWARD.	
ERIE MAIL	
Leaves Philadelphia.....	11 20 p m
Harrisburg.....	3 20 a m
Williamsport.....	7 00 a m
Jersey Shore.....	7 57 a m
Lock Haven.....	8 25 a m
Renovo.....	9 30 a m
Arrives at Erie.....	6 00 p m
NIAGARA EXPRESS	
Leaves Philadelphia.....	7 40 a m
Harrisburg.....	11 15 a m
Arr. at Williamsport.....	2 55 p m
Lock Haven.....	3 55 p m
Renovo.....	5 05 p m
Kane.....	9 08 p m
Passengers by this train arrive in Bellefonte at.....	5 05 p m
FAST LINE	
Leaves Philadelphia.....	11 10 a m
Harrisburg.....	3 25 p m
Williamsport.....	7 10 p m
Arr at Lock Haven.....	8 05 p m
EASTWARD.	
LOCK HAVEN EXPRESS	
Leaves Lock Haven.....	7 05 a m
Williamsport.....	8 10 a m
arr at Harrisburg.....	11 30 a m
Philadelphia.....	3 15 p m
DAY EXPRESS	
Leaves Kane.....	6 00 a m
Renovo.....	10 05 a m
Williamsport.....	11 15 a m
Lock Haven.....	12 35 a m
arr at Harrisburg.....	3 43 p m
Philadelphia.....	7 25 p m
ERIE MAIL	
Leaves Erie.....	1 55 p m
Renovo.....	10 40 p m
Lock Haven.....	11 45 p m
Williamsport.....	1 00 a m
arr at Harrisburg.....	4 20 a m
Philadelphia.....	7 50 a m
Erie Mail East and West connect at Erie with trains on L. S. & M. S. R.R.; at Corry with B. P. & W. R.R.; at Emporium with B. N. Y. & P. R.R., and at Driftwood with A. V. R. R. NEILSON, Gen'l Supt.	

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