

The graphic accounts given by your correspondent, dated Hudson's bay, relative to the Schwatka search, have true points of value. In the first place they confirm the story of the hints made as to the fate of the memorable Franklin expedition, and in the second place show that the last season has not materially differed from previous seasons, and exhibit nothing, therefore, but the fact, as favorable to the success of the American expedition in the Arctic waters. The lowest temperature recorded by the Schwatka party, as reported by your correspondent, was 71 degrees below zero—a temperature not unusual in the extreme of other Arctic explorers. Dr. Kane, for instance, has encountered even a lower temperature; so did Capt. Parry and several Russian explorers, and, without serious inconvenience, I have traveled at that temperature. I allude to this merely to show that the weather has not been exceptionally severe, and that the Jeannette was consequently in exceptional danger. The truth is that the Arctic seas are uncertain, like all others, but not in a general, but in a particular way. The story of Sir John Franklin stands altogether alone and would long since have been forgotten had it not been for the peculiarly romantic circumstances attending the fate of himself and crew. The expedition was sent on the ship, *Enterprise*, with two others, the *Hecla* and the *Terror* to accomplish a northwest passage to the Pacific ocean—the last of many similar attempts in the interest of commerce, and certainly in that interest the last of its history. It was not enough of its history to show that the two vessels, after passing through Baffin bay entered Barrow strait, wintered at Beechey island, sailed north through Wellington channel nearly to latitude 77 degrees, and then turned southward to the coast (doubtless in consequence of their meeting impenetrable ice) with the evident expectation of finding there along the American shore, a passage from ocean to ocean, similar to that of the *Enterprise* and the *Hecla* to the shore of Asia.

In its southerly course the Franklin expedition reached latitude 70 degrees, where, within a hundred miles, or indeed perhaps less, of water that had been previously navigated by Arctic explorers and the *Enterprise*, *Hecla*, *Terror*, *Jeannette* and Simpson, Back, Rae, Richardson and others, the two ships were beset in the ice and there frozen fast at the close of the season of 1846. From that time until the spring of 1848 the ice never broke up, but the ships remained in the ice, and in April, 1848, the vessels were abandoned when about fifteen miles from land, the crews reduced by death meanwhile from 128 to 105, betaking themselves to the ice, dragged the ships' boats northward to the shore of Melville Island, an island about two hundred miles from the coast line of which they followed, or the low lands of which they crossed, with the expectation of reaching finally at or about the mouth of Great Bear or Great Slave river, the nearest green as the evidence proves, the mainland of America. Then, it was their evident purpose to ascend Back's river, and then strike the outposts of the Hudson's Bay company. The distance that they had to travel, and the fact that their retreat could have been as shown by the records of the Schwatka expedition, hardly more than two hundred and fifty miles, and yet during that distance every member of the party perished, and every relic of their march, save a few buttons, spoons, coins, and other relics easily identified scattered along the shore or in possession of the natives. The first of these relics were found by Dr. Rae in 1853, and the Government of Great Britain has since paid him for having solved the mystery. Dr. Rae's journey was made in the same general direction as that of Lieut. Schwatka twenty-six years later, though not over the same course. It is great many years since the records of Dr. Rae's journey are now in the British Museum; but Lady Franklin, not content with the reports that he made nor satisfied with the decisions reached, sent out the Fox, under Capt. (now Admiral Sir) Francis Leopold McClintock, to find out, and he found the only written record ever yet discovered. This record showed that Franklin died June 11, 1847, probably on shipboard, and thereafter the struggle for the release from the black-ribbed ice's embrace was continued until the summer of Franklin's second in command.

As to the fate of the expedition, a wide gap for inquiry lay between the points reached by Dr. Rae (from the mainland of America on the south) and by Capt. McClintock, (from the north), the latter reaching the Strait and thence descended from the north through Victoria strait toward the American coast.

This extensive gap was somewhat filled in by our countryman, Capt. Hall, but it has now been completely covered by the written reports of Lieut. Schwatka and his resolute companions of the expedition, although founded upon incorrect information at the outset, as would appear by the evidence furnished by your correspondent, has really presented a complete record of the time and distance in the history of Arctic travel. The peculiar feature of the journey was that the party subsisted by the way, obtaining abundant supplies of food, such as reindeer, musk oxen, etc. and that they did not obtain the records of which they were so proud, as they have secured most valuable information, not only as concerns the Franklin expedition, but geographically. They have traversed regions entirely unvisited before, and secured their daily supplies, which seem never to have failed them during almost a year of exposure through all the vicissitudes of a rigorous climate. A singular feature of their journey would appear to be that they traveled along the coast, and not along shores and over lands traversed by Franklin's men, the latter dying from want, the former living in plenty. Perhaps this fact indicates a change of climate. There may have been at that season a less accumulation of snow, and a thinning of ice in that quarter, where is generally supposed to lie the pole of greatest cold. It may be that the party had become rendered in strength by sickness and over exposure, but it does seem singular after the sad fate of the expedition, that one hundred and five men should, on comparatively so short a march, have been swept out of existence and left no trace by which the history of their expedition can be read.

It is a very remarkable incident in the history of modern maritime discovery will thank Lieut. Schwatka and his courageous followers for the contribution they have made toward the final solution of a question which has long been a dark and absorbing the sympathetic and civilized world.—[N. Y. Herald.]

The story is familiar of the man and his wife who, soon after marriage, fell to talking of their future. "I want to be rich," said he. "I care nothing for riches," was her reply. "All I wish to be comfortable." They had grown beyond middle age, when, calling up the old man's memory, she said to him, as a friend: "I got rich twenty years ago, but my wife is not yet comfortable." The truth of the story is realized every day in this country, particularly in the great cities, although it is not the husbands, but the wives, who are comfortable. It does not require a great deal of money to make women comfortable, and they bear narrow circumstances, even pinching poverty, with a patience unknown to men. They are far more contented with a few dollars, and they are often very lavish in expenditure, usually because they have had no financial instruction; but they seldom love money for money's sake, after the manner of men. Women like money for what it will bring them in comfort and worship money for its mere possession.

Riches and comfort, except in a material sense, are rarely united in man. How many millionaires in this, the commercial metropolis of the Nation, feel, or would feel, if they were to lose everything that renders life desirable, including health, domestic contentment, sincere friendship, public confidence, private esteem—things not purchasable—but they are very likely to be haunted by a dread of loss, and they are often troubled to be possessed by rather than to possess their wealth. Their investments, old and new, make them uneasy; they cannot bear to have any capital idle; they are as anxious that every thousand dollars should be earning something as the farmer is that his acre should yield the five or six per cent. It will yield for their daily necessities.

A great fortune is a great tyrant; it drives and spares not. Many a rich man looks back on the time when he was poor, and might have been rich, and his mind then was from care, how much he enjoyed the simplest pleasures. But he would not exchange his present for his past any quicker than he would exchange freedom for slavery, health for disease, honor for infamy. He would not exchange his present, his life, for the life of a pauper, toiled and suffered for through years, worries and hardships him; but he would not surrender any portion of it more willingly than he would surrender the use of his right arm.

It is the malcontent of superabundant riches that while they harry their owner, and may destroy his mental peace, he clings to them as tenaciously as to life, and is bitterly tormented by the smallest fraction of their decrease. The ordinary man, who has a few dollars, and who has as much as he suffers from what he fails to get. We have all heard of the New York Crosses who declined to contribute to a most worthy charity. The man who had asked for his subscription expressed his surprise that he should not have contributed. It was his excuse, "but really I can not afford it." Why, at this moment I have more than half a million of dollars in a bank, and am not getting a cent of interest on it.

Rich men form a habit of counting the interest on everything. When they build a fine house, or buy books or pictures or furniture; when they lay out grounds, or travel, or make a donation, they cannot help thinking how much they are spending, and how much they are losing. A very wealthy manufacturer up town put up not long ago, a palatial country seat, and made it his home for eight months in the year. He furnished it at great expense, and decorated it with rare and dainty things that filled the spacious rooms, but because he imagined that they would add to his social consequence. He told a friend one day: "It is a splendid place, I admire it myself, but I can not afford it. I have paid for that six per cent. on its cost would give me twenty thousand dollars a year, and it yields no return at all. I like that photograph in my library better than any of those foreign paintings. It never cost me a cent, and it is worth fifty dollars for it, frame and all—it was regular bargain—six per cent. on thirty dollars would hurt any man."

Money getting, simply for the sake of getting it, unquestionably carries its own punishment. It is a very selfish and creature cannot wholly escape; No sensible person deprecates money; it has an incalculable power of civilizing, humanizing, refining, of doing good in all directions. Like fire and passion, it is a great and a great evil, and a great master. No man in the way of accumulation, can be too careful of its domination, whose approaches are stealthy and insidious. At the beginning, we say we want to be relieved of anxiety, to be independent, to be happy, and not wish to be rich. A few, a very few, who have independence have been attained, have strength to pause in the pursuit of gold and to turn their attention to their higher needs. Others—they are fewer still—go on and make money, and money, and money, until they have acquired it, employ it rationally, liberally, helping those who need help; encouraging art, literature, science, strengthening, so far as they may, the cause of humanity and freedom. Their wealth is a great and a great evil, and a great master. No man in the way of accumulation, can be too careful of its domination, whose approaches are stealthy and insidious. At the beginning, we say we want to be relieved of anxiety, to be independent, to be happy, and not wish to be rich. A few, a very few, who have independence have been attained, have strength to pause in the pursuit of gold and to turn their attention to their higher needs. Others—they are fewer still—go on and make money, and money, and money, until they have acquired it, employ it rationally, liberally, helping those who need help; encouraging art, literature, science, strengthening, so far as they may, the cause of humanity and freedom. 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Last December, on the steamship *Germic*, I played chess with the great civil engineer, Captain Eads, stimulated by the thought that to beat him was to defeat the man who had twice conquered the Mississippi. But I didn't defeat him.

James B. Eads was born in Indiana in 1820. He is slender in form, neat in dress, general courtsier, and nearly sixty years of age. In 1833 his father started down the Ohio river with his family, proposing to settle in Wisconsin. The boat caught fire and his scanty furniture and clothing were burned. Young Eads barely escaped ashore with his pantaloons, shirt and cap. Taking passage on another boat, he was first landed at St. Louis with his parents, his little bare feet first touching the rocky shore of the city on the very spot where he afterward located and built the largest steel bridge in the world. Ever the Mississippi—bridge builder and builder of war engineering—ever performed in America.

At the age of nine young Eads made a short trip on the Ohio, when the engineer on the steamboat explained to him so clearly the construction of the river that the child, ever the engineer, he built a little working model of it, so perfect in its parts and movements, that his schoolmates would frequently go home with him after school to see it work. A locomotive engine, driven by a tin cylinder, and a screw propeller, made of tin, were the chief parts of the model. From eight to thirteen he attended school; after which, from necessity, he was placed as clerk in a dry goods store.

Over the store in St. Louis where he was employed, the owner of the store was an old bachelor, and having observed the tastes of his clerk, gave him his first book on engineering. The old gentleman's library furnished evening companions for him during the five years in which he was employed. At the age of sixteen, health failing at the age of nineteen, he went on a Mississippi River steamer; from which time to the present day that great river has been to him an all-absorbing study.

Towards the river he formed a partnership with a friend and built a small boat to raise cargoes of vessels sunken in the Mississippi. While this boat was building, he made his first venture in submarine engineering, on the lower rapids of the river, by the recovery of a wreck. He hired a scow or flat-boat and anchored it over the wreck. An experienced diver, clad in armor, who had been hired at considerable expense in Buffalo, was lowered into the water; but the rapids were so swift that the diver was unable to reach the wreck, he feared to be sunk to the bottom. Young Eads, determined to succeed, and finding it impracticable to use the armor, went ashore, purchased a whisky barrel, knocked out the head, attached the air-pump, and lowered it down the river. He waited to the open end of the barrel—then swinging it on a derrick he levered it practical diving bell; the best use I ever heard made of a whisky barrel.

Neither the diver nor any of the crew was able to resist the temptation, and the dauntless young engineer, having full confidence in what he had read in books, was lowered within the barrel down to the bottom, the lower end of the barrel being open. The water was raised for several feet, and the diver, finding the wreck, he remained by it a full hour, hitching ropes to pig lead till his own boat, then, making a signal by a small line attached to the barrel, he was lifted for several feet. The diver, finding the wreck, he remained by it a full hour, hitching ropes to pig lead till his own boat, then, making a signal by a small line attached to the barrel, he was lifted for several feet. The diver, finding the wreck, he remained by it a full hour, hitching ropes to pig lead till his own boat, then, making a signal by a small line attached to the barrel, he was lifted for several feet.

The sunken cargo was soon successfully raised and was sold, and netted a handsome profit, which, increased by other successes, enabled energetic Eads to build larger boats with powerful pumps and machinery on them for lifting entire vessels.

HYSTERIA

Hysteria is by no means confined to women, for one of the worst attacks which I ever witnessed occurred in a man. This gentleman one day found he had lost his all, and on returning home, he was met by a woman who, crying, until sheer exhaustion brought an end to the attack. This was quite involuntary. But it might be remarked that even in hysteria such a thing as fashion prevails, showing that a certain power of control exists. In this case, I was a boy, hysteria was the fashion; and if during conversation any remark was made to touch a lady's sensibilities, she would clench her hands, make a wry face; her eyelids would undergo a rapid vibration, she would give a sob or two, the sobs would be followed by a cry. This was accomplished by throwing cold water over her face; and if this encroached on her neck or wetted her dress, the cure was very sudden and complete. During church services, and at social gatherings, to have a young lady carried out; but I think as a rule she belonged to an inferior class, whose kind of work during the week did not allow them to play dress-making tricks with themselves on a Sunday; for the kind of work which they effected in their case by the call for a penknife. This was used to loosen the body-armor, when a loud explosion took place, followed by a deep sigh and a speedy recovery of the patient. So satisfied was I with the efficacy of this method that I have a lively remembrance of a young lady who had a weekly attack, and was often carried out by a gentleman in the next pew. As these two were afterward married, I apprehend that the lady was not so much carried out only too thankful to think, for the peace of other people, that this method of forcing matrimony has gone out. [Chamber's Journal.]

LOVE STORIES.—It was, we think, with "Jane Eyre" that it began to be supposed that the hot encounter of two lovers was a thing of the past. But it was their quarrels, heats and coolnesses, was the only object of fiction—a disastrous discovery which has done more damage in the world than many a more important mistake. Taking Shakespeare's *Romeo and Juliet* as a type, the story which is pure love and nothing else must end in a catastrophe. It is an intolerable state, not to be supported by the great mass of human beings who are not capable of such a process, and the overpowering brief current of passion, the pity of the strange and tragic conclusion, the bitter sweet of that union which is ending, are component parts of its power over us, and justify its acceptance as the supreme romance, the one typical tale of youth and passion. It is no looking behind or after in that sudden rapture—it is all concentrated in the moment, the hour, the one point of everlasting duration, which to ordinary mortals is best out upon the clock in the face of the sun, and the one of the youthful year occupy their real position.

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The United States Fish Commissioner furnishes the following list, comprising thirty-three varieties of the different species of fish observed in the waters of the Columbia and at its mouth: Spring salmon, blue back, silver side, hump back, brook trout, steel head, cutthroat trout, rainbow trout, silver chub, spotted shad, herring, flounder, sole, eel, lamprey, sturgeon, green sturgeon, porgy chub, minnow, sucker, sculpin, tom cod and ling cod. Several of the above species are sub-divided into other species discernible only by the Latin name given by the naturalist. The showing is an important one in its line, adding its quota to the exhibit which makes Oregon renowned for her varied resources.

Dayton, Hall and Lamberson.

This young and enterprising firm have a very handsome exhibit at the Mechanics Pavilion, near the entrance, and opposite the fountain in machinery hall. They have a large show case filled with fine cutlery, such as razors, pen-knives, scissors, etc., and a number of miscellaneous articles, such as door bells, solid bronze and nickel-plated doors and window trimmings, locks bolts and such goods, and a patent safe and iron, which would be a boon to any house-wife. In a neat upright show case they present some extra fine fishing rods and tackle, pistols and other sporting goods, which takes the eye of all true sportsmen. On the shelves to the left they show farmers' and housewives' goods, such as axes, forks, rakes, blacksmiths' hammer, wrench and nut sets. The rear wall is very prettily covered with a miscellaneous display on a crimson background, composed of cross-cut and hand-saws, broad and chopping axes, ship carpenter's tools, and various carpenter's benches and knives, surrounded by a festoon of logs and halter chains, the whole forming a beautiful background, which shows excellent taste in arrangement. Four scroll saws are shown, which catch the eye of every visitor. On the right side of the Pavilion. They are the Rogers, Lester, Holly and Barnes' velocipede patent, and are but a small part of that class of goods which this firm handles. They show a number of brackets, pictures and other goods, which can be made as can be done with the scroll saws. They also show a Sibley builders' level on a tripod for which they are sole agents. At their corner on First and Taylor streets in this city, the firm have a handsome brick store, which they have been compelled to enlarge by an addition of 30x50 feet, two stories high, in order to keep up with their largely-increasing trade. Their store is now 100 feet in length, with 30 feet frontage, and is filled from cellar to garret with shelf and heavy hardware, mechanics' tools, sporting goods, scroll saws, farming implements, such as shovels, spades, rakes, scythes, axes, etc. etc. as well as a large assortment of blacksmiths' tools, saws, machinists' blacksmiths, masons and miners. The gentlemen that compose the firm are Frank Dayton, Robert F. Hall and Buell Lamberson, all young men who have been brought up in the hardware business in New York City, from boyhood, and have each made a name for themselves to offer some rare inducements to the trade. Though this firm have been known until recently as retail dealers solely, they have made arrangements to wholesale all the kinds of goods in which they carry, and are now endeavoring to make for themselves as fair dealers in Portland, will be of great help to them in their new line of business. They are prepared to fill orders promptly and at the lowest market rates for all kinds of goods usually kept in hardware stores, together with many novelties not generally found in that line.—*Telegram.*

Every music teacher or musician in Oregon, Washington Territory or Idaho who will send their name and address to Warren's Music House, 92 Morrison Street, Portland, will receive free for three months, a copy of his *Musical Review* containing three new pieces of music each month, besides current musical news.

REMARKS

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