The Daily Astorian.

	.OREGON:	L.	1001
TUESDAY	MAKCH		

Arctic Explorations.

The many unsuccessful attempts made during the present century to reach the north pole have each contributed to intensify the desire on the part of the scientific world to unravel its mysteries. Each sacrifice of human life has inspired men to brave the greater risks that have been disclosed as the object of search has been neared. Any call for volunteers to officer and man an exploring ship is responded to with alacrity, and the only trouble is to repress the multitude who are willing to perform this hazardous service. It can never be told in advance what practical results will flow from scientific research, and none can say now what pecuniary benefit will come to the world from all of the study that is being given to Arctic exploration. The abstract studies of the astronomers have enabled the modern navigator to traverse the ocean

with as much exactness as though he were at some vast elevation. and could look down upon the seas and the continents and observe the position of his vessel in reference to them. The midnight studies of the alchemists were the forerunners of the chemists of our time, and their discoveries have almost infinitely advanced the welfare and comfort of the human race. Every line of scientific study that was at first pursued for its own sake has resulted in giving to abiding value. Perhaps there is no more striking illustration than the earlier researches in electricity We have the best of reasons, ultimate outcome of Arctic re-

Anxiety has been expressed in ground high into the air, where it the fact that no tidings were obits costs is so trival, when the national wealth is considered, that none should object from motives of economy. The Mediterranean squadron might be dropped for a year, and the pleasure trips of its officers deferred for a season. The country owes something to abstract science, and its obligation cannot be more appropriately acknowledged than by doing all that is necessary to enable explorers to solve the mysteries of the Arctic. -A correspondent of the Yamhill Reporter, writing from Sheridan, says: "A man was here last week, seeking information about the general lay of the country between Grand Ronde and Tillamook bay, as he claimed, for the purpose of making a survey in the spring, from Grand Ronde to Astoria, to see whether it was a practical route for a railroad. As surprising as it SEALED PROPOSALS WILL BE BE-

Interoceanic Communication. The March number of the Cali-

fornian comes freighted with an 600 unusual quantity of valuable literary matter. To the mercantile and producing classes the most it. important article is "Interoceanic Communication," from the pen of TAX PAYERS OF SCHOOL District

Captain William Lawrence Merry, who, almost single handed, has for months past ably sustained the cause of the Nicaragua canal project. That the people of this coast are blind to their own interest has been evident for a long time, and nothing can better prove this to be the case than the indifference displayed at the late meeting of the Grangers, when the subject of an interoceanic canal was presented to them. To arouse the people of this coast from their lethargy, Captain Merry has worked indefatigably and with marked ability. His latest article gives in detail the reasons why the Nicaragua route should be preferred to that serving the two continents at the Isthmus of Panama, Laying aside the political considerations, which are of great importance, the figures presented in his article, showing the saving in first cost and in time, are sufficient, it would seem, to convert any who now lean toward the Panama scheme, while the engineering problems. which must be solved by M De Lesseps, are infinitely more difficult than any presented to the

engineers of the Nicaragua line. How a Cyclone Looks.

From the Philadelphia Press. The recent terrible cylclone in Macoupin county, Illinois, is thus described by Engineer Cutter, of the world something of great and the Chicago and Alton express train, which was running at full speed, and met the tempest at Carlinsville. Mr. Cutter saw out on the prairie what he supposed therefore, for the belief that the to be a straw or haystack on fire. As he approached it he saw that it search will be of some value to moved rapidly toward the track, civilization, though in what par- and then realized that it was a ticular way cannot be surmised, evelone of the most appalling because the secrets of the frozen character. It was a dark, funnelworld have not yet been revealed. shaped cloud, reaching from the

many quarters, about the fate of disappeared into the clouds. It the exploring vessel that started was black and dangerous-looking, on her journey two years ago, but and whirled with terrible velocity. we can see no reason for any of Its voice, heard even in the disthe theories of disaster. If the tance above the rumble and roar relief vessel sent a year ago had of the train, was frightful in the found the explorer, she would extreme. The cyclone seemed to On the Roadway, opposite the Oregon Rail have accomplished in one year travel at the rate of twenty miles what had been planned for two; an hour, and was so fast approach- New Bagatelle Table. ing that the moving train must in tained is one of the strong argu- a moment inevitably strike it. Mr. ments in favor of the success of the Cutter shut of his engine and apexpedition. But the plea in be- plied his air brake just in time; half of sending a relief steamer for despite the precaution, the is sound for other reasons. It is train touched the cyclone's outer possible that there has been disas- edge. Mr. Cutter describes the ter in those, remote, frozen regions, sight as the most horrible he ever because their perils are known to saw. The air was lurid and dark be great, and the equipment of an and hot, as if coming from an auxiliary expedition should have oven. Everything in the pathway been provided before the original of the storm was demoralized and voyage of exploration was com- crushed and annihilated. Barns, menced. If a similar safeguard fences, sheds, telegraph poles, and had been provided on former occa- everything at all fragile was swept sions, many valuable lives would up. Mr. Cutter and his fireman have been saved, and the store of crouched down in the tender, and knowledge concerning the Arctic for a moment feared that the train would have been the larger. There would be overturned. The cars is no enterprise more worthy the were only held on the track by attention of the government, and their safety-chains. The passengers, who first wondered at the stop, with blanched cheeks and terrified countenances viewed the terrible monster of the air in its work. NEW TO-DAY. Sealed Proposals. SEALED PROPOSALS WILL BE HE-the sopp of C. H. Bain & Co., un-the slope on Friday, March 4th, Lection of a two story building. 1881, for th C. H. BAIN & CO. 30-1d. Sealed Proposals. Search Froposals. Search Froposals Will, BE RE-corner of Main and Squennogle streets, an-til Thursday, March 2d, 1881, at 2 o'clock F. M., for the construction of a two stery frame building corner Oney and Court streets. Phase and specifications may be seen at my Rakery. The right to reject any or all buds is hereby reserved. 10. LOUIS KIRCHHOFF.



Sealed Proposals.

for a railroad. As surprising as it may seem to some, a man can go from Sheridan via Grand Ronde to Tilla mook bay, without at any time being two knudred feet higher than this town. I know whereof I speak."

Wholesale and retail dealer in. ALL KINDS OF FEED, Hay, Oats, Straw, Wood, Etc.

[2]

2 00