

grinding and crashing noises gave fearful evidence that the ice was in motion. The vessel received violent shocks every moment; for the haziness of the atmosphere prevented those on board from discovering in what direction the open water lay, or if there actually was any at all on either side of them. The night was spent in tacking as often as any cause of danger happened to present itself, and in the morning the storm abated, and Capt. Warrens found, to his great joy, that his ship had not sustained any serious injury.

He observed with surprise that the accumulated icebergs, which had on the preceding evening formed an impenetrable barrier, had been separated and disarranged by the wind, and in one place a canal of open sea wound its course among them as far as the eye could discern.

It was two miles beyond the entrance of this canal that a ship made its appearance about noon. The sun shone brightly at the time, and a gentle breeze blew from the north. At first some intervening icebergs prevented Capt. Warrens from distinctly seeing any thing but her masts; but he was struck with the strange manner in which her sails were disposed, and with the dismantled aspect of her yards and rigging. She continued to go before the wind for a few furlongs, and then, grounding upon the low icebergs, remained motionless.

Capt. Warren's curiosity was so much excited, that he immediately leaped into his boat with several seamen, and rowed toward her. On approaching he observed her hull was miserably weather-beaten, and not a soul appeared on the deck which was covered with snow to a considerable depth. He hailed her crew several times but no answer was returned.

Previous to stepping on board, an open port-hole near the main chains caught his eye, and on looking into it, he perceived a man reclining back on a chair, with writing materials on a table before him; but the feebleness of the light made every thing indistinct. The party went upon deck, and having removed the hatchway, which they found closed, they descended to the cabin. They first came to the apartment which Capt. Warrens viewed through the port-hole. A tremor seized him as he entered it. Its inmate retained his former position, and seemed to be insensible to strangers. He was found to be a corpse, and a green damp mould had covered his cheeks and forehead and veiled his open eyeballs. He had a pen in his hand and a log-book lay before him—the last sentence on the unfinished page ran thus:

"November 14, 1762.—We have now been enclosed in the ice seventeen days. The fire went out yesterday, and our master has been trying ever since to kindle it again, without success. His wife died this morning. There is no relief—"

Capt. Warrens and his seamen hurried from the spot without uttering a word. On entering the principal cabin, the first object that attracted their attention was the dead body of a female reclining on a bed, in an attitude of deep interest and attention. Her countenance retained the freshness of life, and a contraction of the limbs showed that the form was inanimate.

Seated on the floor was the corpse of an apparently young man, holding a steel in one hand and a flint in the other, as if in the act of striking fire upon some tinder which lay beside him. In the fore part of the vessel several sailors were found dead in their berths and the body of a boy was crouched at the bottom of the gangway stairs.

Neither provisions nor fuel could be discovered any where; but Capt. Warrens was prevented by the superstitious prejudices of his seamen from examining the vessel as minutely as he wished to have done. He therefore carried away the log-book already mentioned and returned to his own ship, and immediately steered to the southward deeply impressed with the awful example which he had just witnessed of the danger of navigating the Polar seas in high northern latitudes.

EDUCATION OF MECHANICS.

It is always understood that a regular course of training and study is essentially necessary to qualify young persons for the learned professions, for theology, law, and medicine. In all civilized and enlightened countries, academies have been founded, colleges erected, professors appointed, and lectures delivered, for the express purpose of imparting to students a knowledge of those branches of education which have a more immediate reference to these distin-

guished professions. Every one admits the propriety and utility of such institutions, and such regulations for scientific purposes and pursuits. But no such care and attention has hitherto been bestowed, or considered necessary, in the education of mechanics. Few, comparatively, of this most useful class of men are theoretically acquainted with the fundamental principles of their respective trades, and fewer still with the collateral and general branches of physical science. There can be no doubt that Mechanics' Institutes, which are only of modern origin, were intended to convey such information, and these popular and useful institutions, in the large cities of Britain, we believe, adhere, in many instances, strictly to the objects contemplated at their original formation. It would be well for mechanical men, if such a laudable design were kept more prominently in view, in the lectures which are delivered in these institutions. There is an ample field of study for the most diligent and successful mechanic in his own occupation, which has hitherto been only partially cultivated. This truth has been forcibly impressed upon our mind when perusing an admirable address on the nature and importance of the education of Mechanics, delivered before the Mechanics' Institute of Toronto, by the Chief Superintendent of Schools for Upper Canada.* The learned lecturer, the Rev. Dr. Ryerson, in explaining the nature of the education which ought to be sought by and provided for mechanics, after mentioning in the first place, that they ought to know how to read and write correctly their native language; that they should be correct in their actions as well as in their words; that they should have some knowledge, in the second place, of the constitution of the government under which they live, and of their rights and duties as citizens; remarks, in the third place, that they ought to have some knowledge of the nature of the substances with which they will have to do, as well as some acquaintance with the principles on which they may be moulded or modified and rendered subservient to their purposes.—*Halifax (N. S.) Guardian.*

THE COLONIAL EMPIRE OF GREAT BRITAIN.

The following striking reflections upon the capacity and resources of the British Colonial Empire, as exhibited at the great industrial congress of the world in London, indicate the important influence which a participation in that peaceful tournament of nations may have upon the destiny of these youthful states and empires. The impression which has been made upon the mind of England by the colonial display has been profound and lasting:—

I suppose this wondrous collection of objects will make a different appeal to every imagination, and impress every mind in a different manner. The most powerful impression I received was on turning down into Canada, and wandering among the products of that world we call our Colonies; those strange grains, and woods, and animals, and fruits; those barbarous utensils, arms, and ornaments, mixed up with all the evidences of English civilization, those works of living savage populations—our fellow-subjects. Neither the mass, nor the perfection of all that Birmingham, and Sheffield, and Manchester contribute, gave me such an awful sense of the power and the responsibility of England, as these contributions of our remotest and wildest settlements to their glorious mother country.

CURIOSITIES OF ART.

It is singular how many men have directed their energies of mind to perfecting toys, which, although displaying wonderful inventive powers, yet have never conferred any benefit on mankind, nor ever have been used for any other purpose than as a piece of amusement—the childish exhibition of masculine mind, the fame of foolery, and the foolery of fame.

Thus Jerome Faba, an Italian Priest, and a native of Calabria, exercised himself in a species of industry, wonderful for its difficulty. He finished a work of boxwood, which represented all the mysteries of passion, and which he put into the shell of a walnut. To him was attributed a coach the size of a grain of wheat, within which there were to be seen a man and a woman, a coachman who drove it, and horses that drew it. These were presented to Francis I., and Charles the Fifth.

In China, the tomb of Confucius has been made in a small miniature, no longer than a nut, but wonderfully composed of precious

* See *Journal of Education for U. C.*, Vol. II, pp. 17-25.