

OUR ILLUSTRATIONS.

THE CALEDONIAN GATHERING.

The Seventeenth Grand Annual Gathering of the Caledonian Society of Montreal was held, under the most happy auspices, at Decker Park on Thursday, the 15th inst. The weather, which early in the morning had been unfavourable, was all that could be desired, and large crowds made their way during the day to the Park. It is computed that at least five thousand people were present, which speaks well for the success of the entertainment. The chief attractions of the day were, of course, the two champions, James Fleming and Donald Dinnie, but the interest in all the games was well sustained throughout. The games commenced shortly before noon, and lasted until about seven o'clock. The following is a list of the winners:—

Dam Brod Match—Champion medal and three other prizes—La Croix, A. White, Ross and Brodie.

Throwing the Heavy Hammer, 16 lbs.—J. Fleming, 87 feet 9 inches; Donald Dinnie, 84 feet 6½ inches, and G. Anderson, 65 feet 4 inches.

Throwing the Light Hammer, 12 lbs.—Donald Dinnie, 109 feet 7 inches; J. Fleming, 107 feet; D. Dixon, 92 feet 11½ inches; G. Goldie, 92 feet 11 inches.

Putting Heavy Stone—Donald Dinnie, 37 ft.; James Fleming, 36 feet 2 in.; J. B. Mackenzie, 34 ft. 5; D. Dixon, 33 ft. 7½.

Putting the Light Stone—James Fleming, 45 ft. 4; Donald Dinnie, 44 ft. 2½; J. B. Mackenzie, 39 ft. 10; D. Dixon, 39 ft. 9.

Tossing the Caber—James Fleming, 1st; George Anderson, 2nd; R. Jaap, 3rd; G. Goldie, 4th.

Running Hop Step and Jump—Driscoll, 41 ft. 7½; D. E. Bowie, 41 ft. 4½; S. McKay, 40 ft. 3½; T. Russell, 39 ft. 11½.

The same for Juveniles—Wm. Patterson, 25 ft. 8½; Alfred Ross, 25 ft. 4; Watson, 25 ft. 3½; W. Blacklock, 25 ft.

Running High Leap—T. Russell, 5ft 3½ in.; Rousseau, 5 ft. 2 in.; Addison, 5 ft. 1 in.

Standing High Leap—W. Thorburn, 4 ft. 5 in.; G. Goldie, 4 ft. 4 in.; T. Russell, 4 ft. 3 in.; G. Anderson, 4 ft. 1 in.

Running Long Leap—D. E. Bowie, 19 ft. 2 in.; Rousseau, 18 ft. 10 in.; G. Anderson, 18 ft. 7½ in.; G. T. Addison, 18 ft. 2 in.

Standing Long Jump—G. Goldie, 9 ft. 6 in.; W. Thorburn, 9 ft. 2 in.; T. Russell, 9 ft. 3 in.; J. Driscoll, 9 ft. 2 in.

Mill Race—J. King, 1st; J. Laing, 2nd; McKeown, 3rd; J. Boyle, 4th.

Hitch and Kick—Russell, 1st; Dixon, 2nd; Addison, 3rd; Thorburn, 4th.

Vaulting with a Pole—A. Rousseau, 9 ft. 3 in.; G. Goldie, 9 ft.; T. Fletcher and R. Young tie, 8 ft. 9 in.

Highland Fling—James Fleming, 1st; Alex. Nivin, 2nd; R. Nivin, 3rd; D. McIntyre, 4th.

Quarter Mile Race—T. McGarrigle, 1st; D. E. Bowie, 2nd; G. Anderson, 3rd; S. McKay, 4th.

Putting 56 lb Weight—Donald Dinnie, 29 ft. 8 in.; Jas. Fleming, 29 ft. 7 in.; L. McEwen, 17 ft. 11 in.; G. Goldie, 17 ft. 8 in.

Among the great number of persons present were a very large proportion of ladies and many members of the North American United Caledonian Association in full Highland costume. The games were conducted in a manner that does great credit to the management and no untoward event occurred to spoil the day's enjoyment.

THE WRECK OF THE S.S. "NEW ENGLAND."

The steamer "New England," of the International Line, left St. John for Portland on the morning of the 13th ult. When in the neighbourhood of Point Lepreaux, as she was about entering Passamaquoddy Bay, the vessel struck on a reef which forms the eastern ledge of the easternmost of the three rocky islets known as the Wolves. The Wolves lie midway between Point Lepreaux and Grand Manan Island, forming a chain of about four miles from one extremity to the other. At the time of the accident—eleven in the morning—the Captain was in the wheel-house, but owing to the dense fog which prevailed he did not see the danger ahead until it was too late to avoid it. However, he gave the signal to back, but the creek had not made half a revolution before the vessel struck, forged ahead considerably on the reef and there remained fixed forward, settling away aft as she filled. The passengers, numbering about one hundred and twenty-five or more, many of whom were women, got into the boats with little confusion and were sent ashore to the Island. The baggage soon followed, and then the officers and crew set to work to save such of the furniture and equipments as could be removed. On the island a sail was converted into a tent, which was fitted up with furniture from the wreck, and as the larder of the vessel was well stocked, the passengers suffered nothing worse than a detention of some fifteen hours. Towards nightfall the "Belle Brown" made its appearance, and after taking on board the passengers and the materials saved from the "New England" sailed for St. Andrews.

The appearance of the "New England," as shown in the illustration, is thus described by the correspondent of the St. John Telegraph:—"Above the clear blue water a jagged reef rose to a height of about thirty feet and with side almost perpendicular. The "New England" was leaning, bottom upwards, against the south side of the reef or in the channel between it and the island, the bottom of her starboard paddle wheel being about level with the bilge, her weight appeared to be sustained principally by the walking beam and gallow's frame, while she was held in position by leaning against the rocks. Capt. Chisholm, Pilot Mulherrin and myself rowed around her in a small boat and when we passed between the port side and the rocks the water was from twenty to thirty feet deep though there was scarcely room enough for the boat to get through. The stem, where it had been scarfed to the keel, was entirely broomed up, that being the spot where the force of the blow took effect. About one third the distance from the bow to the stem there was an enormous break in the bottom, the keel, timbers, planking, and copper being forced in towards the deck, from the keel to the floor timber heads on either side and about forty feet fore and aft. Some twenty feet above the wreck a portion of the reef runs up almost level with its highest point, and on this, we were told, the vessel ran, and as the tide fell she settled down and the rock crashed through the bottom until she toppled over, which was during the night. We found about half a dozen boats attached to the wreck and the men belonging to them were breaking through windows into the staterooms, bringing out chairs,

pillows, mats and whatever they could lay their hands on, while others were on the bottom like vultures on a carcass, digging with bars into the copper, tearing it off and loading their boats.

"The people who fish in the waters about the Wolves say that the tides have been higher than usual of late, and have set out of the St. Croix across the course of the steamers with great force. This, with the fact that the steamer was lighter than usual, and had the wind blowing her to the westward, goes to explain why the "New England" got out of her course. Another thing which may have aided in getting the vessel so far west is the fact that the Point Lepreaux fog whistle is a loud one, and, when passing it, the captain may have been further off than he thought.

"The whole community will sympathise with the International Steamship Company in their loss. For fourteen years they have run their boats between St. John, Portland and Boston without loss of life or injury to a single passenger. No steamer of theirs has run ashore before this one, and their whole record is one that few companies can boast the equal of. They are able to bear the loss of the boat and though it is a heavy one they seem to think little of it while congratulating themselves and their patrons that no life was lost."

The "New England" has been removed from the Eastern Ledge and towed to Eastport, where in all probability the hull will be burnt, and the engines recovered.

Three sketches of the

DOWN TO SALT WATER

series appear this week. The first of these shows the landing-place at Murray Bay as seen from the top of the hill which lies between the village and the beach. The hill in question is remembered by all frequenters of Malbaie, in connection with their first experience of the rapid and reckless driving of the local Jehus. Arrived at the landing-place the visitor, having selected his *calèche*, is driven with a rush up, and then with a rush down, the hill and is deposited—dumped down, perhaps, is a fitter word—at the door of his hotel.

Life at Cacouana—the queen of Canadian fashionable watering-places—has furnished our artist with subjects for two sketches. On a rainy day the scene in the vestibule of the St. Lawrence Hall is worth going some distance to see. Children running about at play, young couples flirting, old couples talking gossip, combine to make a tableau that may be better imagined than described. A pretty scene is that which may be witnessed every morning after breakfast in the ten-pin alley, where the ladies most congregate at that hour. Tennis is the "thing" to do at Cacouana after breakfast, and consequently the alley receives much patronage.

SCIENCE NOTES.

Horse chestnuts are much used on the Continent for making starch, and an oil is said to be obtained from them which is sold by some chemists as a sedative in gout. When old and dry, these nuts may also be used to carve upon.

One of the most curious phenomena connected with the late eruption of Vesuvius has been its effects on the trees. The heat of the lava was so great as actually to boil their sap, and to cause them to emit noises of the strangest character. A moment later, and they were destroyed.

A new kind of kindling wood for kindling coal fires is offered for sale. It is oak wood, chemically prepared, with all the moisture extracted, and it is claimed that a coal fire can be kindled with it in one half the time of any other wood.

COPPER IN COCOA—Careful chemical analysis shows that cocoa and chocolate always contain a small percentage of copper. The husks of the cocoa have been found to contain as high as 0.925 per cent. of copper, while the kernel of the bean only contained 0.064. Samples of chocolate contained 0.0125 of copper.

NEW MODE FOR REFRIGERATION—M. Fosselli has announced to the French Academy of Sciences that he has succeeded in producing an amount of cold just below the zero of Fahrenheit scale by simple mechanical action creating rapid evaporation. He employs a wheel formed of a spiral tube, both ends of which are open, set vertically and half immersed in the fluid to be cooled, so that the latter passes constantly through the whole length of the tube, half of which is constantly above the liquid, and, being wet, gives rise to active evaporation, and consequent refrigeration within it.

A new and powerful thermo-electric battery has been invented by See, of Vienna. The alloys used are as yet kept secret. It is stated that ten of the elements of this battery are equal to one Daniell cell, and twenty equal one Bunsen cell. Seventy-two elements arranged for intensity decompose water rapidly, two series of thirty-six each operate a Ruhmkorff coil, and four series of eighteen produce powerful electromagnets. If all that is said of it be true, we have at last arrived at the time when electricity may be turned on like steam, water, gas, or any other agent in common use.

A resident of Oswego has invented a machine to keep a grindstone true. It is very simple in construction, and durable to wear, and is so constructed as to be attached to any grindstone in five minutes, setting the gauge to the lowest place on the stone, and it is self-adjusting after that; running when the stone runs, always keeping it true on the periphery, and will immediately stop at the instant the stone has a true grinding face. The value of this machine will be readily appreciated by machinists, and all who use a grindstone a good deal—as it will save the cost in the time it takes to true the stone by hand, while its cost is but a trifle compared with its real utility.

Some English botanists are engaged in the acclimatization of a plant brought from New Grenada, which will enter into competition with the ink manufacturers. It is the *Cordia thymifolia*, or ink plant. The juice which is extracted from it, and which is called "cauchi," is at first of a reddish tint, but in the space of a few hours assumes a hue of the deepest black, and can be used in its natural state without preparation. The merits of this cauchi consists in its not affecting steel pens as the ordinary ink does, and, besides, it will resist the action of time and the influence of chemical agencies. During the Spanish régime all the public documents were written with this ink, otherwise they would have been rendered illegible through the influence of the sea water.

A letter from Berlin in the *Elberfeld Gazette* represents Prince Bismarck in a new light—in that, namely, of a paper maker. The paper manufactory established by the Imperial Chancellor on his estate at Varzin has proved so successful, says the writer, that it is impossible to meet the large orders which have come from England. This paper is made of chips of fir—that, at least, is the chief element—and the annual consumption of fir-trees is at the rate of 600 klaffer to keep the manufactory supplied. A new workshop is now being erected which will require no fewer than 1,500 klaffer of wood a year. The fir forests in the vicinity which it has been found necessary to acquire, will furnish ample supplies for several years of the raw material for Prince Bismarck's paper mill.

INTERESTING TO IRON BUILDERS.—A discovery has recently been made in France, highly interesting for iron-builders, and relative to the conservation of the iron beams used in hydraulic works. It consists in the application of a chemical process operated at once, without any particular tools, and at trifling cost. Supposing two beams have to be joined together, holes have to be bored and next filled with some zinc-filling mixed with any fatty material, then the peg or screw is introduced in the ordinary way. A galvanization is thus slowly produced, absolutely the same as when iron is dipped into molten zinc. This process can even be applied to timber. Experiments have been made, and declared perfectly conclusive. In the Spanish colonies, they use, instead of hydraulic cement, the ordinary bricks baked to a high temperature and ground to a state of fine dust. They are mixed with ordinary lime and sand. This article is sold per barrel, at the same price as cement. The proportions generally employed are one part of brick dust, one of lime, two of sand, mixed dry and moistened afterwards with water.

MISCELLANEOUS.

The Emperor of Austria has ordered to be established a Jewish theological faculty in the Imperial University, to be equal in its rights and privileges to the Roman Catholic and Protestant faculties.

The prize of \$300 given by an American to be bestowed upon those who exhibited the most devotion and bravery during the siege of Paris, has been awarded by the Academy to the Congregation of Christian Brothers.

Metallic money being now scarce in France, the project of an aluminium coinage has been projected, and has obtained the sanction of high chemical authorities. For the present the scheme is postponed; but the experiments on the subject are being continued, and the project may hereafter be revived with success.

The musical chroniqueur of the Paris *Temps* reports the existence of a singing monkey in the Paris Zoological Gardens. It is a Gibbon of Annam, and only 75 centimètres in height, but possesses a chest voice that many brilliant tenors might envy, and his falsetto is not disagreeable. When fed he asks for more in loud tones well expressed and modulated.

A man in Onida, N. Y., may truly be said to depend upon lecturing for his living. His sister left quite a property in trust for him; but knowing him to be peculiar and likely to spend it all, her will provided that he should receive \$5 for every lecture he should deliver. And so he lectures morning, noon, and night, so opportunity offers, or a little audience of children or adults can be gathered, if it be only a complaisant family group around a breakfast table.

A New York Congressman has come to grief through the free use of the franking privilege. The Post-office authorities have been obliged to inform him that it would be impossible for the Government to furnish transportation for his matter short of the employment of three or four extra trains daily, and to express the hope that he will see the impropriety of further annoying them so long as the express companies are running or the Erie Canal remains open.

They devote considerable time, in the Eastern countries, to the "science" of intoxication, and some of the preparations are curiously compounded. A popular narcotic used by the inhabitants of Central Asia, known as buhsa, is prepared by the Kirghises by rubbing millet to a pulp with water, and after diluting this with still more water, and occasionally with mare's milk, the mixture is poured into a large stone jar, tightly corked, and buried in the soil. It is left for ten days, and after being taken up the fluid is transferred to glass bottles, which, after being corked, are left standing a few days, when they are ready for sale. A large amount of carbonic acid is formed in these bottles, which escapes when they are uncorked. The taste is tart and spirituous, and is offensive to those not accustomed to it, owing to the presence of fusil oils. This drink, so popular but intoxicating, is forbidden to the army by the military authorities.

A LATTER TRAVELS SEVENTEEN YEARS IN PURSUIT OF ITS OWNER.—We have been shown a letter by Mr. James McCracken, of this city, says the *Ottawa Free Press*, which was mailed in the Post Office in Three Rivers, in Canada, on February 22nd, 1855, and addressed by its writer, Mr. James McCracken, to his son John, who had previously gone to settle in Melbourne, Australia. Ever since the year 1855 then, that is to say for seventeen years, that letter has been travelling in pursuit of its owner, and it was in that pursuit that it was received in due course through the Post Office here, by Mr. James McCracken, on Saturday last. The envelope, although faded and travel stained, was well preserved, and the Three Rivers and Australian post marks were quite legible. It was marked: "Returned to Three Rivers Post office, from the dead letter office, Australia." The Postmaster at Three Rivers sent it under cover to Mr. James McCracken, Ottawa. We have seen letters following up the persons for whom they were intended, even when misdirected, and finding them after the lapse of months and years, in all sorts of out of the way places, but we are unable to recall a case where a letter was on the road seventeen years, enacting the part of a wandering Jew. Just imagine the mail clerk, sorting his letters at the antipodes exclaiming, as he turns up the inevitable "John McCracken," throwing it away in disgust as he exclaims, "Well I'm blowed if here isn't that letter again!" Steamship mail clerks must have become familiar with John McCracken's epistle, and no doubt, would exclaim as the errant letter turned up occasionally—"Ah, here you are again!"