

mit projected many miles into the ocean, and presented a perpendicular face of lofty cliffs. As we neared the land, some exposed patches of rock appeared; and steering towards a small bay for the purpose of effecting a landing, we found the shore so thickly lined for some miles with bergs and black ice, and a heavy swell dashing against it, we were obliged to abandon our purpose, and steer towards a more promising point to the south off which we observed several small islands; and on the morning of the 12th, I landed, accompanied by Commander Crozier and a number of the officers of each ship, and took possession of the country in the name of her most gracious majesty Queen Victoria.

"The island on which we landed is composed wholly of igneous rocks, numerous specimens of which with other imbedded minerals were produced; it is in latitude 71 degrees 56 S. and longitude 171 degrees 7 E.

"Observing that the east coast of the main land tended to the southward, whilst the north shore took a north-westerly direction, I was led to hope that by penetrating to the south as far as practicable it might be possible to pass by on the Magnetic Pole, which our combined observations placed in 76 deg. nearly; and thence, by steering westward, complete its circumnavigation. We accordingly pursued our course along this magnificent land, and on the 23d of January, we reached 74 deg 15 S., the highest southern latitude that had ever been attained by any preceding navigators, and that by our own countryman, captain J. Weddell.

"Although greatly impeded by strong southern gales, thick fogs, constant snow-storms, we continued the examination of the coast to the southward, and on the 7th we again landed on an island in latitude 76 deg. 8 S., and longitude 168 deg 12 E., composed, as on the former occasion, entirely of igneous rocks.

"Still steering to the southward, early the next morning a mountain of 12,400 feet above the level of the sea, was seen emitting flame and smoke in splendid profusion.

"This magnificent volcano received the name of Mount Erebus. It is in latitude 77 deg. 32 S., and longitude 167 deg. 0 E.

"An extinct crater to the eastward of Mount Erebus of somewhat less elevation, was called Mount Terror.

"The mainland preserved its southerly trending and we continued to follow it until, in the afternoon when close with the land, our further progress in that direction was prevented by a barrier of ice, stretching away from a projecting cape of the coast, directly to the E. S. E.

"This extraordinary barrier presented a perpendicular face of at least 150 feet rising, of course, far above the mast-heads of our ships, and completely concealing from our view every thing beyond it, except only the tops of a range of very lofty mountains in a S. S. E. direction, and in latitude 79 deg. south.

"Pursuing the examination of this splendid barrier to the eastward, we reached the latitude of 78 deg. 4 S., the highest we were at any time able to attain, on the 2nd of February; and having on the 9th traced its continuity, to the longitude of 190 deg. 23 in latitude 78 deg. S. a distance of more than 300 miles, our further progress was prevented by a heavy pack, pressed closely against the barrier and the narrow lane of water, by means of which we had penetrated thus far, became so completely covered by rapidly forming ice, that nothing but the strong breeze with which we were favored enabled us to retrace our steps.—When at a distance of less than half a mile from its lofty cliffs, we had soundings with 318 fathoms on a bed of soft blue mud.

With a temperature of 20 degrees below the freezing point we found the ice to form so rapidly on the surface, that any further examination of the barrier in so extremely severe a period of the season being impracticable, we stood away to the westward for the purpose of making another attempt to approach the Magnetic Pole, and again reached its latitude 76 deg. S., on the 15th of February, and although we found that much of the heavy ice had drifted away since our former

attempt, and its place, in a great measure, supplied by recent ice, yet we made some way thro' it, and got a few miles nearer to that Pole than we had before been able to accomplish, when the heavy pack again frustrated all our efforts, completely filling the space of fifteen or sixteen miles between us and the shore. We were this time in latitude 76 deg. 12 S. and longitude 164 deg. the dip being 88 deg. 40, and variation 109 deg. 24 E. We were, of course, 160 miles from the Magnetic Pole.

"Had it been possible to have approached any part of this coast, and to have found a place of security for our ships, we might have traversed this short distance over the land, but this proved to be utterly impracticable, and although our hopes of complete attainment have not been realized, it is some satisfaction to feel assured that we have approached the Magnetic Pole more nearly by some hundreds of miles than any of our predecessors, and from the multitude of observations that have been made in both ships, and in so many different directions from it, its position can be determined with nearly as much accuracy as if we had actually reached the spot.

"It had ever been an object of anxious desire with us to find a harbor for our ships, so as to enable us to make simultaneous observations with the numerous observations that would be at work on the important term-day of the 28th of February, as well for other scientific purposes, but every part of the coast where indentations appeared, and where harbours on other shores usually occur, we found so perfectly filled with perennial ice, of many hundred feet in thickness, that all our endeavors to find a place of shelter for our vessels were quite unavailing.

"Having now completed all that it appeared to me possible to accomplish in so high a latitude at so advanced a period of the season, and desirous to obtain as much information as possible of the extent and form of the coast we had discovered, as also to guide, in some measure our future operations, I bore away on the 18th of February for the north part of this land, and which by favor of a strong southerly gale, we reached on the morning of the 21st.

"We again endeavored to effect a landing on this part of the coast, and were again defeated in our attempt by the heavy pack which extended for many miles from the shore, and rendered it impossible.

"For several days we continued to examine the coast to the westward, tracing the pack edge along until the 25th of February we found the land abruptly terminate in latitude 70 deg. 40 S. and longitude 165 E. tending considerably to the southward of west, and presenting to our view an immense space occupied by the newly formed ice, and so covered by recent snow, as to present the appearance of one unbroken mass, and defying every attempt to penetrate it.

The great southern land we have discovered, and whose continuity we have traced from nearly the 70th to the 79th degree of latitude, I am desirous to distinguish by the name of our Most Gracious Sovereign, Queen Victoria."

#### HIGHLY IMPORTANT FROM YUCATAN AND MEXICO.

Late last evening, we received some highly important intelligence from Yucatan and Mexico. That from Mexico is down to the 27th ult., and from Yucatan to the 1st inst.

Another revolution has broken out in Mexico, and Santa Anna is again in the ascendant. On the 18th ult., Guadalupe, in Mexico, under the command of General Paredes, proclaimed for the abolition of the 15 per cent duty which had been recently levied by government, and in favour of a Congress to be elected by the people. This created a great deal of excitement.

Mexico is destined to become a republican, like Yucatan.

The news of this outbreak reached Vera Cruz on the 24th ult., and Santa Anna immediately proclaimed in favour of the same measures. He despatched troops on the 25th to occupy the principal castles and forts between Vera Cruz and the city of Mexico.

On the 26th Vera Cruz also declared for the revolution, and then the train was almost complete for the overthrow of the central government. On the same afternoon Santa Anna, who had about 2000 troops under his command, sent off a sufficient force to take possession of Perote, a castle which commands the communication between the city of Mexico and Vera Cruz.—They reached there on the 27th, just as the English mail was leaving, and it is by this means that we have received the news. As soon as the general of Puebla heard of what had happened he despatched three hundred horses to the assistance of Perote, but Santa Anna had possession thereof before these troops arrived within six leagues of the place.

Thus much for the new Revolution in Mexico. It appears that that country has now its hands full of war.

On the 1st instant the Congress of Yucatan met, and no doubt, declared that province entirely free, independent, and a distinct country from Mexico, as all the members of the Congress elected, belong to the party of separation.

CUBA.—An arrival at Philadelphia has supplied the National Gazette with accounts from Havanna to the 13th inst., from which it appears that a new intendant had arrived there and superceded the former incumbent of the office. The new functionary is said to be the bearer of royal orders to pull down the walls of the city, extend the streets and sell the lots, which it is estimated will bring six millions of dollars to the royal treasury. It will besides probably be conducive to health and convenience.

Another order of which he is said to be the bearer, is to dispose of Church property, for not doing which his predecessor is supposed to have been removed. This measure will probably be more difficult of execution. A similar one has, however, been carried into effect in Spain, where it has created much discontent, and the Cortes have been long engaged in devising means for the support of the clergy thus reduced to poverty.

The Pope has remonstrated against it, and all relations between the two governments have ceased.—Reinforcements of troops were hourly expected.—The sickness had ceased.

JAMAICA.—We are sorry to perceive by the Jamaica papers, that the mortality on that Island during the last six months, has been greater than has occurred before during the same period, in the last ten or fifteen years, and that the yellow fever had raged there and been particularly fatal to the new regiment and emigrants who had arrived. The Kingston dispatch says—"We trust these rare and unwelcome visitations will soon pass away, and that revived verdure, and restored health, will once more give hope, vigor, and activity to those who have survived the pressure of death and disease, to enable them to look forward with some confidence to future years of renewed success and prosperity.—N. Y. Cour. & Enq.

#### MISCELLANY.

PRESERVING ICE.—Much has been said of late on the efficacy of saw dust for preserving ice, from which it might be inferred that there is some peculiar *anti thaw* principle or property in saw dust, which is not found in other materials. The fact is, that the excellence of saw dust for this purpose, consists not in the substance of which it is composed, but in the peculiar form of its grains, which admits of a large proportion of intervening air, which is a bad conductor of heat when confined, and the only use of the saw dust, is to prevent its circulation. It may be kept a long time enclosed in a box made of thick pine plank; but the solid wood will not so thoroughly exclude the caloric of the surrounding atmosphere, as an equal quantity of confined air between two thin parti-

tions of wood. Let a box be made of very fine pine boards, arranged in a succession of four or five partitions half an inch apart extending round and over the entire cube, and ice may be kept in it through the summer season, without saw-dust or any other material.

CHEAP RAILROADS.—All, or most of these who have seen railroads, have also seen occasionally running on them, cheap and light made cars which are propelled by means of a crank which is turned by one of the passengers. These hand-power cars are furnished for the convenience of labourers on the roads, and are by them used for conveying themselves from their residence, to such places on the road as requires repairs or other business. These cars are usually propelled at a speed of ten or twelve miles per hour. It has been suggested that there are many places where light railways might be constructed at a cheap rate—at an expense not exceeding \$2 per rod—which should be useful for the conveyance of passengers between villages, or from one point to another in the same town or city, by this light kind of cars to be thus propelled by hand. It is argued that the business of working them would be no more laborious than rowing a ferry-boat by hand, which is extensively practised in places where the business will not support steam-ferry boats. Two men are able to propel a light car 10 miles per hour with twenty passengers; and a road for this purpose merely, might in many places admit of an elevation on posts in a cheap manner, which would not be safe for a road of ordinary service. There may undoubtedly be found many places where a cheap road for the purpose would prove a profitable concern.

THE SPRINGFIELD BRIDGE.—The new Railroad Bridge over the Connecticut river at Springfield, is constructed on a novel plan, exhibiting much rational science and calculation, which in connection with its extraordinary length and height, renders it conspicuous among the many artificial curiosities which the progress of science and enterprise has recently brought into view.—The length of this bridge is 1800 feet; its height from the surface of the river to the top of the bridge, is near 50 feet. It is built on the strait, cross brace principle, and rests on six well finished stone piers. One striking peculiarity of this bridge is, that in its entire construction, it has neither mortise nor tenon; the braces are simply abutted against certain cross-chucks which are gunged into the caps and sills, and the latter are firmly secured by stout iron bolts which extend vertically from the sills to the caps, passing through both, and terminate in large screws and nuts to match; thus effectually securing the bridge against the possibility of looseness in its joints. This bridge was projected and constructed by Mr. Howe of Warren, Mass., at an expense of \$115,000, including stone work. We shall probably furnish a full length view of this bridge as soon as we can conveniently procure the engraving.—Mechanic.

MOWING MACHINE.—Many attempts have been made to construct a machine that might be worked by horse power for cutting grass; but none have succeeded. Some experiments have been recently made on a mowing machine to be managed by hand, which appears likely to supersede the use of the scythe on clear fields, and if it succeeds will save more than half of the labour of mowing. It is calculated to take a swath or course, five or six feet wide and cut smooth and close as fast as a man can walk over the ground. Of course a man will mow an acre in less than an hour. Another advantage that will attend this machine is that it will leave the cut grass all lying one way, and of a uniform thickness, thus saving the labour of spreading the swaths. The cost of the machine will not exceed two dollars.

THE DOUBLE HAND RAKE.—This machine being nearly allied to that for mowing we give it a notice in this place. It has been introduced, thoroughly proved and several of them are in use. It consists of a very light arrangement of frame work about ten feet long, with handles at each