

FIFTY-ONE DAYS ON A CORAL REEF.

The iron clipper barque Silver Craig, Captain Cohu, which lately arrived at Liverpool, brought six seamen, the sole survivors of the crew of the Liverpool ship Mercurius, who were picked up from a coral reef off the northern coast of Brazil, where they had managed to exist 51 days. The Silver Craig sailed from Islay, and about 3 o'clock on the afternoon of the 15th of May, when about ten miles from the Rocas Reef, off Pernambuco, the weather clear and a moderate breeze blowing, Captain Cohu discerned a lump on the reef which he knew he was approaching, and made it out to be a hut of some kind. Drawing nearer, he observed a mast, with something like a signal of distress flying, and he at once bore down towards the reef, and hauled a boat out and prepared her for launching, in order to visit the reef. As he drew nearer the island, he was enabled to see that the supposed flag was a striped shirt, hoisted half-mast high, and displayed in lieu of a better signal. The Silver Craig was hove to within a mile and a half or two miles of the reef, and then six seamen came alongside in two small boats which they had constructed from wreckage found on the reef. They said they believed themselves to be the sole survivors of the ship Mercurius, of Liverpool, which had been wrecked on the reef while on a voyage from San Francisco to Liverpool. They had little or no clothes, but, with the exception of a coloured man, were all in good condition, having lived upon birds' eggs, shell fish, and even turtle, drinking fresh water which they had the good fortune to find on the reef. They had with them a basket containing about 200 of the large eggs which had been their principal source of food, and they were delicious eating when cooked. Captain Cohu and his officers and crew took the castaways on board the Silver Craig, supplied them with food and clothing, and, as already stated, brought them to Liverpool. This is the second time Captain Cohu has had the happiness of rendering such humane services. In 1865 he picked up in the Southern ocean the crew of the ship A. I. of Providence, Rhode Island, and was for this service presented with a gold chronometer watch by the United States Government.

The Mercurius was a fine new iron clipper ship, of 839 tons, built in Glasgow in 1869, for Mr. James M. Wood, jun., of Liverpool, and had made a very rapid passage from the Clyde to Sydney, whence she was returning, via San Francisco, on her maiden voyage, under the command of Captain Cuthbertson, an experienced navigator, well known and much respected in shipping circles. She left San Francisco on the 5th of January, and was wrecked on Rocas Reef, a dangerous reef lying in lat. 3.52 S., long., 33.29 W., in early morning on the 25th of March. It was dark and raining heavily. About five minutes before the ship struck breakers were observed ahead, and the captain was called. He immediately altered the course of the ship, but although the helm was put hard over it was too late. The side of the ship grazed the sharp edge of the coral below the water, and then she struck heavily twice afterwards, being at this time apparently over a ledge of the rock. She soon began to fill, and preparations were made for launching the long-boat. Suddenly the ship lurched outwards, fell over the edge of the rocky shelf into deep water, and went down in about eight fathoms. Her yards had previously been braced to bring her off the reef before she struck, and when she fell over the side, which were thus lying sideways to the masts, carried down, it is supposed, most of the crew. Those who regained the surface were swimming about in the darkness for two hours or more, until at length, as the tide fell, they felt they had gained a footing on the ledge; and when day broke they were able to move to the unwashed parts of the reef. At this time it was supposed there were only five survivors out of 22 who had been aboard the ship. The carpenter, Henry Murray, was seen alive near the reef, but a large wave came and washed him into one of the holes or small caverns which the sea has worn in the coral, and he was not seen again. In the course of the day another survivor was discovered on another part of the reef. One of the men, Charles Lance, had been badly crushed between one of the upper and lower topsails, and it was some time before he got round.

The ship struck about 3 o'clock in the morning, and when day broke all that was to be seen of the Mercurius were the tops of her fore and mainmast, in the deep water alongside the reef. Afterwards she partly broke up, and some of the wreckage washed ashore, but no provisions or cargo, which consisted of grain. The survivors had a dreary prospect before them. The Rocas Reef consists of two coral islands, in extent about 15 acres each. They are separated at high water, but the space between them can be walked over at low water. They both lie very low, and have patches of white sand in the centre, but little or no grass. Some few years ago the British Consul at Pernambuco had them planted with coconut trees, that the reef might be more visible to ships approaching, but only one or two of these have grown. The reef is of a very dangerous character, being right in the track of vessels to and from the coast of

Brazil or the Cape Horn route. Many a noble vessel has been wrecked there, and a lighthouse is imperatively demanded. The most notable loss of late years was that of the London clipper Duncan Dunbar, wrecked on the reef about two years ago, on her passage to Australia, with a rich cargo and numerous passengers. Portions of her wreck are still visible, and also remains of many other vessels. These and relics were of the greatest use to the six survivors of the Mercurius. They found two iron water tanks, with a capacity of 400 gallons each, and having iron covers, deposited in convenient positions, and filled with water, having been placed there from the wreck of the Duncan Dunbar in the early part of 1869. From the wreckage strewn about they built themselves a log hut, as comfortable a place as could be expected even under more favourable circumstances, and with the aid of a broken sheath knife, a hammer 2oz. weight, and a large copper bolt, they contrived out of pieces of planking to build two small boats, the nails with which they were put together having first to be drawn out of the old wrecked timber strewn about. For food they had plenty of birds' eggs, young birds, and shell fish, and occasionally managed to catch fish and turtle. Fire was procured in the Indian mode by rubbing two dry sticks together; but this was a weary process, two hours rubbing being required to produce a light, and the fire once obtained was watched day and night as jealously as the sacred flame of classical times. It was kept burning near the hut at night time to attract the attention of passing vessels. Two or three times during the sojourn on the reef the fire went out and had to be re-kindled in the manner described. The timber of former wrecks—calling up sad thoughts—served for fuel, for on the island there was naturally none. The men suffered severely from the rays of the fierce tropical sun—they were in latitude 3 south of the Equator—for they had little or no clothes on when they reached the reef, only one of them having been on deck, the rest in their berths, when the ship struck. The reef swarmed with ants, very much like the English ant in size and appearance, but of a most venomous nature, and the men suffered great pain from continual bites. A fortunate addition to their stock of fresh water was a cask of that precious liquid washed ashore some time after they had been on the reef, most probably from the wreck of the Mercurius; but there were no marks by which it could be recognized as belonging to that vessel. To protect their heads from the sun the men knitted hats of coconut fibre from the only tree they could find on the reef, and sewed them together with the same material, threaded in a needle ingeniously made out of a piece of brass found on the island. These hats have been brought to Liverpool as precious mementoes of their castaway life. Little did the survivors foresee, when they found themselves on the barren rock, the weary sojourn they would have to pass on that ocean solitude. The names of the survivors are John Colaman, D. McCall, Middy Baptiste, Joachim King Dilombo, Charles Lance, and Francis Edward Gray.

A Wisconsin farmer wants a divorce on the ground that his wife can't split half the amount of wood she boasted she could before their marriage.

A lady, describing an ill-tempered man, says: "He never smiles but he feels ashamed of it."



NOTICE TO CONTRACTORS.

Sealed Tenders, addressed to the undersigned, will be received at this Office until noon of FRIDAY, the 5th day of AUGUST next, for the construction of a Regulaing Weir, Ra-caway, Ac., at the head of the Lachine Canal.

Plans and specifications can be seen at this Office, or at the Lachine Canal Office, Montreal, on and after Friday, the 2nd instant, where printed forms of tender and other information can also be obtained.

The signatures of two solvent and responsible persons, willing to become sureties for the due fulfilment of the contract, must be attached to each tender.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, F. BRAUN, Secretary.

DEPARTMENT OF PUBLIC WORKS, Ottawa, July 13th, 1870.

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ANALYSIS.

The following is the result of the analysis made by Dr. Alex. T. Machattie, Fellow of the Chemical Society of London, England, and a well-known Chemist:— Total Saline Matter in one Imperial Gallon (viz. 70,000 grains) ... 126.341 grains. The above Saline Matter is composed of the following ingredients:— Sulphate of Lime ... 63.525 grains. Sulphate of Magnesia ... 49.234 " Carbonate of Lime ... 7.782 " Carbonate of Magnesia ... 0.831 " Chloride of Sodium, including a small amount of Chloride of Potassium ... 4.435 " Silica and Phosphates ... 0.554 "

Total ... 126.341 grains. Sulphur 0.92 grains—equal to Sulphuretted Hydrogen ... 0.977 grains. The amount of Sulphuretted Hydrogen in a gallon of the water is about 2 1/2 cubic inches, when measured as a gas.

IN THE SUPERIOR COURT. PROVINCE OF QUEBEC. District of Montreal. (No. 1,144.)

NOTICE is hereby given that PHILOMENE ALLARD, of Lachine, said District, has instituted, on the TENTH APRIL last, an action for separation of property, against HERMENEGLIDE VIAU, now absent from this Province. MOUSSEAU & DAVID, Atty. for said P. Allard. Montreal, 14th July, 1870.

IN THE SUPERIOR COURT. PROVINCE OF QUEBEC. District of Montreal. In re PIERRE LORTIE. An Insolvent.

ON SATURDAY, the SEVENTEENTH day of SEPTEMBER next, the undersigned will apply to the said Court for his discharge under the said act. PIERRE LORTIE, By MOUSSEAU & DAVID, His Attorneys ad litem. Montreal, 15th July, 1870.

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QUEBEC PROVINCIAL RIFLE ASSOCIATION.

The Matches of this Association take place at POINT ST. CHARLES, on TUESDAY, the 2nd of AUGUST, and following days, when \$3,250 will be offered in Prizes, divided as follows:— 9 Matches for Snider Rifle, with Cash Prizes to extent of \$1,702 50, and Cups to extent of \$850. Total, \$2,552 50.

3 Small Bore Matches, with Prizes to extent of \$645. Grand Total, \$3,197 50. Extra Club Match, with both Snider and Small Bore.

Programmes to be had on application to any Brigade-Major in the Province of Quebec, or from Capt. Esdaile or myself. JOHN FLETCHER, Lt.-Col. Box 242 P. O., Montreal.

IN THE SUPERIOR COURT FOR LOWER CANADA. PROVINCE OF QUEBEC. District of Montreal. (No. 1,144.)

THE EIGHTH day of JULY, one thousand eight hundred and seventy.

DAME PHILOMENE ALLARD, heretofore of the Parish of St. Laurent, in the District of Montreal, and now of the Parish of Lachine, in said District, Plaintiff,

HERMENEGLIDE VIAU, Farmer, heretofore of the said Parish of St. Laurent, said District, and now absent from this Province, Defendant.

IT IS ORDERED, on the motion of Messieurs MOUSSEAU & DAVID, Counsel for the Plaintiff, in as much as it appears by the return of PASCAL LECLERC, one of the Bailiffs of the said Superior Court, on the writ of Summons in this cause issued, written, that the Defendant has left his domicile in the Province of Quebec in Canada, and cannot be found in the District of Montreal, that the said Defendant, by an advertisement to be twice inserted in the French language, in the newspaper of the City of Montreal, called L'Opinion Publique, and twice in the English language, in the newspaper of the said city, called the Canadian Illustrated News, be notified to appear before this Court, and there to answer the demand of the Plaintiff within two months after the last insertion of such advertisement, and upon the neglect of the said Defendant to appear and to answer to such demand within the period aforesaid, the said Plaintiff will be permitted to proceed to trial, and judgment as in a cause by default. (By order.) HUBERT, PAPINEAU, & HONEY, P. S. C. July 16.

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Re Smith MERCHANT TAILOR and GENTLEMEN'S HABERDASHERY, 10, St. JOSEPH STREET, and 35, St. LAWRENCE STREET, Montreal. SUITS MADE IN TWELVE HOURS. 281c