A MEMORABLE VOYAGE.

An Eventful Trip Forty Years Ago.

Death and a Collision at Sea—Two Newarkers Revive Interesting Recollections.

The facts concerning this memorable voyage were gathered from the dairies of two well-known citizens of Newark, who both participated in the scenes which they relate, one as a passenger and the other as first officer. Their recollection of the events of which they speak is very vivid and will probably never be effaced. The account given by one of these gentlemen is as follows:

"On the 9th of August 1853, our vessel, the clipper ship Cherubim, of 2,000 tons burthen, left her pier in New York harbor on her first trip, bound for London, having on board the British Consul, Rowcroft, his wife and five children, ten passengers in all, with a number in the steerage. The usual excitement attendant upon leaving home and friends for a distant land—more distant then than in those days of rapid travel—was over; the pilot had clambered up the ship's side and taken our parting words to those we had left on shore; our diaries had had their introduction to pen or pencil as the case might be, and we were settled upon the dangerous element to which we had committed ourselves, its fascinating sparkle seeming to lure us on to whatever fate might await us, and the other half upon the movements of those about us with whom we were to form the intimate relations incident to life on shipboard and who, together with ourselves, were soon to learn what providence had in store for us.

"Nothing unusual happened until Friday, the 23d, when we were informed by Captain Smith that the British Consul was quite ill with bilious fever, though he was not considered dangerous by his family. He continued to get worse, however, until the following day (Saturday), when he sent for the captain and expressed the wish that if anything should happen to him, he, the captain, would take charge of the valuable papers in his possession belonging to the British Government. He was apparently unconscious of his real situation until late in the afternoon of that day, when he summoned his family, consisting of his wife, two daughters and three sons, to take leave of them. Though he had been ill only forty-eight hours he was soon too far gone to make himself understood with ease, and at 10:30 p. m. he passed away. His death occurring so suddenly and so soon after leaving New York, gave rise to the rumor among the passengers that he had died of yellow fever, and some of us were not a little frightened, especially the captain, whose fears led him to feel sure that he, if any one, would fall a victim to the dread scourge. My diary at this time reads as follows:

Sunday, the 25th.—The passengers have been quiet all day, whether because it is Sunday or through fear of taking the fever, I can not say.

Monday, the 26th.—The events of this day will never be effaced from my memory A burial at sea! The body was kept on board the ship until this morning, hoping that we would meet the steamer or packet from which we might possibly get some spirits and preserve it until we reached London. The captain, thinking it hardly prudent to wait any longer, consulted the family, and they consented to dispose of the remains with the usual ceremonies of a burial at sea. The captain was so overcome that he could not read the service; my brother John and myself performed that last sad rite. The body, sewed in a canvass bag with a hundred pound weight attached to the feet, rested upon a plank balanced on the railing of the ship. At a given signal the plank was inclined and the body slid off, going perpendicularly down, down as far as the eye could reach, to its ocean home. Circumstances connected with the death of the Consul are calculated to arouse suspicion, and it is whispered among those on board the vessel that he was poisoned by the stewardess, whose own utterances seem to prove that these suspicions are not groundless; further comment is unnecessary, and, in fact, unjustifiable, until we reach London when, of course, the affair will be investigated. Suffice it to say that the stewardess is supposed to have been employed by the Fenians to bring about the death of Rowcroft, and the captain states that a reward was offered for his head in Cincinnati.

"We proceeded on our voyage," says our informant, "after this sad occurrence without any further unusual incident until Friday, the 5th of September, when the passengers, officers and crew of the ship Cherubim had another warning of the uncertainty of life and the necessity of heeding the divine injunction, 'Be ye also ready.' 'At midnight,' says the statement of the first officer, 'we came into collision with the emigrant ship Ocean Home, bound from Rotterdam to New York, with a general cargo of madder, gin, wine, block tin and quinine, many packages of which could be seen floating on the water after the Ocean Home had disappeared from sight. She struck us on our starboard bow and the Cherubim struck her forward of the fore rigging, cutting her completely through, carrying away her foremast and other spars. At the moment of collision several of the crew of the Ocean Home jumped into the rigging of our ship and reported that she was sinking very fast. In looking to our own safety, however, we lost sight for a moment of the ill-fated ship. We found that our beautiful figurehead, the pride of officers and crew, a cherubim with flaming sword, had gone to the bottom. Our lantern, too, was gone. It was an expensive one—the first one on the water with three colors When the white light was visible to a ship coming toward us she was directly in our path; when the red light, she was on our port; when the green was prominent she was on our starboat. Under ordinary circumstances,' continues the first officer, 'these losses would have been keenly felt by us, but the horrors that we afterward saw on the Ocean Home entirely obliterated them from our minds.

"When the collision occurred most of the passengers were asleep in their berths, but ten of them, with some of the crew, contrived to put out in one of the quarter boats; the second mate, two seamen and one emigrant left the ship in a larger boat, which was leaky and had but one oar. They were rescued by a passing schooner. When Captain Smith, of the Cherubim, felt the shock, he rushed from his berth and cried: "My God! we are sinking!" I sent the carpenter to sound the pumps; on finding that we were in no immediate danger, the captain directed the boats to be made ready. The Ocean Home was now near us, and her captain cried out: 'Lay on us; we are sinking!' When it was reported to the captain that the boats were manned, he replied: 'Alas, it is no use! The ship is gone! She has disappeared!' Only fifteen minutes had elapsed since the first cry had been heard, but the agony of those fifteen mintutes to the emigrants on board the Ocean Home no imagination can conceive, no pen can portray. By the concussion the windlass was driven on the forehatch, which prevented those below from getting on deck. The bow had been chopped off and in front of them was their watery grave. The ship settled forward, and as it neared a perpendicular one after another dropped off, until, at last, those who were left went down with the ship and with cries of woe and disappeared from sight. In a very short time we heard cries to the windward, and upon looking about saw a boat under our stern trying to fetch the ship. We threw out a line and hauled the people on board. They were those who had left the Ocean Home in the quarter boat, fourteen in all. We then tacked toward the spot where the ship had foundered, and looking through a spy glass I described what seemed to be a man floating about in the wreck. A boat was lowered and with the third officer and three seamen I set out for the spot and found a man supporting himself as best he could on a hatch. He was nearly exhausted and must soon have perished. The sea was very choppy and it was difficult to approach any object. My orders were: 'When we near the man seize him wherever you can and seize him firmly.' One seaman grasped his leg and another his hair. After great effort we hauled him into the boat and found that we had rescued Captain Merriman of the Ocean Home. Hearing shouts not far off and going into the direction of the noise we picked up the first officer, Mr. Shields. Seeing no other struggling life about us we returned to our own ship, when we learned that twenty-two in all had been rescued. They were in the course of the day put on a pilot boat and returned to Plymouth.

"The discipline of the crew devolved upon me as first officer, and one of the seamen obstinately refused to obey orders, saying that he did not intend to work on that ship. He resisted all my efforts to reduce him to submission, and so far got the better of me that I was forced to suspend him on a horizontal bar in handcuffs with his feet just touching the floor. The captain's sympathy was aroused for the man after he had passed the night is this position, but he would not interfere with my discipline. The dogged determination of the sailor sustained him wonderfully; finally the captain asked me to go down into the hold, stating that the man wished to see me. I went down and passed from one end of the ship to the other; the man said nothing and I went on deck again. In the afternoon the captain made the same request. I said 'Captain, I will set the man at liberty if you insist upon it.' The captain said 'No I will not interfere, but the man wishes to see you.' I went down into the hold, passed back and forth as before, but not a word from the sailor. Later in the day the captain was worried beyond measure; again I went down into the hold; after I had passed the man as before, noting as I did so that his hands were very dark, he called me back, saying that I would have no further trouble with him if I would release him. I ordered him to be taken down at once and that every possible care should be taken of him; he could not move his arms and I ordered them to rub them with warm water and put him to bed. The next afternoon I found him at work; on my remonstrating, fearing that he had not sufficiently recovered, he stated that he would rather be working, and he was the most faithful man of the crew throughout the rest of the voyage.

"As we neared our port we mourned the loss of our beautiful figure-head. but soon forgot our discomfiture when we saw the crowd upon the pier waiting to hear the particulars of the collision. My friend of the first cabin was heard to say when he set foot on terra firma that never again would he cross the ocean, even to return to his native land."

This vow was not religiously kept, for if it had been, the cabin passenger, Mr. E. F. Dorrance, and the first officer, U. S. Department Marshal T. M. Burtt, would not have met a few days since in an office in the Prudential building, when they recounted their adventures in the presence of the writer, who has endeavored to recall them for the benefit of our readers.

S. M. D.

A Mystic Stone.

This brief history of a pebble is so weirdly interesting and out of the common that, were it not, to the writer's knowledge, absolutely true, it would appear exaggerated and well nigh incredible. After the last performance of the Passion Play at the Bavarian village of Ober-Ammergau, an American lady—Mrs. Bacon—was taking a stroll and picked up at hazard a couple of pebbles to take home to her son for his museum, a custom she invariably practiced of preserving mementoes of her foreign journeys. She noticed nothing peculiar about them; and, indeed, paid but scant heed to them, taken, as they were, from the roadside. Some time afterwards she had the misfortune to lose her son, and his early death terribly affected her. Turning sadly over one day the contents of his small museum, she chanced upon the above forgotten stones, and while examining one by the light she was startled and astonished to notice upon its surface the impression of a face. Close investigation proved it to bear an extraordinary and unmistakable likeness to that of our Savior, as the head appears in the earliest paintings. The stone has been submitted to the highest authorities in America and at the British Museum, who give it as their opinion that the face is entirely natural, the pebble showing absolutely no signs of having been engraved or touched by any instrument. The only other case of such an inexplicable freak of nature is that of the Chaucer Stone—where the poet's features are formed by gradations of color in the substance—preserved in our national collection. Mrs. Bacon has had her treasure photographed, the portrait appearing remarkably clear, and on rare occasions exhibits it for charitable purposes. It is needless to say, in conclusion, that the time and manner in which she made her strange discovery have powerfully impressed her, and that she guards the little talisman with the utmost care and reverence.

The first workman who made pens got $1 voiece for them.

AGRICULTURAL.

Mixed Feeds for Dairy Cows.

It is fair to say that a cow must pay for the feed she eats, and return a living to the owner; but after all it is more profitable for the owner to raise the feed, and make yet another profit between the actual cost of the cow feed, as raised on the farm, and what the same feed would cost if another man raised it, and his living and profits came from its sale. Oats, at forty cents per bushel, are too expensive a feed, when the results are compared with good bran, or, what is yet better, with seconds, the grade of bran that has quite a showing of flour in it, and is yet in most markets cheaper than the bran. Corn meal, at sixty cents for fifty-six pounds, is a good food in part, for a butter dairy, and especially so, if it is to be fed with clover hay, which is largely albuminous, and needs the starchy foods, like corn meal, to balance it, rather than more albuminous matter, which is so largely represented in bran.

When I can get clover hay in abundance, I feed largely of that, for, from every ten dollars' worth of hay there is made nine dollars' worth of fertility. To balance the hay, I would get corn in the ear, and have it ground fine and feed with the clover hay, rather than buy more albuminous matter. Each corn should be ground on the cob, and not shelled. For milk, the fourteen pounds of cob in a hundred weight of meal are worth more, as a promoter of digestion, than would be the fourteen pounds of pure meal in its place. A cow in good flow of milk will need from twenty-two to thirty pounds of clover hay each day, with eight pounds of the meal. In my dairy I reverse this by feeding fifty pounds of silage, made from fairly well-eared corn, and five to six pounds of seconds daily, and what clover hay the cows will consume—some five pounds daily to each cow. In the same way cows, to do their best, seem to need a bulky food largely on the carbohydrate side of the ration, as mixed hay, well cured corn fooder, and the like. The albuminous matter should come in smaller amounts, though clover hay is an exception, as it is a loose, bulky, stomach-distending food, and the corn meal balances it in starch to some extent. Cows eat as they were born to do, some more, some less, and to produce milk the same rule holds good.

The amount of food a cow will consume is no indication of what she will produce in milk solids, so that the good dairyman, has to feed as circumstances seem to indicate, the milk pail being the indicator. Wheat straw is not a good promoter of milk yields, nor an economical factor in the feed line. Wheat straw is far better under a milch cow than in her stomach. A cow needs to eat so much straw to obtain a minimum amount of nutriment that the stomach is overtaxed, and there is a shrinkage of the milk. If the straw is cut fine, and moistened with a small amount of water, and then fine middlings mixed through the mass, the straw will be improved and made more digestible. Cut straw and linseed meal are useful for young stock.

Hints for Young Farmers.

Be sure that you will be satisfied to get a living by the sweat of the brow.

Be sure that you love nature and its workings.

Be sure that you enjoy the work of farming.

Then work with one of the best mixed farmers, or one of the best agricultural schools, one that is using modern improvements and is a little ahead of the times. By so doing you will have an insight into all branches of farming and can choose what branch will suit you. Work as an apprentice for two or three years and do the best you can for you not only make a paying servant but you make a better master for yourself.

Watch the planting and growing of the crops, the kind of fertilizers used, the market prices, what crops will pay the best for the least fertilizer and labor, and make notes of the same. Spend some of your leisure hours in reading and studying agricultural papers and books and reports of the experiment stations and colleges. Learn the analyses of plants and feeding products and understand the meaning of potash, nitrogen and phosphoric acid and their formation. Learn all that you can in the care and feeding of the horse and other animals and the use and care of farming tools. Always be obliging and considerate to every one and kind to animals.

After you have served your time as an apprentice you ought to be fitted for the life of a farmer. Then choose a few crops that you are best adapted for and most attached to and make them a special study. Choose crops that would mature in the first or last part of the season for there is always plenty of rain at that time.

Make up your mind that you must creep before you can walk and do not expect to have as much as your neighbor farmer who has been in the field a number of years. Profit by his experience by treating him with respect and being an obliging neighbor.

After choosing your crops choose a favorable piece of land as near to a growing market as possible where you can market your own goods so as to get the best price. Try to raise the first quality and it will find a ready sale at paying prices.

After choosing the crops and soil, choose a life partner who is not afraid to help turn the wheel of life and one who understands and loves, the farm and its pleasures. I believe one of the most essential things to make a successful farmer is to have a wife who has an interest and love for a farm.

If there is any point that you wish information on seek it through the agricultural colleges that are maintained for our special benefit.

Farming is like all other business; without capital and the best tools we can not make progress. Save in hired help by using the latest improved tools. There is not much risk in farming on borrowed money in the eastern states, where they can hire money for five and six percent interest and have a ready market for all goods at paying prices. In the west they have to pay 10, 12 and even 15 percent on money and have the large monopolies and railroads to contend with.

Hire the best help that you can for that is the cheapest. It does not cost any more to feed good help than poor, and with good help you have most of the time to work yourself where with poor help you have to spend most of your time in watching. Use your help like gentleman not like slaves.

Do not forget the horse and other dumb animals, but see that they are well cared for. A horse that is well cared for can do 10 hours' work easier than one half cared for can do six hours' work, and you are not ashamed to meet your neighbor or friend when you are on a little drive.

You must not forget for yourself, family and help, that you all need a little pleasure, for it is a poor motto "All work and no play."

Ensilage for Sheep.

A silo for sheep can be prontably used but if used in connection with raising early lambs, the quality of the ensilage should be a prime object. The spent stalks of field corn, spent in maturing a crop of corn, might do to keep sheep alive, but would hardly answer a good purpose in connection with raising early lambs.

It would be much better that a considerable proportion of the ensilage to fill a silo for sheep should be composed of material finer, more fibrous, than corn ensilage. A good mixed crop for this purpose would be peas and oats—40 quarts of oats, having a stiff straw, mixed with two bushels Canada field peas, drilled in at the rate of four bushels to the acre on land well prepared for such a crop. It will soon cover the ground and keep down weeds. It may be cut for ensilage when the pea is in blossom, but if circumstances favor it is best when the pea is in the milk.

With our present improvement in machinery, this combined crop is easily handled for the silo, by cutting it with a self-binder and then running the bundles through the cutter into the silo, thus greatly reducing the labor. This crop may be sown very early, as a spring frost does not injure either peas or oats. This would furnish an ensilage for ewes requiring but very little grain, and that mostly in the form of bran, until the ewes have dropped their lambs.

One could have different compartments in his silo; fill one with medium-sized ensilage corn and the other with peas and oats, feeding one to the sheep at morning and the other at evening, or preferably mixing the two together. But we should advise corn ensilage to be cut into the silo not more than one-fourth inch for sheep. Sheep may be fed from two to three and one-half pounds of ensilage per day.—[Country Gentleman.

Skim-Milk For the Cows and Pastures.

A correspondent of the New York *Tribune* whose pastures had become badly run out by continual cropping without returning anything to offset the fertility removed in the milk, was advised to change from dairying to sheep but having learned dairying and fearing a change might prove disastrous he decided to feed his skim-milk to his cows, thus retaining the chief elements of fertility to be returned to the earth, and at no expense for carting and spreading. By adding cottonseed meal to the milk ration he has brought his pastures back to a higher state of productiveness than ever before.

Butter takes nothing from the soil, and no dairy farm devoted to butter production can run out under proper management.

In this experiment it was found that milk enough to make a pound of pork would make a pound of butter worth three times as much and then the farm was free from the odors of the pig pen, a matter of no small account where the sweetest butter is the aim.

There is no doubt that a naturally good pasture would maintain its original condition under such treatment; still, if the land were easily tillable, much more feed could be grown per acre by the stall feeding system than where the manure is distributed by the cows. Pasturing must always be more or less wasteful but on rocky land it is often the only practical method. In such cases animals must be made to do the harvesting.

Goose Raising on the Farm.

No more profitable fowl can be raised on the farm than the goose. It is a popular error that the goose requires plenty of running water to paddle and swim in. All the water that is necessary is plenty of water to drink. If geese are kept out of the water, they will fatten better, and the feathers will be more oily, and last longer, nor does it require so much grain to keep them when they do not run in water. One-fourth of a pound is an average per picking. They ought to be picked every six weeks or eight times per year. This makes each goose produce two pounds of feathers worth one dollar and a half each year, and the goose is left which is worth from fifty cents to one dollar. The goose is a very marketable fowl, and is not so hard to raise as the turkey. It does not require the care. In the winter it will feed with the cattle, take care of itself among the hogs unless they acquire a taste for its blood, and thrive, if it have a low, warm coop in which to huddle with its mates at night. In the summer it will feed on oats and wheat stubble and same pastures. Thus it is seen that the cost of its keeping is small the year round. Hatch the goose eggs with a hen, as she will make a better mother than the goose. Make the nests on the ground, as jars will easily kill the goslings in the shell. Thunder is sometimes known to kill them when the nests have been in the chicken house or other building. Give each hen from five to eight eggs. It is said to be a good idea to put into the nest two or three hen's eggs at the end of the first week. Set a number of hens at the same time and when they are hatched you can bunch two or three broods together with the same hen. I suggest the raising of geese as a profitable employment for farmers' girls. One girl can take care of from seventy-five to one hundred geese every year, and go to school, or assist in all the ordinary household duties, except on picking days. She can realize about one dollar profit on each goose. This will give the girls a chance of becoming self-supporting.

A Journey Round the World.

The time required for a journey around the earth by a man walking day and night without rest would be 428 days; an express train, forty days; sound, at a medium temperature, thirty-two and one half hours; cannon ball, twenty-one and three-fourths hours; light a little over one-tenth of a second; electricity, passing over a copper wire, a little less than one-tenth of a second.

Animals in Yellowstone Park.

There are estimated to be at present 40,000 elk, 1500 deer, 400 buffalo, 1000 black-tailed deer, 300 mountain sheep, and plenty of bear, beaver and other varieties of animals in the Yellowstone Park.

NEWS OF ELECTRICITY.

A NEW SUBMARINE BOAT.

The trial is reported of a new electrical submarine boat, which is said to be favorably regarded by the Italian Government. She is 26 feet long and 8 feet wide, and has the peculiar depth of 11 feet, the total weight being forty tons. The special advantage claimed for this boat over all others of its kind is that it can remain under water, if need be, for the space of forty-eight hours, besides being able to descend to a depth of 130 feet.

THE EXPANSION OF SOLID BODIES.

An ingenious instrument for measuring the expansion of minute solid bodies is found in the list of recent inventions. The substance is placed in the field of a microscope, and an image of it, magnified several times is thrown on a screen. This image is further magnified by two micrometer microscopes, which accurately determine the expansion. The substance is heated in a little plantinum oven through which an electric current passes, and the temperature of the oven is arrived at by observations on the melting of the standard substances. By the use of this instrument the thermal expansion of any substance, even to the smallest diamond, can be determined until the temperature of combustion is reached.

HISTORY REPEATS ITSELF.

Although the advantages of the electric light are becoming very generally recognized, there are many persons who are still unconvinced of its superiority as an illuminant and its cheapness as compared with gas. A correspondent, in commenting on some of the adverse criticism which has been vented on the modern light, calls to mind the fact that Clement Desormes, writing in 1819 about coal gas, then just coming into use, says: "The light is of a disagreeable yellow color, entirely different from the red and warm gleam of oil lamps; it is of dazzling brightness; its distribution will be impossible and irregular, and it will be much dearer than these lights which we already possess." The same or very similar criticisms are now being made on the electric light.

A NEW ACTINIMETER.

A new apparatus for the measurement of actinism promises to be of great service to astronomers, as it will be specially valuable in examining the luminosity of the sky in diffused light. The apparatus presents some interesting features from an electrical point of view. It consists essentially of two plates of oxidized copper immersed in water containing 1-1000th of either chloride, iodide bromide of sodium. One of the plates is exposed to the action of the rays of light, whilst the other is protected from this action, either by surrounding it with parchment or paper or by placing it directly behind the first plate at a distance of about a millimeter. The action of the light is instantaneous, and although the sensitiveness of the element decreases rapidly at first, it soon becomes virtually constant. It will thus be seen that the electromotive force of the apparatus is the phenomenon upon which determinations depend; this varies with the color of the light which acts upon it.

GROWTH OF ELECTRIC TRACTION.

The growth of electric traction in this country is one of the most marvelous developments of this century. A leading street railway journal draws attention to the fact that in the past five years the mileage of railways operated by electricity has increased from 50 miles to over 6000 miles, which is a greater mileage than that of all the other street railways in the country operated by both animal and other forms of motive power. Of this large total nearly one-third was built in 1889. No estimate has yet been given of the aggregate increase in value in suburban property that has been improved by the running of new electric lines, but the amount must be enormous, as a large proportion of late installations, have been in suburban districts, particularly in the East. In July, 1890, the street railway mileage of the country was 8650 miles; at the present time it reaches a total of 11,655 miles, or an increase of 3000 miles in the past two and a half years. During 1892 there was an additional increase of 1066 miles. Some of these lines have been introduced in the most crowded parts of large cities, where it is admitted that cable traction would be more economical. The reason for this lies probably in the fact that it would be far less economical to change from electric to cable power simply for the short distance, than to retain the system already in operation.

PROFITABLE EGG RAISING.

To Be Used as Food for Commercial Trade or Medicine.

While the word "egg," in its broadest application, covers a great variety of production, the term, in a culinary sense, has come to mean solely the product of the ordinary hen—for whom also there is no distinguishing name in common use which she is not in justice obliged to share with the females of entirely distinct and unrelated species. No other branch of the fowl tribe produces eggs in sufficient numbers to justify its maintenance for that purpose; while the almost innumerable species of the "domestic fowl" possess quite different qualities as to egg and flesh production. The person who is to keep fowls should consequently be governed somewhat by the object in view. If he is to sell the product, the breed of fowls likely to lay the largest number, regardless of size of the egg should be sought; while if home consumption is the principal object, the greatest weight of egg product would be the desideratum. On the other hand, the larger bodied fowls more valuable for flesh production, are not generally speaking, leaders as layers of eggs. As we are not considering the question of dressed fowls at all, we drop that factor from the present consideration.

Eggs are not simply food; they reach also into the realm of medicine, where they have many uses. For a person of delicate or impaired digestion an egg properly cooked forms the most grateful food, and its uses seldom or never give rise to those distressing attacks which come from the consumption of most other viands. In case of disease of the bowels, such as dysentery or diarrhœa, a strong plea is made for the trial of eggs, beaten light either with or without sugar. While forming a grateful coating for the inflamed and diseased surfaces, till nature has time to make the necessary repairs, they also furnish nutriment and dispense with necessity for coarser and aggravating foods.