

## Miscellaneous.

## CROSSING THE ATLANTIC IN A LIFEBOAT.

Everybody has heard about the "three wise men of Gotham who went to sea in a bowl," but the story of the two old *maitrots* who, starting from the same port in a cockle-shell of a vessel, succeeded in crossing the broad Atlantic is still to be told. The Lilliputian ship—variously called the *Yankee Doodle*, *Red, White and Blue*, and *Ingersoll*—that sailed from the harbour of New York on the 9th of July and arrived in London on the 16th of August, and reported all hands and the cook in prime condition, in 38 days, or in about the same period of time required by first-class sailing vessels of from 1,000 to 2,000 tons in making the same passage under ordinary circumstances. The announcement of the safe arrival of the miniature craft at Hastings, on the Thames, was received in New York by the Atlantic cable, to the great relief of the anxious friends of Capt. Hudson and his companions, as well as the gratification of the public generally and of some of those who had bets pending on the success of the enterprise. A New York journal makes some appropriate remarks on the successful performance of the little ship.

—S. F. Bulletin.

The miniature craft was spoken on the 10th and 11th of July, well underweigh; but, since then, no tidings have been received of her, until the cable told us she was safe on the other side, and "all well." The trip of the Lilliput vessel is an affair of no inconsiderable importance. It may fairly and contrastively complement the passage of the *Great Eastern*. One is so large as to have been at first esteemed unmanageable; the other is so small as to have been from the start declared not to be able to live in any rough sea. Success has dispelled the scepticism and apprehensions that each gave rise to. The first is massively made nautically available; the second is dwarfish symmetry rendered demonstrated seaworthy. The one depends upon power and bigness, the other on staunch minuteness and agility. The one is propelled by 5 monstrous engines and 32 sails of extraordinary extent; the latter flies by the wind, has no steam, and stretches out but 15 airy, tiny wings, that woo the breezes, and are the whole motive power.

## THE LEVIATHAN AND THE MINNOW COMPARED.

An examination of the size and constructive difference between the ship that is larger than Noah's ark and the vessel that barely equals in extent the poetized boat of the Lady of the Lake, will exhibit some very suggestive and instructive points, that may be figured from what follows:

*Great Eastern*—22,500 tonnage, 680 feet length, 88 feet breadth, 60 feet depth; length of principal saloon, 400 feet; storage capacity, 19,000 lbs.; power of engines, 2,600 horse-power; diameter of cylinder, 76 inches; draft of water, 30 feet; ordinary accommodations, 4,000 persons; greatest accommodations, 10,000 persons; highest rate of speed, 18 knots; first passage, 14 days; crew, 300; total original cost, \$5,000,000; height of saloons, 40 feet; width of cable, 23 inches; weight of main anchor, 25,000 lbs.

*Red, White and Blue*—2½ tonnage, 23 feet length; 5½ feet breadth; 1½ feet depth; length of principal saloon, 5½ feet; storage capacity, 1,250 lbs.; power of propulsion, 2 small children; diameter of masts, 3½ inches; draft of water, 15 inches; ordinary accommodations, 2 men (or 1 woman) and a small dog; greatest accommodations, 3 men (or 1½ women) and a moderate dog; highest rate of speed, 10 knots; first passage, 38 days; crew, 2 men and 1 dog; total cost, \$1,000; height of saloon, 18 inches; width of cable, 4 inch; weight of anchor, 25 lbs.

## PREVIOUS ATTEMPTS IN SMALL CRAFTS.

The little *Vision* will be remembered. It was simply a 16 feet yawl-boat, converted into a ship, or rather a hermaprodite brig, 4 feet 10 inches in width, and 2 feet 9 inches deep. She carried 50 yards of canvas, and her masts were 19 feet high. Built out of wood, she was launched by her owner, builder, and attempted navigator, John Donnovan, on the 12th of June 1864, and started 8 days after, ostensibly for Europe. On the 5th of July the *Vision* put into Boston, in a leaky condition, but was repaired and started on her further way. The morning of the 20th of July, the incoming steamship *Peruvian* spoke the *Vision*, doing all well, in latitude 45° 10', longitude 33° west; supplied her with provisions and water, when she again continued on her voyage. Since that

date till now nothing has been certainly heard of the little craft, and it is believed she has inevitably gone to the bottom. Much interest was felt in her success, and for a long time the public, on both sides of the water, refused to believe her perished. Apocryphal stories have been started now and then that she turned up, and every port, from Spitzbergen to Terra del Fuego, has its tradition of the fate of the *Vision*. But it remains now settled beyond reasonable doubt that Davy Jones has adopted the miniature vessel as his favourite pleasure yacht down below, unless the last circulated story be true, which is unlikely, and whose purport is, that the captain put into a Nova Scotia port, stayed there *incognito*, broke up his boat, gave by his absence a reasonable supposition of his death, and thus, having allowed his wife time to collect a fat insurance policy made on his life, returned to New York to enjoy the proceeds. That report don't hold water. No more does the one that the *Vision* ran the blockade then enforced off Charleston, and smuggled in a grist of quinine to the agued rebels. The imaginative salts that delight to resurrect the *Vision*, might as well conclude that they will never see her again, unless they start from Heart's Content, and striding the Atlantic cable, and pulling themselves along old ocean's bed, consult the "arrived" list of Paper Neptuneus.

## THE HISTORY AND THE ACTORS OF THE PRESENT ENTERPRISE.

In the recent Fair of the American Institute, in New York, a gold medal was awarded to G. R. Ingersoll, for his improved metallic lifeboat, now in such general use. The boat that took that prize passed up the Thames two days ago amid the wonder and cheers of thousands of John Bulls, who, when they sent over their big ship, never thought we would send them in return the smallest craft that ever lived in a sea. Early last spring Mr. Ingersoll was waited upon by a little, natty sort of man, five feet two in his boots, with light sandy hair, red whiskers, open features, and an eye that looked right straight ahead from its depth of blue. He said, "I want to rig that boat into a full three-masted ship, go over in her to Europe, and enter her for the Paris Exposition. If I fail, I fail; if I don't, I'll make my fortune. I know what I'm about—so does another man I'll take with me. We've been wrecked three times, and don't believe we were born to be drowned. Besides, a lifeboat isn't a lifeboat, that can't cross the ocean. Will you let me have her?" "Yes," sealed the bargain. The boat already air and water tight, was furnished with three masts, 16 feet high; a full set of sails, amounting to 65 yards of canvass in all; was cargoeed with enough for two men for 80 days, including the rations of a poodle dog, that was to be taken for company, and to be used as a mop now and then to clean decks. The bold men, whom all thought fools, and whom success has shown as skillful as adventurous, are Captain John N. Hudson and Captain Francis Edward Fitch, both of whom "ran away to sea" in youth, and were cuffed up from cabin boys to commanders by rapid progression, the one being 42, the other 38 years of age.

From London to New York is, in round terms, 3,500 miles, and the 38 days of their passage would rate their daily going at 92 3-19 miles or some 3-9-10 miles on an average every hour. This appears slow. Remember, however, the changes and chances of weather, and that as a purely sailing ship, the *Red, White and Blue* was exposed to them all, and the calms and adverse winds, and their progress is much better than most sailing ships of 1,500 tons burden, which seldom are not less than 45 and often more than 60 days *en route*.

[From the New York Tribune.]

## AMERICAN INSTITUTE FARMERS' CLUB.

TUESDAY, Sept. 11.—There was, to-day, another handsome fruit exhibition. P. T. Quinn, Newark, N. J., placed upon the table 20 varieties of pears from the orchard which he has cultivated many years upon Prof. Mapes's farm, and gave his views of their character and the profit of cultivation of the several sorts, a brief report of which we trust will be interesting to others who make a specialty of growing pears for market.

I will commence, said Mr. Quinn, with the Duchesse d'Angouleme, because with me it has proved the most profitable. When perfectly ripened, it is delicious, and its great size much in its favour. It does best on quince, is a strong grower, and prolific.

Here is the Beurre Clairgeau another profitable market variety. The tree is vigorous and naturally of pyramidal form. The fruit is large, attractively colored, yellow, fawn, and crimson, with russet; ripe in October and November, and I have sold them at \$12 a bushel, and as the tree yields well, this is very profitable.

Here is the Andrews, a very choice variety for family use, but as it does not bear handling well, it is not so valuable for market; but it is a pear that I would recommend for every private collection. It is an American seedling, of excellent flavor, large size; skin smooth and rather thick; pale yellowish green, with dull red cheek. The flesh is greenish white and full of juice. Its fault is rotting at the core.

The Bonne d'Eze is an excellent August pear, very sweet, productive; profitable; large fruit; light yellowish green, with russet patches; flesh white and juicy. The tree is vigorous and productive, but apt to crack.

This is the Doyenne Boussock, which is an excellent pear for an amateur; size large; deep yellow, clouded with russet, blushed; flesh, melting, sweet, and aromatic. The tree grows strong, and is a profuse bearer.

The Beurre Superfin has been much lauded; but I really cannot say much in its favor. The tree is very vigorous and productive, and fruit large and fine looking, but it is not first quality; ripens November and December.

The Louise Bonne de Jersey is one of the most profitable varieties grown for market. It bears well, keeps well, sells well. Tree is vigorous; fruit large, and of handsome form, and comes into market directly after the Bartlett, and I rate it as first-class.

Beurre Diel (so called after an individual of that name) is in every respect first-rate, and a very profitable market pear; though in some situations it cracks, it does not upon good soil. The tree is vigorous and productive, and fruit large; orange yellow when fully ripened.

The Belle Lucrative is not attractive, and not well known in market, and therefore does not sell well in market, although it is one of the best Autumn pears known. It is always good, and gives satisfaction to those who eat it, and by many considered equal to the Seckel. It should be in every private collection. The tree bears beyond any other; the fruit hangs in clusters like ropes of onions; is of medium size; pale yellowish green.

The Sheldon, an American seedling, will yet make a great mark in the world. It should be one of the leading varieties cultivated everywhere for market. The fruit is medium size; yellowish green; very hard; bears handling; ripens in October.

Seckel is too well known, perhaps, to need description. It is among the smallest sized pears grown; is a native American, originated on the farm of Mr. Seckel near Philadelphia. It is without doubt the most excellent variety known.

The Urbaniste is a late Autumn or Winter pear; medium size, though about one-half run too small for sale. I do not find it a profitable variety to grow for market, as it does not sell well.

Onondaga, or Swan's Orange, supposed to have originated at Farmington, Conn., is of large size; coarse yellow skin, dotted with russet, sometimes blushed; flesh, buttery and rich, when in perfection. It is a fruit of which you are never quite certain, as it is often acid and not rich. If left too long on the tree it rots at the core.

The Winter Nellie has few equals from January to March. It is what I call a very good quality of Winter pear, and the tree is a free bearer.

Now here is the Vicar of Winkfield, which has a character which may be set down as good, bad, or indifferent, according to the opinion of cultivators. The tree requires age before it comes into bearing, then it is productive and profitable to sell at \$5 a barrel, at which the fruit sells readily in this market in Autumn for cooking purposes, and many persons who use it do not know that it could be ripened at a high temperature into an excellent Winter fruit. The Vicar is a good tree to work other varieties upon.

The Bartlett is too well-known for its excellence to need description. It is very popular, and comes directly after peaches, and sometimes in such abundance as not to be profitable to the grower. It was a drug a few days ago, now it is worth \$16 or \$18 per barrel.

The Flemish Beauty does not give satisfaction with me, as it only sells for \$5 per barrel when Bartletts are worth \$15. It is because it is not well-known to New Yorkers. In Boston it is a leading and profitable variety. There they know its value. It grows a superb

tree, very luxuriant and prolific. The fruit requires to be picked early and ripened in the house.

The Tyson is another excellent native, originating near Philadelphia. The tree is an upright, vigorous grower, but tardy bearer, though eventually very productive. The fruit is medium size; deep yellow with crimson cheek, which gives it an attractive appearance. It bears well, and if it has not the highest quality, has one that makes it valuable it hangs long on the tree.

Here is a pear which is good to exercise the grower's patience. This is the eighth specimen which I have had from a tree twelve years old. It is called St. Michael Archangel. Although we are willing to wait long for the coming of that personage, waiting twelve years for a crop is rather too much for the patience and profit of a market gardener.

In answer to question, Mr. Quinn said, for his situation he should name the Duchesse, Bartlett, Sheldon, Lawrence, Seckel, as the five most profitable pears to grow for the New York market. If he could only have five for family use, he would name Bartlett, Flemish Beauty, Duchesse, Beurre L'Anjou, and Belle Lucrative.

After this interesting description, Mr. Quinn directed the fruit to be distributed among the members of the Club.

## THE DANUBIAN PRINCIPALITIES.

The Principalities of Moldavia, and Wallachia lie on the north bank of the Danube, in the angle between the Black sea on the east and the Austrian dominions on the west, Russia on the north and the Turkish Empire proper on the south. The Principality of Servia lies on the south bank of the Danube, and to the westward of the two others. Moldavia and Wallachia, which are generally spoken of as the Danubian Provinces, cover a vast plain of about 350 miles long by 150 broad, stretching from the Danube and the sea to the Carpathian mountains, and forming the land barrier between Russia and Turkey proper. The political situation of these Provinces has been for nearly one hundred years anomalous. They have been under the nominal sovereignty of Turkey, and at the same time under the protection of Russia. The inhabitants all being Christians, they have enjoyed under the Turkish dominion very large political and religious immunities, including full liberty of trade, the enjoyment of religious freedom, and a national and independent administration, and exemption from all taxation by the Turkish Empire, in consideration of the payment of fixed annual tributes, and all Mahomedans are excluded from settlement or owning landed property. The local executive was exercised in each Principality by a ruler called the Hospodar, who was elected for life by the assembly called the Divan, and the legislative power was exercised by the Hospodar and the general assembly. The election of the Hospodar required the confirmation of the Sultan of Constantinople. Being in this political situation towards Turkey, and by various treaties between that power and Russia having been placed under the protecting guarantee of Russia, these Provinces have been the fruitful source of jealousies and strife, the chief manifestation of which was the Crimean war.

At the Congress of Paris of 1856, which closed the Crimean war, France proposed that the provinces should be united under a hereditary Christian Prince, to be chosen from among the reigning houses of Europe; but Austria opposed the scheme, and Great Britain also gave her voice on the side of Turkey. The people of the provinces were almost unanimous for the change. In 1859 the same individual was elected first Hospodar of Moldavia, and soon after of Wallachia, and, after some hesitation, Turkey finally agreed—upon the recommendation, equivalent to a command, of the five great Powers—to confer upon Colonel Couza the investiture of both principalities, the administration of the two, however, to be kept distinct. Afterward, in 1861, the provinces were permanently united into one State, with a common Legislature, under the Hospodar Couza. The province of Servia is separated in its administration from those of Wallachia and Moldavia, but its relations to Russia and Turkey are substantially the same, as is also the manner of appointing its Princes for life. Besides the occasion to the Congress of Paris, the entire independence of these principalities has been repeatedly the subject of conference among the European Cabinets. —[Ez.]