SEA TERMS.

The crigin of some sea terms is very curious: thus, port bucklers derive their name from the bucklers of knights, which were tormerly arranged along the sides of the ships in which they embarked; and the term yardarm is derived from the extremities of the yards having, in the olden time, been armed with iron books. Gunwale is from gun-wall; bowsprit from bolt-sprit; combings from comings; kevel from revel; and davit from David. Captain Thomas James, who made a voyage to Hudson Bay in 1631, speaks of overlooking his tacks and shoots with other rigging of stress. He also says he hoisted his antient, that is ensign, on the poop; and the King's colors, that is standard, at the main on a holiday. The word hurricane seems to have been of Carib or Indian origin, for Captain Fernando de Porido, in a work on the Indies, addressed to Charles V, says, "So, also, when the Devil wishes to terrify them (the Indians) he promises them the 'huracan,' which means tempest." Typhoon is, undoubtedly, Chinese, The Chinese have temples dedicated to the Tylon, the god of which they call Ker-woo, the "typhoon motner," in allusion to its producing a gale from every point of the compass, and this mother gale with her numerous offspring, or union of gales, from the four quarters of heaven, makes conjointly a

toefung or typhoon.

The crigin of the term midshipman was as follows:—The larger class of vessels of the old build had immensely high forecastles, quarter-decks, and round houses, but no gangways as now. There was, therefore, no means of going from the quarter-deck to the forecastle without december to the the contraction of the cont descending into the waist; hence messengers were necessary in order to save the captain and officer of the watch from the necessity of ever descring their stations. Their messengers took the orders from the officer on the quarterdeck, and carried them to the forecastle, and likewise brought the various reports from the officer stationed forward to those in command abaft. Thence, from their station, these messengers were called "midship-men." It was from this class, and that of quartermasters, that the masters' mates were generally taken, as the contact into which they were generally thrown with their superior officers led to this distinction when their conduct was meritorious. The promotions from the class of midshiomen were much more numerous than from among the quartermasters; the former being necessarily selected from active young men, while the latter were taken from the thoroughbred old tars. The patronage invested in the captains of ships of war gradually led to the introduction into these stations of young men of respectable fami-lies, who might, with a slight degree of interest, hope for speedy advancement.

Later, a set of youngsters were introduced into the service by what was called a King's letter—these were called King's letter boys, and were but little relished by the rougher class of their associates, for having, as they termed it, "come in at the cabin windows instead of the hawse-holes." The midshipmen at first messed with the ship's company, having one or more tables given them on the lower deck, according to their number: they afterwards, in some vessels, had the head of one of the tiers given them as a mess-place, the quartermasters and boatswains' mates naving the other. Those midshipmen or masters' mates in whom the captain or officers took an interest were occasionally invited to their table, and, in process of time, the custom became general.

The term grog, as is well known, was derived from the rough "grogram" coat, or cloak, in which Admirai Edward Vernon, of the British Navy, was accustomed to walk the deck in bad weather Admiral Vernon, while in command of the West India station, and when extremely popular, on account of his reduction of Porto Bello in 1742, with six men of war only, introduced this relationship. duced this mixture of rum and water. The new bevarage proved extremely popular, and was named, by the men, "grog." in honor of the Admiral. A song, written on board the Burford, Vernon's flagship, by Pr. Trotter, in 1781, in commendation of the origin of grog, has been preserved. It ends as tollows:-

The sacred robe which Vernon wore Was crenched within the same, And hence his virtues guard our shore, And "grog" derives its name

As the advent of grog was welcomed with jovial ditty, so its departure from our navy was lamented with melancholy music; as in the following "Farewell to Grog," which was rife at the time the use of this time-honored beverage was forbidden by an act of Congress:-

PAREWELL TO GROO IN THE U. S. NAVY. Wardroom of the United States S. ---. Time-August 31, 1862 [Officer sings.] Oh, messmates, pass the bottle round, Our time is short, remember; For our grog must stop, and our spirits drop, On the first day of September. Farewell, Old Rye! 'tis a sad, sad word-But, alas! it must be spoken-

And the demijohn be broken! Yet memory oft will backward turn, And dwell with fondness partial On the days when gin was not a sin, Nor cock aris brought courts-martial. Jack's happy days will soon be past,

To return again, oh, never! For they've raised his pay five cents a day, But stopped his grog torever. [The boatswain's mate pipes:-"All hands splice the main brace."

All hands to splice the main brace call, For splice it now in sorrow,

Forever on to-morrow. The title "Post Captain" originated in the The title "Post Captain" originated in the British Navy in 1747, when the rank of Captain was first defined. Those captains who commanded "Post Ships," or what in the Royal Navy are now called "Rated Ships," took rank, if of three years standing, with army colonels, and until the year 1824 the Navy List described them as "Post Captains," The prefix "Post" then disappeared, but without any order in council or warrant being issued. Commissions have never been issued, either in the Royal or the United States Navy, to "Post" Royal or the United States Navy, to "Post" Captains. The term has been in use, how-ever, in our navy to designate captains commanding frigates or large vessels over commanders commanding versels of smaller size, who, in ordinary conversation, are styled Captains. Since the days of Van Tromp, the Dutch Admiral, the pennant has been the dis-tinguishing mark of ships-of-war commanded by officer under the rank of a Commodore or Admiral. The pennant originated in the sponse made by the English Admiral to Van Tromp's insolent display of a broom at his masthead, as indicative of his latention to sweep the English from the sea. The Englishman, in re-turn, hoisted a horsewhip as signification of his intention to chastise the Dutchman. The pennant which symbolized the horsewhip was thenceforth adopted as the distinguishing mark of a "flag-officer."

The origin of the name of our turreted ironclads is thus given by the inventor:— New York, January 20, 1862.—Sir:—In accordance with your request, I now submit for your approbation a name for the floating battery at Greenpoint. The impregnable and aggressive character of this structure will admonish the caders of the Southern Rebellion that the batteries on the banks of their rivers will no longer present barriers to the entrance of the Union forces. The iron clad intruder will thus prove a secure monitor to these leaders. But there are other leaders who will also be startled and admonished by the booming of the guns from the impregnable iron turret. Downing street will hardly view with indifference this last Yankee notion—this monitor. To the Lords of the Admiralty the new crait will be a monitor, suggesting doubts as to the propriety of completing those four steel-clad ships at three and a half those four steel-clad ships at three and a half millions apiece. On these and many similar grounds I propose to name the new battery Monitor.

Your obedient servant,

J. ERICSSON GUSTAVUS V. Fox, Assistant Secretary of the Navy, Washington.

Errors of the Mariner's Compass. Very early after the discovery and use of the compass or magnetic needle, the practical experience of voyagers demonstrated that it is not always the miallible and true guide at first

The variations of the needle from the true north, arising from general as well as local causes, have attracted the attention of the scientific and curious, and weakened the confidence of hardy mariners who have perilled their lives in an abiding faith of its accuracy, The distrust created in the mind of the seaman has not been removed by the dissemination of trustworthy information in a popular form calculated to reach and benefit those whose interests are more deerly involved. Efforts have been made by theorists (some of them speculative and very unsound) to advance their own ideas by patented inventions and otherwise still it is doubtful it much good has resulted, i we except the labors which have been carried on since the introduction of iron as a material

in shipbanging. The north pole of the earth, geographically, is the south pole of a magnet supposed to pass from pole to pole. It attracts the north pole of the needle in the mariner's compass, and owing to the convexity of the earth, causes what is known as the drp of the needle, by which the north end is deflected in northern latitudes, and the south end in southern latitudes. This influence extend-ing to all the iron of which the ship is composed, tends to give south polarity to the upper ends of iron, and consequently to attract the north pole of the needle while the ship is in north intinde. In south latitude all this is reversed, the upper ends of the iron of which the vessel is constructed acquiring north polarity, and attracting the south pels of the ship's

The deviations resulting from these causes are governed somewhat by the location of the compass. With the binuacie aft, the attraction will be towards the bows of the ship; with the bin-nacle places forward the attraction will be towards the stern. Thus a vessel in north latitude (excluding other causes), with the binnacle att and steering cast, would have the north pole of the needle deflected to the eastward, and if steer ing east by compass would be making a course south of the true east. If steering west, the needle would be deflected to the west, and the course made would be south of the true west. In south latitude, the magnetic influence is re-versed, and a ve-sel steering east by west by compass would make a course north of the true east or west, as the case may be. The attraction, when steering north or south, being in a line with the vessel's keel, would not cause a material deviation, but as it would vary at all the intermediate points of the compass, it should be the subject of careful observation by the intelli-

gent commander.

To most persons it probably seems to be necessary to direct attention to the ship's compasses only when the vesse! has reached her comple tion, or is about to encounter the perils of navi-gation. Recent experiments, however, show the importance of careful observation from the lay-ing of the keel; for not only the position in which the vessel is built, but the density of the iron, and even the amount of hammering, are points which may control the direction of the needle,

and have effect upon the compass.

Soft iron acquires magnetic properties with great facility, and parts with them as readily; while hard from by hammering may acquire a potarity which it does not readily part with. The influence of the position in which a vessel is built is not confined to iron vessels, for wooden ones thus acquire a magnetism of their own, which frequently is not wholly lost until after numerous voyages. The loss of some vessels on their first voyage may have resulted from the un-known quantity of this disturbance.

It will be seen that the influences operating upon the needle within the vessel are varied by atitude and the direction or course made. The relative position of the mass of matter composing the vessel has an important bearing. Thus a ship heeled to port would in north latitude have the needle deflected to the starboard. owing to the increased mass of matter brought into the line of attraction—the reverse occurring

If she was heeled to starboard. Two means have been chiefly adopted to correct the errors which may result from deviations of the needle. First, antagonizing the ascertained errors by compensating influences, in the shape of local magnets or masses of soit iron, so placed as to cause the needle to point correctly, or nearly so. Second, swinging the vessel in a position remote from extraneous influences, and carefully noting the deviations on each point of the compass, which, noted and compiled in a table of corrections, enable the master to calculate his true course in much the same manner as he calculates time by his chro

nometer, knowing the rate. Of the merits of the two systems we make no comparison, for while either may afford correct indications at the place where the vessel swung, both are subject to be controlled by magnetic influences of so varying a nature to debar us from placing implicit contidence in either. The tabular method may be the means of accumulating important data for future comparison, and were the corrections by compen sation always arranged at the same place, and a careful record of each vessel kept, it would be the means of accumulating a store of facts for

future use and reference.

Provision for a correct knowledge of the errors of the compass should begin with the shipbuilder, who may do much to neutralize the effects of the inherent magnetism of vessels. It effects of the inherent magnetism of vessels. It seems now to be demonstrated that vessels should be built, as far as practicable, with their sterns or bows to the south, and metalled in a reverse position. The binnacle should be remote from any upright masses of iron, masts, or funnels, and not over horizontal beams of iron. The shipmaster should make himself familiar with the local causes of deviation of the needles. with the local causes of deviation of the needle; and, while using either the plan of compensation or of tabular corrections, should be constantly on the watch for the various counteracting in fluences to which his vessel may be exposed, by change of latitude, by proximity to coasts, by heeling to port or starboard, or by the influence

of cargo having magnetic power.

Constant care and watchfulness are required of the intelligent commander, in this as well as hir other duties, and if in doubt as to his position 'as should always head off shore until assured of his reckoning. The observance of this precaution would have saved a number of valuable vessels recently lost on our coasts, as well as many lives.

— New York Evening Post.

Liebeg's Method of Making Coffes.

Baron Liebeg, in the last number of the Loadon Popular Science Review, gives the following account of his method of making coffee, by which, he says, the full flavor of the berry is preserved:-

"The usual quantities both of coffee and water are to be retained; a tin measure containing half an ounce of green berries, when filled with roasted ones, is generally sufficient for two small cups of colice of moderate strength, or one, so called, large breakfast cup—one pound of green berries, equal to sixteen ounces, yieldng after reasting, twenty-four tin measures of

half ounce for forty-eight small cups of coffee.
"With three-fourths of the coffee to be employed, after being ground, the water is made to poil for ten or lifteen minutes. The one-quarter of the coffee which has been kept back is then flung in, and the vessel immediately withdrawn from the fire, covered over, and allowed to stand for five or six minutes. In order that the po-der on the surface may fall to the bottom, it stirred round, the deposit takes place, and codes poured off is ready for use. In order separate the dregs more completely, the cr may be passed through a clean cloth, but;

rally this is not necessary, and often preju-to the pure flavor of the beverage. 'The first boiling gives the strengt' second addition the waver. The water de dissolve of the aromatic substances me the fourth part contained in the roasted "The beverage when ready ought to brown-black color; untransparent it somewhat like chocolate thinned w and this want of clearness in coffee se th water: does not come from the fine grounds, peculiar fat recembling butter, abou prepared but from a cent, of which the berties contain, r t twelve per over-reasted, is partly destroyed.

"In the other methods of making coffee, more than the half of the valuable parts of the berries remains in the 'grounds,' and is lost."

Liebig proceeds to discourse of coffee-drinking and coffee in general in this entertaining savie:—
"To judge as favorably of my coffee as I do myself, its taste is not to be compared with that of the ordinary beverage, but rather the good effects might be taken into consideration which my coffee has on the organism. Many persons, too, who connect the idea of strength or concentration with a dark or black color, fancy my tration with a dark or black color, fancy my coffee to be thin and weak, but these were at once inclined more favorably directly I gave it a dark color by means of burnt sugar, or by adding some substitute.

"The real flavor of coffee is so little known to

most persons, that many who drank my coffee for the first time doubted of its goodness, because it tasted of the berries. A coffee, however, which has not the flavor of the berry is not coffee, but an artificial beverage, for which many other things may be substituted at pleaming. Hence it comes that if to the decoction made from roasted chicory, carrots, or beet-root, made from roasted chicory, carrots, or beet-root, the slightest quantity of coffee be added, few persons detect the difference. This accounts for the great diffusion of each such substitute. A dark mixture, with an empyreumatical inste, most people fancy to be coffee. For tea there are no substitutes, because everybody knows what real tea is like.

"Heating qualities have generally been attributed to coffee, and for this reason it is avoided by many resolle; however, these heating quality.

by many people; however, these heating quali-ties belong to the volatile products called forth by the destruction of the soluble parts of the berries in the process of roasting. Coffee pre-pared in my manner is not heaving, and I have found that it may be taken after dinner without disturbing the direction—a circumstance which, with me at least, always takes place after the

enjoyment of strongly roasted coffee.

"For special cases, such as journeys and marches, where it is impossible to be burdened with the necessary machines for roasting and grinding, coffee may be carried in a powdered form, and its a omatic properties preserved by the following process:—One pound of the roasted berries are reduced to powder and immediately wetted with a syrup of sugar, obtained by pouring on three ounces of sugar two ounces of water, and letting them stand a few minutes. When the powder is thoroughly wetted with the syrup, two ounces of powdered sugar are to be added, mixed well with it, and the whole is then to be spread out in the air to dry. The sugar locks up the volatile parts of the coffee, so that when it is dry they cannot escape. If collee is now to be made, cold water is to be poured over a certain quantity of the powder and made to boil. Ground coffee prepared in this way, and which lay exposed to the air for one menth, yielded, on being boiled, as good a beverage as one made of ireshly roasted berries."

Present from Queen Victoria to Her Grandson.

Her Majesty recently presented to Prince Victor a splendid baptismal gift. This work of art has been nearly two years in hand; it was intended to have been presented on the first anniversary of the young prince's birth—the 10th of March—but the great amount of artistic labor required for its completion caused the

presentation to be delayed.

The work consists of a statuette of the late Prince Consort, in silver, and stands three feet two and a half inches in height. His Royal Highness is in a standing position with gilt armor, copied from the figure upon the tomb of the Earl of Warwick in Warwick Cathedral. He is represented as Christian, in the "Pilgrim's Progress," and around the plinth on which the figure stands is the verse from Timothy, "I have fought a good fight, I have finished my course, I have kept the faith."

Behind the figure, and resting upon the stump of an oak, is the helmet of Christian. The shield of the Prince rests against the stem, and near the tree are the white lilies of Purity, which are usually introduced into the pictures of the Pilgrim. Immediately beneath the plinth, and in front of the entablature of the pinth, and in front of the entablature of the pedestal, is the inscription:—"Given to Albert Victor Christian Edward, on the occasion of his baptism, by Victoria R., his grandmother and godmother, in memory of Albert, his beloved grandfather." In the panel below, and over the royal arms, is the verse-

My Rose of Love with tears I laid in earth,
My Lity! Purity, hath soured to Heaven;
But Faith still lives, and sees in this new birth,
How both once more to cheer my soul are given. On the panel on the side, over the Queen ar Prince Consort's arms, is the verse:-Fight the good fight He fought, and still, like him, Cherish the flowers of Purity and Love:

So shall be, when thy earthly joys gro * dim, First greet them in our Savieur's home above. On a third panel, and over the arms of the Prince and Princess of Wales, is the verse:-Walk as He walked, in faith and righteousness; Strive as He strove, the weak and poor to aid. Seek not thereif, but other men to bless; So win like Him a wreath that will not fade.

Beneath the front panel, over the figures "1864," are inscribed in large-sized letters the Prince's names, Albert Victor Christian Edward; and in an oblong panel, "Born January the 8th, baptized March 10th." Looking to the front of the work a figure of Hope stands at the right side, one of Faith on the left; and behind, or in the third picks is a group of Christian Christian and the control of the standard picks is a group of Christian and the standard picks is a group of Christian and the standard picks is a group of Christian and the standard picks in a group of Christian and the standard picks in a group of Christian and the standard picks in a group of Christian and the standard picks in a group of the standard picks in a the third niche, is a group of Charity, each of oxydized silver. At the side of each figure and group there are lilies in enamel. Upon the freize over the figure of Faith are the words, "Walk as he walked—in Faith," the last word

being inscribed beneath the figure. In the same man, er, in connection with the figure Hope, are the words, "Strive as he strove in—Hope;" and 'over the group of Charity, also in enamel, are the words, "Thing as he thought in—Charity." Over Faith there is a lily of purity; over Hope he water lily, having appropriate re-ference to the baptasm of the young Prince; and over the group of Charity, and resting upon the top of the niche, there is the lily of the valley. ae iront panel contains in the centre the

rown. The left side, as you look at the panel, has the arms o', the Prince Consort, and at the other side the arms of the Prince of Wales. The mottoes of each shield are thrown into flowing ribbons. The entire treatment of this group is in a tancitul and allegorical style. Just beneath the royal sh jeld is a white hly bending down over a broken r ase, with, upon the background (of

the rose), the word "Frogmore."

To the dight of the Prince of Wales shield there is a tigure of an infant boy looking up at en rose, which stands erect upon a sem, with be lde it a white hiy, and perfect dely over the baby figures a bunch of sire, emblematic of youth or spring, are group is enriched by the rose, thistle, sound. The chony (or black) moulding to the death of the Prince, and the white symbolize the heaven in which the Prince art now dwells. The arms of the Queen in shield, dexter; and in a second shield, ser, are the arms of the late Prince. The and is filled as the front one, with a tasteful nangement of the rose, thistle, and shamrock.

ser, but with dexter, the Prince of Wales' arms, and those of Denmark, sinister. The design throughout is mediaval in character, and as a work of art reflects the highest credit upon the designer. Additional and melanchoty interest is imparted to the work from the circumstance of the inscriptions having been written by the Queen herself, who has watched with mingled feelings of foy and sadness the progress towards completion of this interesting gift to her grandson. The verses were written by Mrs. Prothero, the wife of the rector of Whippingham, near Osborne, in the Isle of Wight.

he remaining panel is filled in the same man

INDIAN AFFAIRS,-During the past week the Comm ssioner of Indian Affairs has received several reports relative to the discosition and condition of the hostile bands of Indians on the plans. Judging from representations, they are anxious to treat with the Government for the purpose of establishing a permanent peace. Some of them, however, continue to commit depredations upon the travellers passing over the plains. The Commissioner of this Bureau is of the opinion that honorable treaties between the Indians and the Government can be re-established in the spring.

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Scrip and Stock of sundry insurance and other Companies, \$ 132. Estimated value.
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FIRE INSURANCE COMPANY PHILADELPHIA.

Assets on January 1, 1866, \$2,506,851'96.
 Capital
 \$400 000 00

 Accrued Surplus
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 Premiums
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 UNSETTLED CLAIMS, INCOME FOR 1866, \$11,467.53.

LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles N. Boncker,
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INCOMPORATED 1894—CHARTER PERPETUAL, No. 224 WALSUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE on liberal terms, on buildings, merchandless, farmiture, etc., for imfied periods, and permanently on buildings, by deposit of premium.

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