

THE BRADFORD REPORTER.

ONE DOLLAR PER ANNUM INVARIABLY IN ADVANCE.

"REGARDLESS OF DENUNCIATION FROM ANY QUARTER."

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TOWANDA:

Thursday Morning, October 20, 1859.

Selected Poetry.

THE LITTLE FELLOW.

Some have thought that in the dawning
In our being's freshest glow,
God is nearer little children
Than their parents ever know;
And that, if you listen sharply,
Better things than you can teach,
And a sort of mystic wisdom,
Trickles through their careless speech.

How it is I cannot answer—
But I know a little child,
Who, among the thyme and clover,
And the bees, was running wild;
And he came, one summer evening,
With his ringlets o'er his eyes,
And his hat was torn in pieces,
Chasing bees and butterflies.

"Now I'll go to bed, dear mother,
For I'm very tired of play!"
And he said his "Now I lay me,"
In a kind and careless way.
And he drank the cooling water,
From his little silver cup,
And said, gaily: "When it's morning,
Will the angels take me up?"

Down he sank, with roguish laughter,
In his little trundle-bed,
And the kindly god of slumber
Showered the poppies o'er his head.
"What could mean his speaking strangely?"
Asked his musing mother then—
"Oh! 'twas nothing but his prattle;
What could he of angels ken?"

There he lies—how sweet and placid—
And his breathing comes and goes
(Like a zephyr, moving softly),
And his cheek is like a rose,
But she leaned her ear to listen,
If his breathing could be heard—
"Oh!" she murmured, "if the angels
Took my darling at his word!"

Miscellaneous.

The Fate of Franklin.

[The *Fox* screw driven vessel, which was sent to the Arctic regions at the expense of Lady Franklin to discover traces of the missing expedition of Sir John Franklin, returned to England on Sept. 21. The following is Capt. M'CLINTOCK's official report, by which it will be seen that the fate of FRANKLIN and his expedition has been definitely ascertained.]

It will be remembered that the *Fox* effected her escape out of the main pack in Davis' Straits, in lat. 63 1-2 deg. N., on the 25th of April 1858, after a winter's ice drift of 1,194 geographical miles.

The small settlement of Holsteinborg was reached on the 28th, and such very scanty supplies obtained as the place afforded.

On the 8th of May our voyage was recommenced; Godhavn and Upernivik visited, Melville Bay entered early in June, and crossed to Cape York by the 26th; here some natives were communicated with; they immediately recognized Mr. PETERSEN, our interpreter, formerly known to them in the Grinnell expedition under Dr. KANE. In reply to our inquiries for the Esquimaux dog-driver HANS, left behind from the *Advance* in 1858, they told us that he was residing at Whale Sound. Had he been there I would most gladly have embarked him, as his longing to return to South Greenland continues unabated.

On the 12th of July, communicated with the Cape Warrender natives, near Cape Horburgh they had not seen any ships since the visit of the *Phoenix* in 1854, nor have any wrecks ever drifted upon their shores.

It was not until the 27th of July that we reached Pond's Inlet, owing to a most unusual prevalence of ice in the northern portion of Baffin's Bay, and which rendered our progress since leaving Holsteinborg one of increasing struggle. Without steam power we could have done nothing. Here alone one old woman and a boy were found, but they served to pilot us up the inlet for 25 miles, when we arrived at their village. For about a week we were in constant and most interesting communication with these friendly people. Briefly, the information obtained from them was, that nothing whatever respecting the Franklin expedition had come to their knowledge, nor had any wrecks within the last 20 or 30 years reached their shores.

The remains of three wrecked ships are known to them; two of those appear to have been the whalers *Dexterity* and *Aurora*, wrecked in Aug 1821, some 70 or 80 miles southward of Pond's Inlet. The third vessel, now almost buried in the sand, lies a few miles east of Cape Hay. This people communicate overland every winter with the tribes at Igloodik; they all knew of PARRY's ships having wintered there in 1823-3, and had heard of late years of Dr. RAE's visit to Repulse Bay, describing his boats as similar to our whale boat, and his party as living in tents, within snow-houses, smoking pipes, shooting reindeer, &c. None died. They remained there only one winter.

No rumor of the lost expedition has reached them. Within Pond's Inlet the natives told us the ice decays away every year, but so long as any remains whales abound. Several large whales were seen by us, and we found among the natives a considerable quantity of whalebone and many narwhals' horns, which were anxious to barter for knives, files, saws, rifles, and wool; they drew up some rude charts of the inlet, showing that it extends into an extensive channel looking westward into Prince Regent's Inlet.

We could not but regret that none of our own whaling friends—from whom we had recently received so much kindness—were here to profit by so favorable an opportunity.—Leaving Pond's Inlet on the 6th of August we reached Beechey Island on the 11th, and landed a handsome marble tablet, sent on board for this purpose by Lady FRANKLIN, bearing an appropriate inscription to the memory of our lost countrymen in the *Erebus* and *Terror*.

The provisions and stores seemed in perfect order, but a small boat was much damaged from having been turned over and rolled along the beach by a storm. The roof of the house received some necessary repairs. Having embarked some coals and stores we stood in need of and touched at Cape Hotham on the 16th, we sailed down Peel Strait for 25 miles on the 17th, but finding the remainder of this channel covered with unbroken ice, I determined to make for Bellot Strait on the 19th of August; examined into supplies remaining at Port Leopold, and left there a whaleboat, which we brought away from Cape Hotham for the purpose, so as to aid in our retreat should we be obliged eventually to abandon the *Fox*. The steam launch had been forced higher up on the beach, and somewhat damaged by the ice.—Prince Regent's Inlet was unusually free from ice; but very little was seen during our run down to Brentford Bay, which we reached on the 20th of August. Bellot Strait, which communicates with the Western Sea, averages one mile in width by 17 or 18 miles in length. At this time it was filled with drift ice, but as the season advanced became perfectly clear; its shores are in many places faced with lofty granite cliffs, and some of the adjacent hills rise 1,600 feet; the tides are very strong, running six or seven knots at the springs.—On the 6th of September we passed through Bellot Strait without obstruction, and secured the ship to fixed ice across its western outlet. From here, until the 27th, when I deemed it necessary to retreat into Winter quarters, we constantly watched the movements of the ice in the western sea or channel. In mid-channel it was broken up and drifting about; gradually the proportion of water increased, until at length the ice which intervened was reduced to three miles in width. But this was firmly held fast by numerous islets, and withstood the violence of the Autumn gales. It was tantalizing beyond description thus to watch from day to day the free water which we could not reach, and which washed the rocky shore a few miles to the southward of us?

During the Autumn attempts were made to carry out depots of provisions towards the magnetic pole, but these almost entirely failed in consequence of the disruption of the ice to the southward. Lieut. HOSBORN returned with his sledge parties in November, after much suffering from severe weather, and imminent peril on one occasion, when the ice upon which they were encamped became detached from the shore, and drifted off to leeward with them.

Our wintering position was at the east entrance to Bellot Strait, in a snug harbor, which I have named Port Kennedy, after my predecessor in these waters, the commander of one of Lady FRANKLIN's former searching expeditions. Although vegetation was tolerably abundant, and our two Esquimaux hunters, Mr. PETERSEN, and several sportsmen, constantly on the alert, yet the resources of the country during 12 1-2 months only yielded us eight reindeer, two bears, 18 seals, and a few water-fowl and ptarmigan.

The winter was unusually cold and stormy. Arrangements were completed during the winter for carrying out our intended plan of search. I felt it to be my duty personally to visit Marshal Island, and in so doing proposed to complete the circuit of King William's Island.

To Lieut. HOSBORN I allotted the search of the western shore of Boothia to the magnetic pole, and from Gateshead Island westward to Wyndham's furthest. Capt. ALLEN YOUNG, our sailing master, was to trace the shore of Prince of Wales' Land, from Lieut. BROWSE's furthest, and also to examine the coast from Bellot Strait northward, to Jas. Ross' furthest.

Early spring journeys were commenced on the 11th of Feb. 1859, by Capt. YOUNG and myself, Capt. YOUNG carrying his depot across to Prince of Wales' Land, while I went southward, towards the magnetic pole, in the hope of communicating with the Esquimaux, and obtaining such information as might lead us at once to the object of our search.

I was accompanied by Mr. PETERSEN, our interpreter, and ALEX. THOMPSON, quartermaster. We had with us two sledges, drawn by dogs. On the 28th of February, when near Cape Victoria, we had the good fortune to meet a small party of natives, and were subsequently visited by about forty-five individuals.

For four days we remained in communication with them, obtaining many relics, and the information that several years ago a ship was crushed by the ice off the north shore of King William's Island, but that all her people landed safely, and went away to the Great Fish River, where they died. This tribe was well supplied with wood, obtained, they said, from a boat left by the white men on the Great River.

We reached our vessel after 25 days' absence, in good health, but somewhat reduced by sharp marching and the unusually severe weather to which we had been exposed. For several days after starting, the mercury continued frozen.

On the 2d of April our long-projected Spring journeys were commenced; Lieut. HOSBORN accompanied me as far as Cape Victoria, each of us had a sledge drawn by four men, and an auxiliary sledge drawn by six dogs. This was all the force we could muster.

Before separating we saw two Esquimaux families living out upon the ice in snow huts; from them we learned that a second ship had been seen off King William's Island, and that she drifted ashore on the Fall of the same year. From this ship they had obtained a vast deal of wood and iron.

I now gave Lieut. HOSBORN directions to search for the wreck, and to follow up any traces he might find upon King William's Island. Accompanied by my own party and Mr. PETERSEN, I marched along the east shore of King William's Island, occasionally passing deserted snow huts, but without meeting any natives till the 8th of May, when off Cape Norton we arrived at a snow village containing about thirty inhabitants. They gathered about us without the slightest appearance of

fear or shyness, although none had ever seen living white people before. They were most willing to communicate all their knowledge and barter all their goods, but would have stolen everything had they not been very closely watched. Many more relics of our countrymen were obtained; we could not carry away all we might have purchased. They pointed to the inlet we had crossed the day before, and told us that one day's march up it, and thence four days overland, brought them to the wreck.

None of these people had been there since 1857-8, at which time they said but little remained, their countrymen having carried away everything.

Most of our information was received from an intelligent old woman; she said it was on the fall of the year that the ship was forced ashore; many of the white men dropped by the way as they went towards the Great River; but this was only known to them in the Winter following, when their bodies were discovered.

They all assured us that we would find natives upon the south-shore, at the Great River, and some few at the wreck; but unfortunately this was not the case. Only one family were met off Point Booth, and none at Montreal Island or any place subsequently visited.

Point Ogle, Montreal Island, and Barrow Island were searched without finding anything except a few scraps of copper and iron in an Esquimaux hiding-place.

Re-crossing the Strait in King William's Island, we continued the examination of the southern shore without success until the 24th of May, when about ten miles eastward of Cape Hershey, a bleached skeleton was found, around which lay fragments of European clothing. Upon carefully removing the snow a small pocket-book was found, containing a few letters. These, although much decayed, may yet be deciphered. Judging from the remains of his dress, this unfortunate young man was a steward or officer's servant, and his position exactly verified the Esquimaux's assertion, that they dropped as they walked along.

On reaching Cape Hershey next day, we examined Simpson's Cairn, or rather what remains of it, which is only four feet high, and the central stones have been removed, as if by men seeking something within it. My impression at the time, and which I still retain, is that records were deposited there by the retreating crews, and subsequently removed by natives.

After parting from me at Cape Victoria on the 28th of April, Lieut. HOSBORN made for Cape Felix. At a short distance westward of it he found a very large cairn, and close to it three small tents, with blankets, old clothes, and other relics, of a shooting or a magnetic station; but although the cairn was dug under, and a trench dug all around it at a distance of ten feet, no record was discovered.—A piece of blank paper folded up was found in the cairn, and two broken bottles, which may, perhaps, have contained records, lay beside it in some stones which had fallen from off the top. The most interesting of the articles discovered here, including a boat-ensign, were brought away by Mr. HOSBORN. About two miles further to the southwest a small cairn was found, but neither records nor relics obtained. About three miles north of Point Victory a second small cairn was examined, but only a broken pickaxe and empty canteen found.

On the 6th of May, Lieut. HOSBORN pitched his tent beside a large cairn upon Mount Victory. Lying among some loose stones which had fallen from the top of this cairn, was found a small tin case containing a record, the substance of which is briefly as follows:—This cairn was built by the Franklin expedition, up on the assumed site of Sir James Ross' pillar, which had not been found. The *Erebus* and *Terror* spent their first Winter at Beechey Island, after having ascended Wellington Channel to lat. 72 deg. N., and returned by the West side of Cornwallis Island. On the 12th of Sept., 1846, they were beset in lat. 80 05 N., and long. 98 23 W. Sir J. FRANKLIN died on the 11th of June, 1847. On the 22d of April, 1848, the ships were abandoned five leagues to the N. N. W. of Point Victory, and the survivors, 105 in number, landed here under the command of Capt. COZIER.—This paper was dated April 25, 1848, and upon the following day they intended to start for the Great Fish River. The total loss by deaths in the expedition up to this date, was nine officers and fifteen men. A vast quantity of clothing and stores of all sorts lay strewn about, as if here every article was thrown away which could possibly be dispensed with; pickaxes, shovels, boats, cooking utensils, iron-work, rope, blocks, canvass, a dip-circle, a sextant engraved "FREDERICK HOSBORN, R. N." a small medicine chest, oars, &c.

A few miles southward, across Back Bay, a second record was found, having been deposited by Lieut. GORE and M. DES VAGES in May, 1847. It afforded no additional information.

Lieut. HOSBORN continued his search until within a few days' march of Cape Hershey, without finding any trace of the wreck or of natives. He left full information of his important discoveries for me; therefore, when returning northward by the west shore of King William's Island, I had the advantage of knowing what had already been found.

Soon after leaving Cape Hershey the traces of natives became less numerous and less recent, and after rounding the west point of the island they ceased altogether. This shore is extremely low, and almost utterly destitute of vegetation. Numerous banks of shingle and low islets lie off it, and beyond these Victoria Strait is covered with heavy and impenetrable packed ice.

When in latitude 69 degrees N., and longitude 99 degrees and 27 minutes W., we came to a large boat, discovered by Lieut. HOSBORN a few days previously, as his notice informed me. It appears that this boat had been intended for the ascent of the Fish River, but was abandoned apparently upon a return journey to the ships, the sledge upon which she was mounted being pointed in that direction. She measured 28 feet in length, by 11 1-2 feet

wide, was most carefully fitted, and made as light as possible, but the sledge was of solid oak, and almost as heavy as the boat.

A large quantity of clothing was found within her, also two human skeletons. One of these lay in the after part of the boat, under a pile of clothing; the other, which was much more disturbed, probably by wild animals, was found in the bow. Five pocket watches, a quantity of silver spoons and forks, and a few religious books were also found, but no journals, pocket-books, or even names upon any articles of clothing. Two double-barreled guns stood upright against the boat's side precisely as they had been placed eleven years before. One barrel in each was loaded and cocked; there was ammunition in abundance, also thirty or forty pounds of chocolate, some tea and tobacco. Fuel was not wanting; a drift tree lay within one hundred yards of the boat.

Many very interesting relics were brought away by Lieutenant HOSBORN, and some few by myself. On the 5th of June I reached Point Victory without having found anything further. The clothing, &c., was again examined for documents, note-books, &c., without success, a record placed in the cairn, and another buried 10 feet true north of it.

Nothing worthy of remark occurred on my return journey to the ship, which we reached on the 19th of June, five days after Lieutenant HOSBORN.

The shore of King William Island, between its north and west extremes, Capes Felix and Crozier, has not been visited by Esquimaux since the abandonment of the *Erebus* and *Terror*, as the cairns and articles lying strewn about, which are in their eyes of priceless value, remain untouched.

If the wreck still remains visible, it is probable she lies upon some of the off-lying islets to the southward between Capes Crozier and Hershey.

On June 28, Captain YOUNG and his party returned, having completed their portion of the search, by which the insularity of Prince Wales' Land was determined, and the coast line intervening between the extreme points reached by Lieutenants OSBORNE and BROWSE discovered; also between Bellot Strait and Sir James Ross' furthest in 1849, at Four River Bay.

Fearing that his provisions might not last out the requisite period, Captain YOUNG sent back four of his men, and for 40 days journeyed on through fogs and gales with but one man and the dogs, building a snow hut each night; but few men could stand so long a continuation of labor and privation, and its effect upon Captain YOUNG was painfully evident.

Lieutenant HOSBORN was unable to stand without assistance, upon his return on board; he was not in good health when he commenced his long journey, and the sudden severe exposure brought on a serious attack of scurvy, yet he most nobly completed his work; and such facts will more clearly evince the unflinching spirit with which the object of our voyage has been pursued in these detached duties than any praise of mine.

We were now, at length, all on board again. As there were some slight cases of scurvy, all our treasured resources of Burton ale, lemon juice and fresh animal food were put into requisition, so that in a comparatively short time all were restored to sound health.

During our sojourn in Port Kennedy we were twice called upon to follow a shipmate to the grave. Mr. GEORGE BRANDS, engineer, died of apoplexy on the 6th of November, 1858. He had been out deer shooting several hours that day, and appeared in excellent health.

On the 14th of June, 1859, THOMAS BLACKWELL, ship's steward, died of scurvy. This man had served in two former searching expeditions. The summer proved a warm one; we were able to start upon our homeward voyage on the 9th of August, and although the loss of the engine-driver in 1857, and of the engineer in 1858, left us with only two stokers, wet, with their assistance, I was able to control the engines and steam the ship up to Fury Point.

For six days we lay there closely beset, when a change of wind removing the ice, our voyage was continued almost without further interruption to Godhavn, in Disco, where we arrived on the 27th of August, and were received with great kindness by Mr. OLICK, Inspector of North Greenland, and the local authorities, who obligingly supplied our few wants.

The two Esquimaux dog-drivers were now discharged, and on the 1st of September we sailed for England.

From all that can be gleaned from the record paper, and the evidence afforded by the boat, and various articles of clothing and equipment discovered, it appears that the abandonment of the *Erebus* and *Terror* had been deliberately arranged, and every effort exerted during the third Winter to render the traveling equipments complete.

It is much to be apprehended that disease had greatly reduced the strength of all on board, far more perhaps than they themselves were aware of.

The distance by sledge route, from the position of the ships when abandoned, to the boat is 65 geographical miles; and from the ships to Montreal Island 220 miles.

The most perfect order seems to have existed throughout.

In order to extend as much as possible the public utility of this voyage, magnetical, meteorological, and other observations, subservient to scientific progress, and for which instruments were supplied through the liberality of the Royal Society, have been continually and carefully taken, and every opportunity has been embraced by the surgeon, D. WALKER, M. D., of forming complete collections in all the various branches of natural history.

This report would be incomplete did I not mention the obligations I have been laid under to the companions of my voyage, both officers and men, by their zealous and unvarying support throughout.

A feeling of entire devotion to the cause, which Lady FRANKLIN has so nobly sustained,

and a firm determination to effect all that men could do, seems to have supported them through every difficulty. With less of this enthusiastic spirit, and cheerful obedience to every command, our small number—23 in all—would not have sufficed for the successful performance of so great a work.

F. L. M'CLINTOCK, Captain, R. N., Commanding the Final Searching Expedition. The yacht *Fox*, Y. Y. S., off the Isle of Wight, Wednesday, Sept. 21, 1859.

Gutta Percha.

In its crude state, Gutta Percha has no resemblance whatever to India Rubber, nor are its chemical or mechanical properties the same, nor does the tree from which it is taken belong to the same family of trees, or grow in the same soil; yet, from the fact that it can be commoded, and wrought into water-proof wares, many, not informed upon the subject, have inclined to the belief that the two materials are identically, or very nearly the same. But nothing could be more erroneous, as may be seen by the following comparisons:

Gutta Percha is produced from the Isonandra or Gutta tree; it is a sap of a brownish color which, when exposed to the air, soon solidifies, and forms the Gutta Percha of commerce. It is a fibrous material, much resembling the inner coat of white oak bark, is extremely tenacious, and without elasticity or much flexibility; may be melted and cooled any number of times without injury for further manufacture; is not injured by coming in contact with grease or other fatty substances; resists the action of sulphuric, muriatic, and nearly every other acid; is a non-conductor of electricity, as well as of heat and cold.

When exposed to boiling water it contracts and becomes soft like dough, when it may be moulded into any desirable shape, which it will retain when cool; has an exceedingly fine oily grain, and is not an absorbent, but a perfect repellent of water.

India Rubber, or Caoutchouc, is produced from a milk white sap, taken chiefly from the *Sophora Cahuca* tree, which soon coagulates, when the latex is pressed out, or dried off by heat—the residue is the India Rubber of commerce. It is of a soft gummy nature, not very tenacious and astonishingly elastic.—When reduced to a liquid by heat it appears like tar, and is unfit for further manufacture. By coming in contact with grease or other fatty substances it is soon decomposed, and ruined for further use. If brought in contact with sulphuric, muriatic, and other acids it soon chars it. It is a conductor of heat, cold, and electricity; exposed to the action of boiling water does not lose its elastic properties, increases in bulk and cannot be moulded; is not a perfect repellent of water, but more or less absorbent.

The term "vulcanized" is applied to fabrics of Gutta Percha or India Rubber, which have been cured or tanned, by submitting them to a high degree of artificial heat; the object being to change the nature of the gum, so it will not afterward be affected by heat and cold. Gutta Percha is vulcanized for the purpose of giving it elasticity and pliability, and is entirely free from unpleasant odor; will not decompose and become sticky under any circumstances. When exposed to friction it wears away dry; is still a non-conductor, and by vulcanization is not injured in its incomparable repellent properties.

India Rubber is vulcanized to reduce its elasticity, and give it more firmness than is natural to the crude material.

MALLEABLE IRON.—Malleable iron is a trade name given, not to pure iron, for that is always malleable, but to articles made of cast-iron which have been subjected to a certain process, after being cast into their particular forms, which shall reduce or take away a portion of the carbon which they contain, and they consequently become less brittle, or, in other words, more tough than cast iron, and, of course, less liable to break by the wear and concussion when used. The term malleable iron, however, is not very appropriate; for it is well known that this is not very malleable, and can bear no comparison with iron in its pure state, for that valuable property. It would be more appropriate to call it *hastard steel*, which it in fact is, rather than malleable iron.

The best of steel is made by combining pure iron with carbon. The rods of iron are kept in contact with heated or burning charcoal a certain length of time, when it is found that there has become a union of carbon with the iron, and steel is the result. If it be desirable to have a more uniform blending of the iron and carbon, it is broken up and melted in crucibles, and from this made into rods, and hence called "cast steel." It would seem, that, if cast iron is a combination of iron and carbon, in a greater proportion of carbon than required for steel, if it should be subjected to some process that should reduce the carbon to the true proportions, genuine steel might thus be produced. It would be thus produced if the metal when reduced from the ore were nothing but iron and carbon. Malleable iron, as stated above, is thus produced, and true steel would be the result, were it not for impurities in the iron, derived from the ore when melted.

A very polite young man, wishing to ask a young lady if he might speak to her a few moments, wanted to know "if he could roll the wheel of conversation around the axle-tree of her understanding a moment." The poor girl faints.

The following slanderous paragraph goes unrebuked: "A wag has invented a new telegraph. He proposes to place a line of women fifty steps apart, and commit the news to the first of them as a secret."

"Charlie, my dear," said a loving mother to her hopeful son, just budding into breeches, "Charlie, my dear, come here and get some candy." "I guess I won't mind it now, mother," replied Charlie: "I've got in some tobacco."

Domestic Receipts.

A RICH CORN BREAD.—Take two quarts corn meal, one quart wheat flour, a little salt, and four eggs; add sour buttermilk enough to form a stiff batter: mix well; then add two tea-spoonsful of soda dissolved in a little warm water. Stir it well and pour it into greased pans, so that it will be about two inches thick when baked. Bake in a hot oven till done—about half an hour.

TO MAKE GOOD BREAD.—First, get good flour. Second, take one quart of flour, scald it by pouring over it some boiling water.—Then for each loaf of bread you want to make, add one pint of cold water; stir in flour till it is as thick as can conveniently be stirred.—Then put in one half pint of good hop-yeast for every four loaves. Set it to rise over night. In the morning make up by adding flour till it is stiff dough. Knead well, mould into loaves, and, when light, bake it well, and you will have good bread.

MINCE PIE, SALT BEEF.—Boil the beef till very tender, take from the bone, and chop fine; then to every pound of meat, add one pound and a half of apples, pared and cored. Chop both together until the apples are fine, then to every five pounds of the mixture, add two tea-spoonsfuls of black pepper, two table-spoonsfuls of allspice, half a pound of raisins, one cup of vinegar, one of molasses, one of dried blackberries, stewed, and one pint of sweet cream.

PUMPKIN PIE.—Halve the pumpkin, take out the seeds, wash it clean, and cut it into small pieces. These are to be stewed gently until soft, then drained and strained through a sieve. To one quart of the pulp, add three pints cream or milk, six beaten eggs, together with sugar, mace, nutmeg, and ginger, to the taste. When the ingredients are well mixed, pour them upon pie plates, having a bottom crust, and bake forty minutes in a hot oven.

BAKED BEANS.—To have a nice dish of baked beans, parboil half an hour, adding a little soda; then pour off the water and rinse them. Add your pork already notched, cover them with water, and let them boil an hour, adding a tea-spoonful of sugar to a quart of beans. Then put them in a baking-dish, and let them brown nicely.

INDIAN TOAST.—Place two quarts of milk over the fire. When it boils, add a spoonful of salt, a small lump of butter, two table-spoonsfuls of sugar. Have ready in a deep dish six or eight slices of light Indian bread tosted.—Pour the mixture over them. Serve hot.

TO MAKE A BOILED INDIAN MEAL PUDDING.—Take one quart of buttermilk, two eggs, one tea-spoonful of soda, and meal enough to make a thick batter, tie it tightly in a bag, drop it in a kettle of boiling water, and let it boil one hour. Eat it with sauce to suit the taste.

FOR A BAKED PUDDING.—Set to boiling one quart of sweet milk, then add two eggs well beaten, with three table-spoonsfuls of Indian meal and one of flour. Bake it three-quarters of an hour. Serve with cream and sugar.

COMMON CAKE.—One cup of sugar, two of cream, one tea-spoon of saleratus, three eggs, and flour to make it stiff.

COOKIES.—Five cups flour, two of sugar, one of butter, one tea-spoon saleratus, three eggs, and caraway. Baked thin.

FRENCH LOAF.—One pound of flour, one of butter, one of sugar, gill of milk, gill of brandy, gill of wine, seven eggs, as much fruit as you please.

JELLY CAKE.—One pound of butter, one of sugar, one of flour, twelve eggs, nutmeg and rose water. Butter a dinner-plate and bake thin; trim the edges with a pen knife.

FRUIT CAKE.—One pound and a half of flour, one pound of sugar, one-fourth of a pound of butter, one pint of sweet milk, six eggs, fruit and spice as much as you please.

ESSENCE OF CELERY.—Steep an ounce of celery seed in half a pint of brandy or vinegar. A few drops of this will give a fine flavor to soups and sauce for fowls.

MUFFINS.—One quart of milk, three eggs, one cup of melted butter, five table-spoons of yeast, one tea-spoon saleratus, stir in flour until it is a thick batter. To be baked on a griddle.

ELECTRICITY IN CATS.—The extraordinary electrical character of the cat is well known. On a cold bright day, if a cat be stroked, the hairs of the fur bristle up, and electrical sparks issue therefrom, accompanied with a slight crackling. It appears too that the animal may be so charged with electricity that it will give a severe shock to the holder. In order to obtain this result, the cat should be placed on the knees and one hand applied to its breast, while the other is employed in stroking its fur. Crackling and sparkles soon make their appearance, and in a short time, if the party continues to stroke the animal, he will receive a sharp electrical shock that may be felt above the wrists. The cat seems to suffer as much as the experimenter, for on giving forth the shock she springs to the ground in terror, and seldom will permit a repetition of the same process.

SHREW.—An insurance agent in one of the cities tell the following in illustration of the verbiage of a gentleman in Pike county, Indiana, with whom he had effected a policy of insurance:—"In the list of printed questions in the company's blanks there is one like this: 'Ashes—how kept?' The Pike county gentleman was burned out, and after the fire discovered this question in his policy, and, resolving to make a sure thing thing of his premium wrote our informant something in this wise: 'Dear Sir:—I was burned out on the—day of—, and according to your laws, I have kept the ashes. They are in barrels; what shall I do with them?'

Jones says he loves two charming girls—Jenny Roasty and Anna Matton.