

THE FOURTEENTH ANNUAL REGATTA OF THE NEW YORK YACHT CLUB.

The friendly trial of speed, which has occurred every year but one since the organization of the yacht club, came off on the 11th instant. The entries were quite numerous, being sloops and schooners of varying tonnage. Their names are appended below. It seems as though some adverse fate ruled the winds and waves when regattas occur, for the inevitable calm that is always a part of the proceedings appeared on this occasion, and very nearly destroyed the hopes of the yachtmen. The breeze sprung up, however, at a later hour in the day. The advantages of the club as an organization, to our own city and country, should not be lost sight of. They are manifest in the splendid clipper ships built by our merchants, which are nothing but yachts in the finest sense of the word, and are at once the pride and boast of the world.

The race which took place on the 11th instant was of a character to excite mingled feelings, those of hope and fear predominating. It was a handicap race, or, in plain English, those yachts who could reach the stake-boat first were the best fellows. At about 11 A. M. the boats started in the following order, and the allowance of time can be noted:—*Mystery*, 59 tons, started at 10 o'clock and 15 minutes; *Fanny*, 48 tons, 10h. 25m.; *Alpha*, 23 tons, 10h. 34m.; *White Wing*, 53 tons, 10h. 41m.; *Nettie*, 110 tons, 10h. 43m.; *Favorita*, 138 tons, 10h. 48m.; *Gipsey*, 148 tons, 10h. 48m.; *Minnie*, 75 tons, 10h. 50m.; *Dawn*, 42 tons, 10h. 50m.; *Plover*, 40 tons, 10h. 57m.; *Nautilus* (not entered), 10h. 56m.; *Escort*, 34 tons, 10h. 58m.; *Annie*, 27 tons, 11h. 58m. The wind was dead ahead on the start, and the yachts dropped listlessly down the river, doing the best they could under the circumstances. The vessels made long stretches; and at 11 o'clock and 10 minutes the *Annie* put about on the starboard tack; at 11h. 30m. she was off Governor's Island. At 11h. 35m. the *Nettie* was off Bedloe's Island with every stitch of sail set; and at 11h. 55m. the *Alpha* was off Robbin's Reef Light. From the Battery down to the stake-boat off Robbin's Reef, there was no breeze worth speaking of, and at the stake-boat itself the vessels were almost becalmed. At this juncture a breeze and a shower both came together, and the yachts hastened on their way with increased speed. The following list exhibits the time made by each vessel to Robbin's Reef, and the order in which they reached it:—*Fanny*, 11h. 49m.; *Mystery*, 11h. 51m.; *Alpha*, 11h. 55m.; *White Wing*, nearly becalmed, 12m.; *Plover*, 12h. 7m.; *Nettie*, 12h. 8m.; *Minnie*, 12h. 12m.; *Dawn*, 12h. 20m.; *Favorita*, 12h. 25m.; *Annie*, 12h. 23m.; *Gipsey*, 12h. 29m.; *Escort* distanced. The run to the southwest spit materially changed the position of the vessels. The excursion steamboats all panted down to the buoy, and laid off awaiting the contestants. As they came down with swelling sails and bows cleaving the waves, they won the admiration of every person. The *Fanny* (sloop) was the first to reach the goal at 2h. 40m. P. M., and put about on her way home. The *Minnie* came cracking down on her little adversary just ten minutes behind, with the *Silvie* (withdrawn) close hauled after her. The excitement among the spectators became intense, and culminated as the *Plover*, the first of her class, reached the goal, put her helm up, and bore away in chase. After these came the *White Wing* at 2h. 54m., and the *Annie* at 3h. 10m. Then the excursion steamers toiled after the straining yachts and steered a straight course for the stake-boat off the Elysian Fields at Hoboken. They reached the home stake in the following order:—The *Minnie* (first-class prize) at 4h. 39m., the *Fanny* at 4h. 41m., and the *White Wing* at 4h. 51; the *Nettie* just one minute behind, and the *Plover* at 5h. 10m. This ended the regatta. No accident occurred to any one that we heard of.

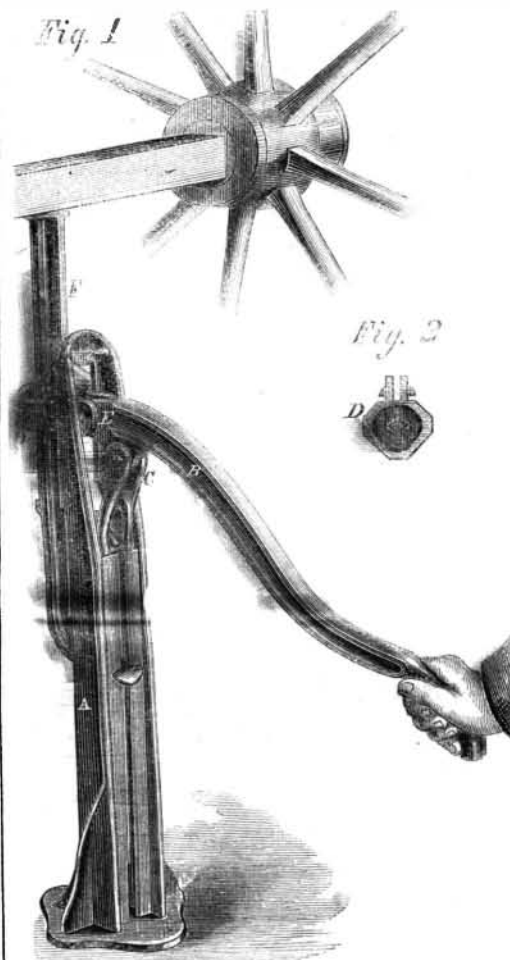
Vitrified Photographs.

Several specimens of vitrified photography upon transparent glass have been presented to the Paris Photographic Society by M. Maisson. In a communication upon the subject he states that he believes this kind of photography may be applied to the windows of apartments. The transparency, free from opacity, will, he believes, be an auxiliary which the glass-painter may advantageously employ. The method is as follows:—After taking a transparent

positive from a negative, either by contact or by the ordinary method, it is covered with yellow ochre, and when dry exposed to the furnace in a muffle until it becomes a cherry-red color. When cold, the coating of yellow ochre is removed, and the picture is found vitrified.

LANE'S PATENT CARRIAGE-JACK.

We herewith illustrate one of the best and most convenient implements for the purpose of jacking up wagons and carriages while the wheels are being washed, or having the axles on which they run repaired or greased. It is a very simple machine, as will be seen by referring to the engraving and description. The cast-iron column or post, A, has a long lever, B, working through the slotted head. This lever has a lug on the under side, to which is jointed the links, C; these are secured at the other end to the column. The head, D, is also jointed to the lever at E, and fits over the jack-head, F. Fig. 2



represents this appliance more fully. The operation of the jack is as follows:—The head is placed under the axle, as in the engraving, and the handle forced down the same as in pumping water. The loosely-fitted head, D, bites on the jack-head, F, and raises it up. When the handle is down, it folds closely up against the side of the supporting column, so that nothing is in the way to run against or throw the vehicle down. The links also are on their center of motion or perfectly upright, so that it requires no ratchet-teeth or palls of any sort to hold the jack up to its work, and it can never detach itself prematurely. Various heights may be obtained by slipping the head, D, up or down on the jack-head, F, and the whole apparatus is very simple, cheaply-constructed, and well adapted to the purpose.

This invention was patented on Oct. 23, 1860, by Mr. W. J. Lane, of Washington, N. Y. Further particulars can be obtained by addressing the manufacturer, J. G. Lane (who has State rights for sale), at the same place.

AN ACCOMMODATING RAILROAD.—On the Peoria, Oquawka, and Burlington Railroads, they run a combined "express and stock train," on which they carry hogs and humanity. One day last week a pig escaped from the cars at Gatesburgh, when about midway between this city and Elmwood, and forthwith the "express and stock train" was brought to a dead halt, for the purpose of capturing his swiniship. An ex-

citing chase of half an hour followed, in which the passengers were called to join, until "porky" was run down, returned to his fellows, and the "express and stock train" moved on its way. Great institution that "express and stock train!"—*Syracuse Union*.

VALUABLE RECEIPTS.

WASH FOR APHIDES.—Take half a pound of the strongest smoking tobacco, boil in it 2 quarts of water until it is reduced to 3 pints, then dilute it with 9 quarts of water in which soot has been previously mixed. Then add about a quarter of a peck of quick-lime; stir it daily for eight days with a wisp of straw and strain it through a piece of canvas (not too thick); this will render the fluid so clear that when used it will pass through the finest watering-pot without choking up the "rose." This wash has been used for pelargoniums, verbenas, roses and calceolarias, without their being in the slightest degree injured by it.

POTTING HERRINGS AND SUCH LIKE SMALL FISH.—The following is the mode practiced in the Isle of Man for potting herrings, the fame of which is current in Europe:—Take 50 herrings, wash and clean them well, cut off the heads, tails and fins. Put them into a stewpan with 3 ounces of ground allspice, a tablespoonful of coarse salt and a little Cayenne pepper. The fish must be laid in layers, and the spice, &c., sprinkled upon them equally. A few bay leaves and anchovies are then interspersed among the fish—the latter improve the flavor greatly. Pour upon the whole a pint of vinegar mixed with a little water. Tie over them a clean bladder and bake in a slow oven. Skim off the oil; boil half a pint of port or claret wine with a small quantity of the liquor and add it to the fish. If required to be sent any distance it is better to cover the whole with some clarified butter.

COLORS FOR FLAME PAPERS.—A very convenient mode of exhibiting the characteristic flames of metals is by prepared papers. The papers are prepared like gun-cotton, then soaked in the chlorates of the different metals, and afterwards thoroughly dried for use. Good paper for this purpose is prepared by soaking strips of filtering paper for about ten minutes in a mixture of 4 parts of oil of vitriol with 5 parts of strong nitric acid, by measure. The strips, when taken out of the acid, should be washed first with cold, and then with hot rain water, till the washings are no longer sour to the taste. The solutions of the metallic salts need not be very strong; but if they are warm, the strips of gun-paper will be more easily and completely saturated with them. Since some of the chlorates attract moisture from the air, it is better to dry the papers prepared with them before the fire previous to lighting them. They are shown to best advantage when a strip is loosely crumpled up into a pellet, lighted quickly at one corner and thrown up into the air against a dark background. They leave, after burning, if properly prepared, no ashes whatever. Paper prepared with the salt of potash gives a flash of violet flame; that prepared with the soda salt, the characteristic yellow flame; and that with chlorate of baryta, a very beautiful green light. The chlorates of strontia, lithia and lime, when thus ignited, give intense colors. The violet-blue flame of copper is well seen, even with the chloride of that metal, while paper soaked in nitrate of potash shows the flame better than if the chlorate be used. Gun-paper prepared with a very weak solution of chloride or chlorate of thallium shows the characteristic sprig-green flame of that metal with great distinctness. Chlorate of baryta, being an article of commerce, may be employed for the preparation of the other chlorates, it being merely necessary to add to this salt in solution an exactly equivalent quantity of the sulphate or carbonate of the metal whose chlorate is desired. For instance, in order to make chlorate of copper, 15.1 grains of chlorate of baryta being dissolved in hot distilled water, a boiling solution containing 12.5 grains of pure crystallized sulphate of copper is to be added to it. Insoluble white sulphate of baryta falls, while the solution, filtered and evaporated, yields the new chlorate in crystals.

The *Journal de Horticulture de la Belgique* states that a powder made from the flowers of red camomile (*Pyrethrum roseum*) emits "an odor so strong and penetrating that it kills all the insects and the vermin for which, until now, no certain agent of destruction has been found.