

MISCELLANEOUS SUMMARY.

AN AMERICAN CITIZEN DECORATED.—The Emperor Napoleon has conferred upon Col. John E. Gowen, of Boston, the order of "Chevalier of the Legion of Honor." The *Boston Herald* says:—"Col. Gowen has fulfilled his promise to clear the harbor of Sebastopol of the obstructions occasioned by the late Crimean war, but the work not having been performed within the time specified, the Russian Government seized and confiscated all the property accumulated by him, even the smallest articles, as well as all the apparatus sent by him from the United States, the value of which would not be less than \$300,000."

AMERICAN STEAMERS IN CHINA.—A gentleman residing at Hankow, China, in a letter dated Sept. 12th, says that a fine new American steamer arrived out there at the beginning of the week, for river traffic, and the captain gave a grand banquet on board to all Europeans, in Hankow. She is a magnificent boat, with a splendid saloon, elegantly fitted up, is of about 2000 tons register, and beat Dent & Co.'s fastest steamer in the trip from Hankow to Shanghai. This must be the *Hankow*, built in this city some time ago. A large number of American steamers are now plying in Chinese waters and doing a thriving business.

HERE is a bit of English eccentricity in sufficiently bad taste even for John Bull:—Mr. Queensly, the Cambridge savor, a great admirer of the Greek poets, has given orders in his will that after his death his body shall be dissected and his skin taken off and tanned in such a manner as to convert it into parchment, on which the *Illiad* of Homer shall then be copied, the singular MS. then to be deposited in the British Museum. We should think "John" would make very good book-covers. The thickness of his skin would doubtless make a very durable binding.

Brazil is now the chief country in the world for the cultivation of coffee, and yet it is scarcely a century since it was introduced into that region. Previous to 1825, Java, Cuba, and the English colonies in the East and West Indies were the principal producers of coffee. Since that time Brazil has distanced them all. For a number of years she has produced for exportation nearly half the coffee of the world, and some years she even exported more than half. In 1809, Brazil only exported 3,000 bags; in 1861-2, no less than 1,633,114 bags were exported.

The year 1862 was one of the bad years for wine-growing in the West, and the crop was almost a failure. Less than one-fourth the usual average was realized. The very wet weather in May and June, 1862, caused first mildew and then rot in the grape. The quality of the wine manufactured, however, was excellent, owing to the richness of the grapes in saccharine matter, produced by the warm, dry weather in last August and September.

HOW TO MAKE GOOD TEA.—M. Soyer recommends that before pouring in any water, the teapot with tea in it shall be placed in the oven till hot, or heated by means of a spirit lamp, or in the front of the fire (not too close, of course), and the result, he says, will be, in about a minute, a delicious cup of tea, much superior to that drawn in the ordinary way.

A LADY in Boston was seriously burnt, recently, by the explosion of an air-tight can of tomatoes which she was heating upon the stove.

Charleston Harbor.

We are informed by an officer of the blockading squadron off Charleston, who has recently arrived in this city, that the Confederates have fortified that place most strongly; our informant assures us that they have no less than six large torpedoes which they can attach to rafts and float to any place in a few minutes, the torpedoes being wholly under control as regards the time and point of explosion. This officer thinks that the entrance of iron-clad vessels will be stoutly contested by the insurgents, they having, in addition to the above, an immense number of guns, whose fire converges on every point of the channel. It is well known that a narrow passage yet remains through which vessels are obliged to proceed. This channel is well guarded by the means just mentioned.

Manufacturing Items.

Massachusetts.—The following items are condensed from the *Boston Commercial Bulletin*:—

The new set of machinery for the manufacture of horse-shoes, at the Goshold Mills, New Bedford, has been completed, and is now in successful operation.

The rolling mill of Charles Washburn & Son, at Quinsigamond, Worcester, so recently burnt, will be started again this week. The new building is constructed entirely of iron.

The Holyoke Water Power Co. have sold the property known as the old Smith Coffee Mill to the Hampton Mills. The building will be filled with cotton machinery, and is capable of containing 3,000 spindles.

Lamson & Goodnow, of Shelburne Falls, have rebuilt their factory buildings which were destroyed by fire a few weeks since.

The pocket-book and wallet shops in South Deerfield are running full time. Wm. S. Arms, formerly of the firm of Arms Brother & Co., has associated himself with others in the pocket-book business.

A novel machine has just been constructed at the Lowell Machine Shop, to manufacture kerosene and carbon oil lamp-wicks. The Excelsior wick (as it is called) is tubular, with raw cotton filling, having complete capillary attraction, making a perfect feeder for all the heavier oils. The wicks are cut off by the machine of the required length, of three sizes.

Maine.—In Biddeford some manufacturing business is in progress. The Pepperell Co. have a government contract, and their mills are now running about one third of their machinery all the time. The Machine Shop, in addition to a recent large contract for machines, has received another contract for furnishing the Porter Mill, at Lewiston, with \$50,000 worth of cotton machinery, besides a quantity of additional frames for Lowell, Mass.

The saw-mills at Gardiner are in active operation, business never being better than now, but the owners complain of the trouble they find in getting workmen.

Messrs. Allen & Warren, at their tannery, in Fryeburg, have just finished setting up and putting in operation a new leaching apparatus, by which liquor is obtained in a few hours (from clear water) nearly three times the strength of that heretofore got by the old way of leaching—the barometer indicating 30°—and containing less coloring and resinous matter.

A Rebel Infernal Machine.

A member of the Thirty-third Massachusetts Regiment, now in this city, has shown us a portion of a cartridge taken from a rebel prisoner, consisting of three cones, passing one within the other, something as one thimble would be placed in another. In a crease around these was found a white powder, connected by means of a thread, acting as a "slow match" to the powder of the cartridge. This was so arranged as to explode in a certain time after leaving the musket from which it might be fired, thus making the load consist of three projectiles instead of one. If an explosion should take place while the bullet was in the body of a person struck by it, it would make a terrible wound. The weapon used by the prisoner from which these cartridges were taken, was an Austrian musket, with a large bore.—*Boston Traveler*.

Trial Trip of the Iron-clad Battery, "Juniata."

Yesterday morning at half-past eleven o'clock the United States steamer, *Juniata*, arrived off the navy-yard in tow of the tug *A. E. Burnside*, and anchored off the navy yard. The vessel sailed from this port about a week since, but was obliged to return on account of some defect in her machinery. The following statement of the trip of this vessel is given by one of the officers on board:—

"Tuesday morning we left Philadelphia on our second trial trip, the first one having proved a failure. The engines worked well, pushing the ship through the water at the rate of almost eight knots per hour. Wednesday night we anchored near New Castle, and on Thursday morning proceeded on our way toward the ocean. At about noon on that day,

on attempting to start the engines with thirty pounds of steam we could not move either forward or backward, and connecting the eccentrics and removing the head valve slide, and bonnet, of the forward engine found that the lug was broken from the main valve, rendering it impossible to work the engine until a new valve is put in, which operation will require a week or ten days. It is the opinion of the engineers that the engines are far too heavy. Messrs. Peisey, Jones & Co., have performed their part well, and it is not their fault that the machinery failed."—*Philadelphia Inquirer*.

Demijohn Torpedoes.

It appears, according to the letter of a correspondent, who gives an account of the blowing-up of the *Cairo*, heretofore mentioned, that the torpedoes were made of ten-gallon demijohns filled with powder, and so anchored that they were about four feet under water. They were discharged by means of ordinary friction primers attached to cords designed to come in contact with ascending boats. They contained no machinery whatever, totally differing from the complicated and useless inventions sunk near forts Henry and Donelson, and above Columbus. This is the first instance in the war in which a boat has been injured by a torpedo. The means used in the present instance were as simple as they were effectual. The force of the explosion threw up a huge column of water that thoroughly drenched the men in the immediate vicinity. A hole of considerable extent was made in the bow, the planks being loosened and torn apart, so as to admit the water at a rapid rate. The entire boat was shaken from stem to stern, and her bow was lifted so high in the air that the water swept over the portion of the stern aft of the casemate.—*Pittsburgh Dispatch*.

The Uss of Walking.

Walking for young and active people is by far the best exercise; riding is good for the elderly, middle-aged and invalids. The abuse of these exercises consists in taking them when the system is exhausted, more or less, by previous fasting or by mental labors. Some persons injudiciously attempt a long walk before breakfast, under the belief that it is conducive to health. Others will get up early to work three hours at some abstruse mental toil. The effect in both instances is the same; it subtracts from the power of exertion in the afterpart of the day. A short saunter or some light reading before this meal is the best indulgence of the kind; otherwise the waste occasioned by labor must be supplied by nourishment, and the breakfast will necessarily become a heavy meal, and the whole morning's comfort sacrificed by a weight at the chest from imperfect digestion of food. These observations apply especially to elderly persons, who are prone to flatter themselves into the persuasion that they can use their mental or bodily powers in age as in youth.

The Early Days of Steam Locomotion.

The Patent Museum at South Kensington, London, has lately received a very interesting addition to its contents, in the celebrated "Rocket" engine, constructed by the late George Stephenson in 1829, and which, it will be remembered, competed successfully at the famous trial of locomotives at Rainhill, near Liverpool, in that year. The engine, which is extremely curious, is wonderfully perfect, bearing in mind its age and the hard work that it has gone through. An inscription states that many missing parts have been restored by Messrs. G. R. Stephenson & Co. Near this engine stands the "Puffing Billy," which was constructed in 1813, for Mr. Blackett, the proprietor of the Wylam collieries. This is the oldest locomotive in existence. After many trials and alterations, it commenced working in 1813, and continued working until June, 1862, when it was removed to the Patent Museum.—*London Athenaeum*.

The cranberry crop in Barnstable county, Mass., in 1862, reached 1,525 barrels, which were sold for \$12,259 60.

MILES GREENWOOD, of Cincinnati, has made for the army and navy twenty-nine batteries of brass guns, at a cost to the Government of \$23,000.