

THE ABANDONMENT OF THE CLEOPATRA AT SEA.

We have already noted the particulars of the somewhat eventful voyage of the famous obelisk Cleopatra's needle, from Egypt to its destination in England, which last it does not seem likely to reach for some time to come. In the annexed illustration is represented the scene of the abandonment of the obelisk vessel at sea in the Bay of Biscay during a severe storm. A heavy sea struck the craft, broke some of her rail ballast adrift, and left her with a strong list to starboard. Fearing that another sea would swamp the vessel altogether, her captain signaled for assistance and a boat's crew was sent to her, but the boat and all on board were lost. Further efforts were then made to take the Cleopatra's crew from their perilous position, which in the end proved successful, and the towing steamer Olga left the obelisk to its fate.

Within two days' time the Fitzmaurice, a vessel bound from Middlesborough for Valencia, sighted the wanderer in lat. 44° 58' N., long. 7° 52' W., took her in tow and carried her to Ferrol, Spain, where the obelisk now is and will remain until the legal questions relative to the matter of salvage are settled.

CIGARS are now being made at the Cape of Good Hope, but only for local consumption.

Glue for Polished Steel.

The Turks glue diamonds and other jewels to their metal settings with a mixture made as follows: Dissolve five or six bits of gum mastic, each the size of a large pea, in as much spirits of wine as will suffice to render it liquid. In another vessel dissolve in brandy as much isinglass, previously softened in water, as will make a two ounce phial of strong glue, adding two small bits of gum ammoniac, which must be rubbed until dissolved. Then mix the whole with heat. Keep in a phial closely stopped. When it is to be used set the phial in boiling water. This cement perfectly resists moisture, and it is said to be able to unite effectively two surfaces of polished steel.

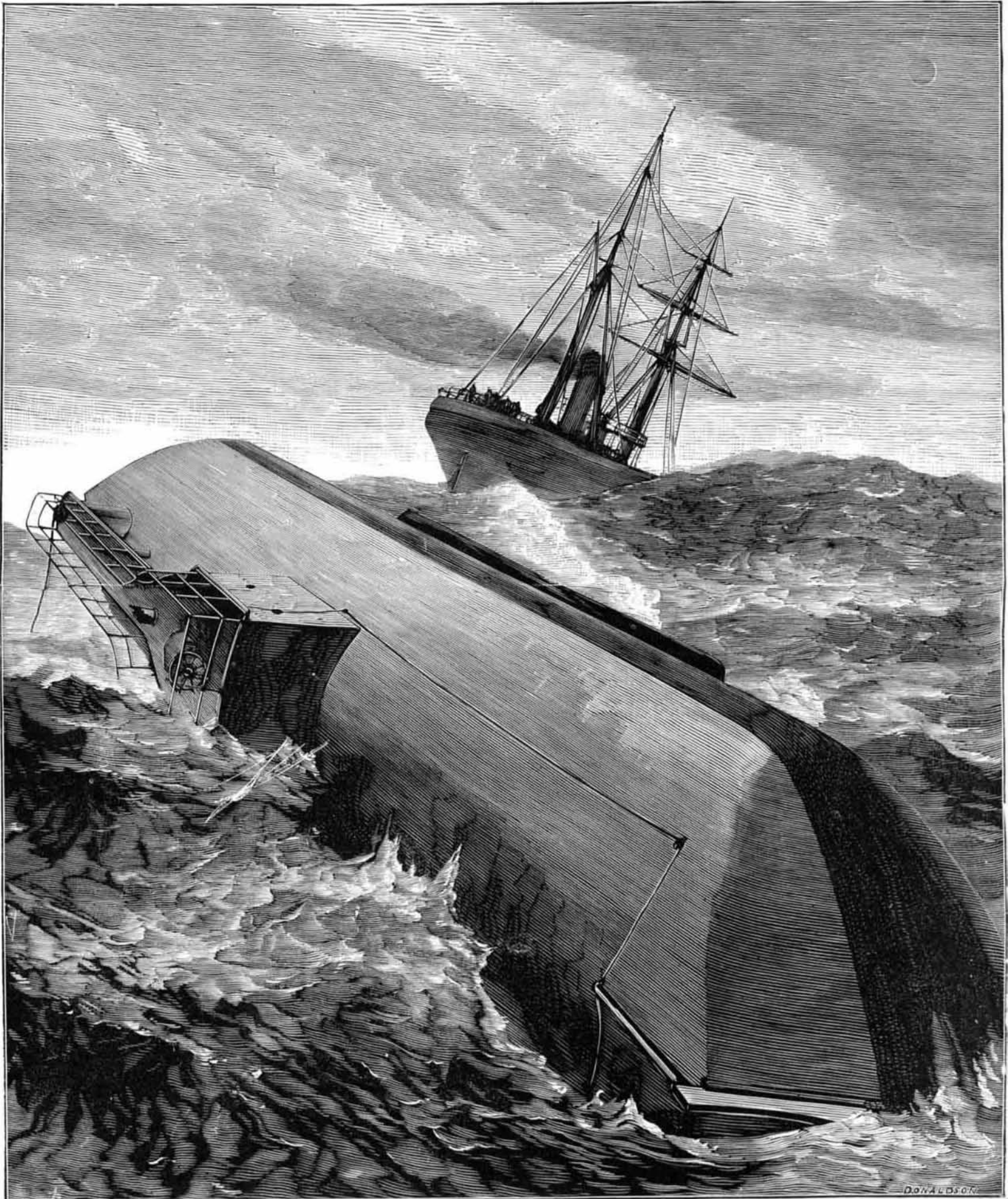
Prevention of Fire Damp Explosions.

The London *Lancet* offers the following suggestion for the prevention of fire damp explosions in mines: "Let tubes of small calibre be so laid throughout the mine that the atmosphere of every part may be brought under observation in a laboratory at the pit's mouth. A small exhausting pump would draw a current of air through the tubes rising from the several parts of the mine. These continuous currents should, in their course, feed each a distinct chamber containing a flame, the behavior of which would instantly indicate the condition of the air coming from the particular part of

the mine with which it was connected. The flame, as is well known, would change color, elongate, and finally become diffused in proportions as the air is charged with gas. The different lamps could be exposed side by side in a frame, so that a difference of color or form would be instantly detected. By means of electrical alarm bells, or by the telephone, the miners could be at once warned of the presence of danger. Even in the event of a sudden escape of gas there is generally time to escape if notice is at once given. One man watching the flames at the top of the mine would be sufficient to prevent all possibility of accident. This apparatus might at first seem too costly, but the value of life and ruin caused by explosion far outweighs any such considerations."

BLUING IRON AND STEEL BY BOILING.—If iron or steel articles be boiled in the following mixture they will take a fine blue tint: Dissolve 4 ozs. hyposulphite of soda in 1½ pints of water, and then add a solution of 1 oz. acetate of lead in 1 oz. of water.

SOME interesting researches on the specific heat-conductivity of several substances have recently been made by Herr. J. Stefan, of Vienna. Taking the heat-conducting power of copper at 1,000, that of iron is given by him as 0.17, ice 0.0057, water 0.0015, hydrogen 0.00037, hard india rubber 0.00026, and air 0.00055.



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