

*On a Mode of Giving a Metallic Surface to Horn.** By M. MEUNIER.

The articles made of horn are first prepared as usual, and then coated with chloride of zinc, either by immersion or with a brush. A yellow bronze color is produced; chloride of copper gives a blackish-bronze, chromate of copper a brown-bronze, and chromate of zinc a green color. Iodide of potassium, applied over any of the copper colors, renders them red. The objects soaked with the solutions of these salts are exposed to a temperature of 154° F., and rubbed after drying, with a mass composed of 5 parts of mercury, 15 parts of tin, 3 parts of sulphur, and 5 parts of muriate of ammonia, in the preparation of which the mercury and tin are first combined into an amalgam, which is then powdered and mixed with the other substances. The objects are then heated in a flask in the sand-bath until the mercury is evaporated, and a yellow mosaic gold is obtained.—*Polyt. Centralblatt*, 1856, p. 574.

Accident to the Dover Submarine Cables.†

An accident happened to the submarine line across the Channel, and telegraphic communication with the continent was temporarily delayed in consequence. During the fearful gales on the 5th inst., a ship of 700 tons, heavily laden, lost her anchor in the Downs, and, driven by the force of the gale and tide, fouled a schooner; she then, becoming more unmanageable, drifted into five fathoms water. An anchor was speedily let go, with 40 fathoms chain attached; but the barque, still impelled by the unusual force of the gale, dragged her anchor until she was brought up sharply, head to wind, on opening the western light of the South Foreland. It is feared that she here came upon the Submarine Company's Ostend Cable. The hurricane, the tide, the weight of the ship, and the necessity for keeping her foretopsail aback to drift into deep water, worked so much upon the submarine line that, after holding her for some length of time, the cable giving way, she instantly swung round before the wind, and was careering forward with increased velocity, when she was suddenly brought up, head to wind again, by the Calias cable. The barque was held, in spite of the heavy sea, the gale, and the pressure of the wind on her sails, for about an hour, when once more she broke away, and sailed off down the Channel. Both submarine lines unfortunately became unworkable in consequence of this untoward accident; and communication with the continent was partially stopped. The sea at the point where the vessel caught the cables is about 14 fathoms deep only, and the spot is within three-quarters of a mile from the shore. The company have already made arrangements to repair the cables the moment the weather will permit; and, meantime, messages are being telegraphed to Dover, sent thence by the steamer, which leaves thrice daily, to Calais, and are from Calias telegraphed to their various destinations. It is supposed that, the weather proving favorable, both cables might be completely repaired in the course of a day.—*Times*.

* From the Lond. Chem. Gaz., No. 335.

† From the Lond. Artizan, Feb., 1857.