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MOUNTAINS OF ICE.

Arctic Experiences of Incoming European Steamers—The India's Bow Crushed by a Berg—Surrounded by Ice.

New York Herald, June 1.

Several of the incoming steamers yesterday reported good trips with the exception of the presence of icebergs and fogs. The French steamer St. Laurent, which left Havre on May 20, sighted several very large bergs on the 27th ult., while off the lower point of the banks. The steamship India, of Carr's Direct Hamburg line, had an actual contact with one of the floating ice-mountains, and a great patch of planking on her starboard bow showed where a great hole had been torn through her iron shell by the collision. The vessel, under command of Capt. Hoberland, left Hamburg May 14, with a general cargo of assorted merchandise to Seager Brothers and 492 steerage passengers.

The voyage was uneventful until the morning of May 24, when in latitude 43 deg 25 min., longitude 44 deg. 52 min., two very large icebergs were encountered. They were about 300 feet square and rose up above the surface of the sea some fifty feet. The engines were at once slowed up, especially as a fog at that time settled down. When the outlook became once more clear, full headway was given the steamer; but on the morning of the 25th the iceberg difficulty became serious. In the words of Capt. Hoberland: "We knew from the excessive chilliness of the atmosphere, that we were near some of the icebergs," and we were going on very slowly, when suddenly one of the two men kept on the lookout cried out that we were close upon one of them. We put the helm hard a starboard, and we struck with a sort of slowing motion. I knew that the blow was well forward of the first bulkhead; so I did not feel any uneasiness. The passengers were on deck just after breakfast singing and some of them dancing, and there was no excitement worth mentioning, as they had faith in me and took my word for it when I told them there was no ground for apprehension. I found that a hole about two by six feet had been stove in above the water-line, and as the sea was calm we at once planked it up from the outside, calking the work well, and then from the inside we placed in a temporary ceiling and shored it well, so that we did not take in more than about fifteen bucketsful in the twenty-four hours after the blow.

"Within an hour and a half after the accident we seemed to be in the midst of a field of icebergs, and at times we could not look in any direction without seeing them. We counted at one time in sight no less than thirty-five monster ones, say about fifty feet square. These latter are really very dangerous, and they are apt to have points projecting out from their body under water, and as they are big enough to stave a hole in a vessel they must not be touched or an opening below the water-line may result. We did not have so much fog on that day, though at the time we struck it was impossible to see the lookout from the bridge. At times while we were in the field it was necessary to go hard astern in order to secure a new passage way when several bergs blocked up our way in front. I have been at sea twenty-four years and have been many times about Cape Horn, but I never saw such a collection of floating icebergs before. We were keeping well to the south at the time, as I had passed over the same track but a few weeks before and remarked how clear it was. The passengers enjoyed the free show afforded them very much.

"Some of the icebergs assume very fantastic shapes. There was one with a great pointed top which we styled the 'Bishop,' as it was a very good reproduction on a gigantic scale of a priest with long gown and having a mitre on his head. There were other curious forms, and then the melting of the great masses would every now and then lead to the toppling over of some towering projection and they would come crashing down with a thundering noise and make a big splash as they went into the sea, rolling over and over for a while until they got balanced in the water. All the night of the 25th we were compelled to lay to, as it is very difficult to see the floating masses of ice at any time, and especially at night. We lost in all, I should say, about sixteen hours on account of the ice. On the 26th, in latitude 42 degrees 25 minutes, longitude 52 degrees, we passed three rousing big bergs, but it was then daylight, and they were some distance away. In all, our iceberg region was about 300 miles long. It was in the course of steamers skirting the lower edge of the banks. They must go a good deal farther south, as they were of a size to stand a good deal of meltage, and they were very hard ice, too."

The steamer Habsburg, Captain Warnkes, from Bremen, reported that on May 27, between latitude 43 deg. 32 min., longitude 48 deg. 51 min., to latitude 43 deg. 24 min., longitude 40 deg. 23 min., no less than twenty-three icebergs of formidable proportions were passed. The weather was clear at the time.

The steamship Batavia, Capt. Talbot, from Liverpool, also passed in close proximity to the floating mountains of ice, meeting them on the 27th ult., between latitude 42 deg. 01 min., longitude 49 deg. 45 min., and latitude 41 deg. 47 min., longitude 51 deg. 03 min.

A BIRD'S-EYE VIEW.

Scenes from the Gallery of the House of Representatives — Statesmen at Their Ease.

Washington Cor. Albany Journal.

The deadlock in the house, though monotonous in the main, affords to the galleries occasional picturesque scenes. A humorous member said to me yesterday: "You patient sitters in the gallery remind me of people who have gone a-fishing and are waiting hours for a bite. Now and then you feel a little nibble at the end of the line, and you lean over the railing anxiously hoping you are going to get paid for your long waiting; but everything subsides, and you sit back and wait for another nibble, and probably, after all, you go home without a fish in your basket." This is one view of the case; but my friend left out of the account the constant diversion, that it is to watch the men themselves—the fishes, if you please—squirming around in a thousand uneasy attitudes and forming groups of ever-changing interest in the areas or at their desks. Many varieties of civilization are represented on the floor of congress. Men are there who live in communities where you and I would think it purgatory if our lot were suddenly cast. The vast Texas plains and the barren pineries of Michigan and North Carolina, the Rocky mountain heights, and the slums of our great cities have their representative men no less than the refined business and social circles of more enlightened sections. One man in this congress has been pointed out to me as the sole survivor of a vendetta in which his father and three sons were slain. Another killed his man at the gambling table and was paying the penalty of his crime in prison when the war broke out, and he was released to join the Confederate army, where his ferocity as a soldier was considered to have purged his record of that former blood guiltiness and restored him to honored citizenship.

These and others like them it must be hard to take with the right hand of fellowship, but harder still, methinks, since inelegancies are more annoying in a comrade than grave misdeeds, to take such an one as the rural Ohio member whom I observed one day last week, when writing at his desk forgetful of the eyes that were upon him, he wiped his nose vigorously on his fingers, and his fingers on his pantaloons. Then there are men who pride themselves on their courtly manners in society, but promenade around the areas and aisles with their coat-tails caught up in their careless hands, forgetting in the abandonment of the moment what a tempting target a rear view of their statesmanlike proportions would present to an irreverent bean shooter in the gallery. Others there are who lie at full length upon the many lounges around the sides of the chamber; and among the seated members a general sprawliness is manifested, giving unlimited variety of opportunity for watching the congressional leg in all its wide-spreading and far-reaching aggressiveness. Sometimes three pairs of legs in a row will be elevated on the desks of their owners, and a furtive cigar will adorn the other extremity of their organization. A great deal, I suppose, must be pardoned to tired men confined in the artificial heat and carbon-charged air of the hall; and if they will settle this question at issue thoroughly while they are about it, they may stand on their heads to do it if that attitude comports best with their views of enlightened American citizenship. There is among them, however, here and there one so perfectly well-poised and well-bred that he sits as collected and dignified through it all as if the woman he loved and hoped to win were watching him from her seat in the gallery, and it is not to be denied that the feminine observers like him the better for it. No woman is quite satisfied to feel her presence and her claim to at least this silent homage ignored, even when grave constitutional questions are pending.

Mr. Riffenstein, Boston, Mass., writes; "Your SPRING BLOSSOM has cured me of dyspepsia, of four (4) years' standing. I have regained my normal appetite, can sleep well, and feel like a new man." Price 50 cents; trial bottles 10 cents. 6-d-w

Old Times on Iowa River.

A gentleman by the name of C. B. Jack, who lives at New Boston, remembers when they used to run keelboats up the Iowa river. This was in the early settlement of the west, and the Indians occasionally ambushed the boatmen at some bend in the river and dropped them into the water with their long bows and arrows. However, this did not occur often, but there was enough of it done to make the business quite risky at times. It was not until twenty years after this that steamboats began to ascend the Ohio and Cedar rivers and bring out the produce raised by the farmers and on the return trip carry supplies to the merchants in the little towns along their banks. The steamer Iowa City was built on the bank of the Iowa river at the town of the same name some time in the sixties, and was a very neat little side-wheel packet. She had a cabin for passengers and two barges for freights, and for a time before the construction of the railroads drove a smashing business between Iowa City and Burlington and Iowa City and St. Louis. Ed. Thomas, who afterward owned a newspaper at Dallas City, Ills., was a pilot on the Iowa City, as was also Miss Ruby, who still sticks to the river and holds the wheel in the pilot house of the steamer Diamond Jo. The Iowa City has been rebuilt several times and is now changed into a stern-wheeler and owned by parties at Reed's landing and known as "Minnie." The steamer Tom Benton ran in the Iowa river trade in 1866. She was built at Onalaska, Wisconsin, and was about the size of the Maggie Reaney. She was too large to be able to go very far up the little stream, except in high water, and therefore made only one trip to Iowa City, although she ran for several seasons between Burlington and Wapello. In after years the Benton was wrecked at Reed's landing and made into a barge. The steamer Cedar Rapids was a freight boat, and had no cabin accommodations for passengers. She navigated the Iowa and Cedar rivers as far north as Cedar Rapids in 1858, and made occasional trips to St. Louis, and it was on one of these occasions that she ran into and sunk the steamer Lucy May. She was afterwards sold to parties on the lower river, and was burned near Vicksburg with a cargo of cotton during the war. The "Try Us" was a little stern-wheeler, which ran between here and Wapello in 1869. She was 85 feet long and her cargo in general consisted of grain and whisky from the Wapello distillery. The "Red Bird" was a side-wheeler and ran up the Cedar river in 1868. Capt. Dickson, now of the Clyde, was her commander. The "Try Us" was rebuilt, and is now known as the "Last Chance." Capt. Hickley, who commanded the Benton, afterwards went to the lead mines at Joplin, Mo.

Joseph Durrinlurger, Broadway, Buffalo, was induced by his brother to try THOMAS' ECLECTRIC OIL for a sprained ankle, and with half a dozen applications he was enabled to walk round again all right.

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LARSON & ANDERSON.

The Upper Yellowstone Country.

Correspondence Yellowstone Journal: Everything now has a speculative value in Billings. Lots are selling at a high figure and building is carried on fast. At present there is no town of any size in the valley west of Billings, except the old established settlement of Benson's Landing, which may rival Billings in both size and business. At this point the Park branch leaves the main line. Round house and repair shops must be built here and it will have the heavy business pertaining to both its position as a junction and end of a important division. It is upon a plain, gently inclining towards the river, and only a short distance therefrom. The scenery at this point has a simple grandeur which cannot fail to strike the eye of the most casual observer. The buttes upon the opposite shore and a little below, are among the highest and most magnificent along the river, and even rival the palisades of the Hudson. Westward one sees the Bozeman pass in the Rockies, on each side of which is eternal snow; and on the south is the loveliest sight of all. There the Yellowstone comes rushing through the grand canyon and steps into public view, as it were, for the first time, for before she was concealed within the rocky fastnesses which are contiguous to the park. Like a maiden, she makes her debut in her most bewitching manner. Hunter's hot spring is fast becoming a favorite resort for invalids. Dr. Hunter, the present owner, has been a continuous resident upon his claim since '73. The doctor is a genial old gentleman, who entertains his visitors with marvelous cures effected by his springs. By chemical analysis the water is shown to contain seventeen or eighteen different properties, iron and sulphur predominating. The doctor is enthusiastic in his praises of the springs, and he has reason to. People who have visited both Hunter's and the Arkansas hot springs, say that Hunter's are equal if not superior to those in Arkansas, and cure the same diseases.

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