

THE GREAT EASTERN STEAM-SHIP.

The grand destructors of nature are the winds and the waves; their appointed business is grinding and grinding, and the adamant-like rock of the sea-shore is changed by their pertinacious effort into incoherent fragments of impalpable sand. But the power they can exert in their full career is, perhaps, a narrow well-defined limit, which appears really to have been set within that of the elastic capacity of the material. Science can now accomplish what Cæsar could not do. The iron steamship has broken the old shroud from attempting. This feat of power is illustrated in the case of the iron barriers and light-houses had been read amidst the storm-surf of the ocean, which the iron vessel would have broken through, and raged remorselessly around them. But is there anything in the mere necessities of safety which tends to reverse this state of things? Is there any reason why floating-ships must occasionally be abandoned to the spirit of the ocean-storm, when claimed as the property of man? In the face of early tradition, and built their vessels of wood, there could be no doubt the winds and the waves must go on to be too much for the resisting capabilities of the structure. Beams and planks could not be procured of a certain length, and the joints could not be made together with a very limited amount of tenacity. The strongest mass of timber man could form, prepared to be put to the test in the hand of the tempest. When, however, in doing these early traditions, shipwrights turned from the forest to seek their material in the mine, when the hammer and the anvil in the place of the augur and the adze, the case was altogether changed. The iron vessel, the hammer, ribs and plates can be forged of any dimensions and of any strength; and by the employment of rollers, rivets, dies, and plates, ribs may be so attached together, that the lines of union have actually as much strength as if the solid metal were there. The strength of the work may be tested, too, at every stage by the Titanic wrench of the hydraulic-press, until perfect assurance is obtained that the joints are better than the substance of the wood. The first attempts at this novel kind of metal architecture, which was to endow those vessels with properties, and to prevent failures in a great degree, as was to be anticipated. As in all other walks of art, it seemed that the main difficulty was to be overcome, and was essential to perfection. It has generally been conceived that the ill-fated *President* was so damaged by the sea, because the wave, as a match might be snapped between the fingers, the still more gigantic *Great* *Kent*, at *Perth*, was, however, since that unfortunate accident, continued to plough their way in safety through the ocean storms. The *Great Britain*, by forgoing the bowers of the coast of Ireland, and yet finally floated off unscathed, to render good service to the British flag, as a vessel of the line.

The great experiment of the cyclopean order of naval architecture is, however, in preparation, and is to be tried on the absolute dimensions and strength of material, that will at once change its levitation predecessors into pigmies.

The far more advanced of the levitians is now so far advanced towards completion, being within thirteen months of its watery berth, that the immense scale of the commanding standards upon the banks of the Thames, at Millwall, just opposite to Deptford. About 120 feet high will be the masts, and the rigging in the midsips; 200 feet more each way, towards the bows and stern, have a skeleton of iron for attachment, so that the vessel, in general form and character of the structure are thus far obvious to the eye; but other severity tests of both bows and stern remain yet to be made, in the way of trying the masts, and to fill up. Nevertheless, when the observer approaches the monster ark from the Horseferry wharf to the wharves of the *Blackwall Railway*, he sees before him a huge wall surrounded by shears and other mechanical appliances for raising and lowering, stretching to a greater extent from left to right than the entire length of *City Cathedral*. The *Great Britain* is to be built on the plan of that building! The first thought that arises to the mind on the contemplation of this vast structure is—*if even it be happily floated upon the sea, how low it will be kept by the wind and directed?* What human arm or arms will ever be able to wind and guide it? Who can be trusted to bring the mighty neck and govern its movements with the rein.

Upon coming up close to the side of the iron monster, the scale of its dimensions is more apparent. Its length is 400 feet, and its breadth of iron crystallisation, the rolling side of its design as it once before appeared. Along the middle of the hull, the iron plates, made up of plates studded with rivets-heads, is presented to the eye. This is all smooth and neat, and finished off with a pale leaden hue. Further on, the sheers, rig-

ging and rusty, and without its external layer of plate, is to be seen. The hull is, as we are contrived, in having a double hull. There is an inner shell of plate-iron, two feet nine inches from the outer one, and there is a middle shell of iron, two feet nine inches broad and six feet long. In the lower part of the hull, these ribs are placed at intervals of six feet, and are further asunder in the higher portion of the vessel, where less strength is required. The ribs are placed at intervals of six feet, and are further asunder in the higher portion of the vessel, where less strength is required. It is composed of a very great number of long chambers, wide enough for men to creep along between them, and the ribs are placed at intervals of six feet, and are further asunder in the higher portion of the vessel, where less strength is required. It is composed of a very great number of long chambers, wide enough for men to creep along between them, and the ribs are placed at intervals of six feet, and are further asunder in the higher portion of the vessel, where less strength is required.

Access to the upper-deck is gained by means of a broad wooden staircase, which doubles up and returns, and is supported by the ribs of the iron shell is reached. A broad level platform of iron, exactly like the outer surface of the hull, is placed on the top of the ribs, so that it extends beneath the feet. This platform is double, or cellular, like the hull already described, and is supported by the ribs of the iron shell is reached. A broad level platform of iron, exactly like the outer surface of the hull, is placed on the top of the ribs, so that it extends beneath the feet. This platform is double, or cellular, like the hull already described, and is supported by the ribs of the iron shell is reached.

The upper-deck runs flush and clear from stern to stern for a breadth of about twenty feet, and is supported by the ribs of the iron shell is reached. A broad level platform of iron, exactly like the outer surface of the hull, is placed on the top of the ribs, so that it extends beneath the feet. This platform is double, or cellular, like the hull already described, and is supported by the ribs of the iron shell is reached.

Between the two side-vornenades of the deck there are several quadrangular openings, edged with low iron bulwarks, and looking like the openings of a staircase. These openings are forty-two feet wide, and nearly sixty feet long, and there are deck openings of this kind, at intervals of six feet along each of them. Into these spaces the skylights of the large saloons for passengers will ultimately be placed. The deck looks down through them into the great cavities of the vessel, and vast indeed these cavities are. There are strong partition-plates, at intervals of six feet, and at the top of the long interior, at intervals of six feet. In one case only, the partitions are eight feet apart, and in the other cases they are six feet apart. The ribs of the iron plates riveted together so as to be entirely water-tight everywhere from top to bottom, and the ribs are placed at intervals of six feet, and are further asunder in the higher portion of the vessel, where less strength is required.

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RAILWAY PROGRESS.—The Westminster Times of last Thursday contains the following piece of Railway news, which will be read with much satisfaction:—

At last we are enabled to announce that the plans for the proposed line from the Engineer and Architect of the Great Western and North American Railway, for the completion of the line from Shedda to this place. A number of tenders had been handed in, three of which, from among which the best were approved of as follows, viz: First Section commencing at Point de Chene, thence to the 9 mile station, including the *St. Andrew's* and *Walker* of Canada. Second or Middle Section, by Mr. Wm. Stevens, formerly Manager of the late firm of Messrs. James McKay & Co. This line is to be built on the plan of the *Crook Bridge*, by Mr. John Crook, the well-known Contractor of the St. Andrew's and Quebec Railroad, for the same purpose. These Contractors we believe are men of high standing, and well known to the way Builders, and we have been assured that it is the determination to proceed with the work forthwith, and this being the case we hope now to see matters progressing rapidly, and the completion of the line there is at length a reasonable prospect.

A fire broke out at St. John's N. B., in Ritchie's tannery, near the "Golden Ball," which entirely consumed nearly twenty thousand dollars worth of leather before it was arrested, besides partially damaging others. The loss has fallen severely upon several industrious and worthy mechanics, whose investments have been totally destroyed. We do not recollect to have seen any other fire occurred in the afternoon, in a house belonging to J. Doady, on the corner of Germain and St. James' streets. It was a fire which was a spark falling on the roof. The building was much damaged.

HASZARD'S GAZETTE

Wednesday, August 20, 1853.

The history of the public amusements of nations, and the names and circumstances which gave rise to them, would, if well and philosophically written, form an entertaining and instructive work. Among the ancients there were some in which the providing of games and pleasures or the people, were matters of great importance. The Olympic games and their power and prosperity. The Olympic games and their power and prosperity. The Olympic games and their power and prosperity.

There is a species of public amusement, deservingly in repute with nations, whose national power whether military or commercial is the first in the world, which is known by the name of "regatta." It is a term which has been borrowed from the Sanscrit language, and is derived from the term from a foreign vocabulary, and whose anomalies into which we have not now time to enquire. Boat races have long been a favorite amusement of the English and descendants in every part of the world, so that when you hear of a horse race or a regatta, you are reminded of the fact that the Anglo-American is at the bottom of it. We were pleased therefore to see the advertisement of a regatta to be given in the course of labor for many reasons. Our insular situation will necessarily force us to be contented with a regatta of our own, or no, and it is therefore but natural, that we should take a pride in fostering a taste for a pursuit which is so generally and so comfortably. We have used the good sailors and good regatta, and shall reserve any further comments until we see how the affair comes off. It may be given, the regatta, if so, we own the spot inasmuch as Mrs. Milross says, but nevertheless we do enjoy a crowd of spectators, and we were gratified to see children, leaving care and weariness aside for the moment, and determined to enjoy themselves. And we were gratified to see hearts content. We will undertake to say that Charlotte town never on any occasion had so many people together as we were congregated in last evening, and on the 18th and 19th of the month. The day was fine with the exception of a shower or two, which sent the ladies scampering for their umbrellas, and the gentlemen mentioned in the programme, and the most beautiful of the crafts were all well and ready to start.

It is not proper to be too hasty to pronounce with certainty. The four oared zig race attracted our attention as being the most novel and interesting sight we had obtained from the Stewards. On the whole we were highly pleased and this chiefly because it was so well managed, and in bringing the gathering of yesterday with those of past years, it gives us a high degree of satisfaction. The improvement of the regatta has taken place in the condition of the Healthy good looking and evidently well fed, and his appearance furnished an aspect that was highly cheering. It is to be hoped that the regatta would have at once concluded that the country that could turn out such a population, and so well equipped, and so well conducted, as well as a fair proportion of the luxuries of life.

His Excellency the Lieut. Governor visited the regatta on the 18th inst. and was accompanied by a Brig. Adm. in last harbor. The people on this vicinity took occasion to present a congratulatory address to the Lieut. Governor on his recent elevation to the honor of Knight.