

the bottom of the ship, 30 feet up each side, until the first deck is reached. The two lower decks serve as bridges or stays, and the main deck is similar to the hull—cellular in construction—being in two parts, braced together, making a fabric of immense strength. Were two of her water-tight compartments filled with water, she would hardly be inconvenienced. This noble vessel is 680 feet long, 83 feet broad, and 59 feet deep from her deck to the floor of her hull. Her tonnage is 22,500 tons. She will be propelled by two paddles, and a screw. The paddle-wheels are 56 feet in diameter, and the screw is 24 feet in diameter. The engines to propel the paddle wheels are equal to 1,350 horse power, and the four engines to propel the screw are equal to 1,700 horse power. She will have five funnels connected to ten boilers, and six masts, which will carry acres of canvas. Four of her masts will be of iron—the two next the stern and compass of the ship will be of wood. Her crew will consist of 500 seamen. How many boats she will have we cannot say; but she will have abaft her paddle-box, on each side, a screw steamer 100 feet long. The whole ship will be lighted with gas. Her speed will be 15 knots—equal to $17\frac{1}{4}$ miles an hour; and she will go to Port Philip in 36 days. Some of the foregoing facts have been tabulated in the following table:—

	Launched.	Dimensions.	Tonnage.
"Great Western"	1838	236 by $35\frac{1}{2}$	1,340
"Great Britain"	1844	322 by 51	3,343
"Himalaya"	1853	370 by $42\frac{1}{2}$	2,550
"Persia"	1856	390 by 45	3,000
"Great Eastern"	1857	680 by 83	22,500

This vessel rests on two large cradles of wood, and will glide into the surface of the water side-on. She will be launched at low water, and will draw, when light, 16 feet; when laden, 36 feet. She will be launched in August. Although this noble monument of human skill was built for the requirements of commerce and peace, she might prove, if need be, a powerful engine of war: from her immense capacity (22,000 tons), her own weight (12,000 tons), driven at the rate of nearly twenty miles an hour (the speed of a railway train), her bows, as sharp as a knife, would cut through the most formidable war ship afloat, if run into her. She could not be caught, could run down any ship, and, bidding her time, could demolish a fleet.—*Mining Journal*.

ENGLISH RAILWAYS.

On the 30th June, 1856, there were 6,166 miles of railway open for traffic, in England and Wales, on which were conveyed in the previous six months 43,286,143 passengers, and the total receipts in the same period amounted to £8,450,394. In Scotland there were 1,051 miles of line open, on which were carried 5,425,422 passengers; the total receipts being £997,856. In Ireland the number of miles of line open was 897. On these lines travelled 3,063,583 passengers; the receipts being £445,698. In the whole of the United Kingdom, therefore, the total number of passengers carried in the first half of the year 1855, was 53,815,149, and the total receipts amounted to £9,893,948.