

more than she is worth, and have ordered her to be patched up for temporary service, and not to go longer than twelve months without being docked for further examination. The accident to the machinery of the *Bellerophon* at Portsmouth by the fracture of the gudgeon, is of a character almost unprecedented in the service. Fortunately, it can now be easily remedied, having been discovered just before she was to sail to join the Channel Fleet, but had such an accident happened to such a ship at sea while her engines were going at full power, disastrous consequences would probably have ensued.

Our Montreal Correspondent has started for England on a tour of two months, our readers will be deprived of his interesting communications for that period.

RIFLE MATCHES.

HASTINGS RIFLE ASSOCIATION.—The Fourth Annual Match of this flourishing Association, comes off at Belleville, August 6th. Programmes will be issued in a few days. Amongst the various articles to be competed for, are two sewing machines, several barrels of flour, and other useful and valuable prizes. The County Council have repeated their liberal grant of \$100, and the Town Council, it is expected, will grant \$50. Practice is going on early and late at the ranges, and a good match is confidently looked forward to. The citizens of Belleville have displayed great liberality in the matter of prizes; but of course, as there must be exceptions to all rules, we have here and there people who refuse even civility to the parties whose duty it is to go round collecting. A member of the Town Council, named Vandusen, when asked if he would support the grant, said, he "didn't believe in any such tomfoolery." Such an expression, to say the least, was uncalled for, and it is not unlikely Mr. V. may have to stay at home during the next Municipal Term.

W. C.

THE DARIEN SHIP CANAL.

The long talked of ship canal that shall unite the waters of the Atlantic and the Pacific has not yet been definitely surveyed. For years various routes have been reconsidered. Time, treasure, and precious lives have been sacrificed, yet this great and important enterprise has neither been planned nor measures inaugurated for its inception.

In all home and individual enterprises the citizens of our Great Republic have given us just cause to feel proud of their achievements. Railroads and canals, to open up the interior of our country, have commanded the attention, the enthusiasm, and the money of our best citizens. Many of them have earned reputations by their genius and success the fame of which has reached other lands, and American skill, energy and industry have found profitable and honorable employment in China, Egypt, Russia, and Japan, as well as in the southern half of our own hemisphere. But when a work of very great importance to our entire country is demanded, the master spirit is wanting.

We hesitate not to affirm that for the commerce of the United States there is no one great work of as much importance as a great ship canal through the Isthmus of Darien. And here we are hesitating, debating, and making, inefficient efforts to ascertain the most practicable route, and when ascertained—to many at least satisfactorily—there is lacking the life, energy, purpose, will—something to strike the blow that shall commit some competent individual, company, or association to its completion. The myriads of ships engaged in the India, China, Japan, Australia, California, and the general Pacific trade, would perform their voyages in about one half the time they now do, could they have a safe and speedy passage by way of the Isthmus of Darien. Ships from New York to San Francisco would save at least 10,000 miles of navigation and the doubling of Cape Horn or the Cape of Good Hope, both of which routes are always attended with great risk and danger. Already we are a thousand miles nearer the markets than the great cities on the Atlantic coast, and we can sell teas, spices, and the goods of ancient nations, cheaper than the eastern cities. We do not, therefore urge our Eastern capitalists, merchants and manufacturers to bestir themselves to make a great highway from ocean to ocean, so much for the benefit of the Great Valley of the Mississippi, as for their own honor and profit. With an inter ocean ship canal the voyage from Boston and New York to San Francisco, Japan, China and India, would be reduced to one half the present time, and all attendant risks and dangers in the same proportion. Good first class steamers would then make the voyage from New York to San Francisco in twenty days, and to Japan and China within forty or fifty.

For years a line of Steamers, drawing six or seven feet of water, passed from the Atlantic at Graytown—more commonly known as San Juan—up the San Juan River and through Lake Nicaragua, in a fine and safe harbor within some twelve or fifteen miles of a good harbor on the Pacific ocean. A line of stages and waggons transferred passengers, freights, baggage &c over these few miles without meeting any extraordinary obstacles. The entire elevation of the country between Lake Nicaragua and the Pacific presents no engineering difficulties to deter any resolute company from at once commencing the excavation of a ship canal.

Another route, near the present railroad, connecting Aspinwall on the Atlantic, and Panama on the Pacific, present few of the great obstacles that confronted the French in the construction of the Suez canal. The French and the Italians, even in times of trouble, overcame much greater difficulties, while drilling a seven mile path for a double track railway miles below the summit of the Alps. We talked, wrote, and speculated about an inter oceanic canal years before these great achievements were dreamed of as practicable! Seven-eighths of the distance from Aspinwall to Panama is elevated but a few feet above the sea. The highest plane of the railroad is but a little over 300 feet above the wharves at Aspinwall. Suppose it were necessary to blast this entire ridge 150 feet wide and five miles long, the undertaking would be less formidable than the piercing of Mount Cenis—a work so soon accomplished by the French and by the Italians. Much of the Isthmus of Panama develops iron, copper and gold. Though in blasting for a canal no valuable minerals should be discovered, yet all the rock would be required in walling and completing the canal through the low, marshy land on the Atlantic side of the Isthmus.

The route a hundred or two miles further southeast—usually known as the Darien route—is considered by many as the most feasible of any yet suggested. The reports, are however contradictory. Some report rivers interlocking, with a ridge of less than 200 feet intervening; others report a mountain more than 600 feet high and three miles wide—which would have to be cut down or tunneled to complete a ship canal.

Recently much has been written about the Tehuantepec route. This has many advocates from the fact of its being so much nearer the United States. Rivers of considerable magnitude rise on the "divido," and flow both east and west. It is urged that these can be easily made navigable and leave but a short distance to out the canal through, the entire distance from ocean to ocean would be near 200 miles. The Tehuantepec route would greatly reduce the distance between New Orleans and San Francisco, and all other things being equal would be the most desirable.

But we are particularly anxious that some of our enterprising commercial men shall form a company and decide on definite action. We should be the last people in the world to wait for Government action. A company with a Grinnell, a Lawrence, a Stewart, or a Vanderbilt at its head, would accomplish more in one year than the Government can in half a dozen. Perhaps the right man has not yet turned up. The West has furnished a Captain Hall to reconnoitre the regions around the North Pole. Where is the genius to point out the best route for a great ship canal that shall unite the waters of the Atlantic and Pacific oceans.—*U. S. Army and Navy Journal.*

PROTECTION IN AMERICA.

The American workman's protected to death. He may well pray, Save me from my friends. He has so long been at the mercy of political quacks, that but for a robust constitution he would have died. Their cure is worse than the disease. Indeed what with duties for revenues as well as protection several flourishing branches of industry have already been killed off.

The Chicago Tribune gives its readers in a late number a comparative estimate of workmen's wages in England and the States that is not particularly calculated to encourage the emigration of skilled labor:—In Sheffield masons receive \$12.25 a week in gold; carpenters \$11.25; and the blacksmiths \$10.25. In New York masons receive \$22.36 in greenbacks; carpenters \$18.60; and blacksmiths 16.79. If the gold is turned into greenbacks there will be no great difference in the wages of these classes, except in that of the mason; of which class the latter appears to have about 57 per cent, in excess of their rivals.

But there is another side to the picture, the comparison of prices show a difference that counterbalances any little advantage the American has on the score of wages. The difference as given in the Tribune by an Irishman who has tried both countries, appears almost incredible. Boots and shoes for himself and his family cost 200 per cent more on this side of the Atlantic; their hats and caps cost 200 per cent. more; house rent nearly 500 per cent more, and other things in proportion. Fuel and nearly all the other necessaries of life are in a similar ratio, more expensive in America than in England, so that the seeming improvement in circumstances promised by a slight advance of wages is all a delusion,