

## LOSS OF A TWELVE-TON GUN.

Oriental antiquaries will probably some day be made happy through a recent accident in Bombay Harbour. The *Fumna* a short time ago took out six brand new 12-ton guns for the protection of Bombay Harbour. We heard the strange report that one of them had been lost; we now know how. The authorities at Bombay foolishly refused to sanction an outlay of £120 to dock the ship, so that the guns might be safely put on shore. The captain had to do the best he could under the circumstances. Suitable tackle was obtained, and a boat capable, it was said, of taking two guns came alongside the *Fumna*. When the first cannon, well secured, was lowered into the boat it almost sank her. To save the boatmen the order was given to rehoist. The boat happily pulled off a little, for the slings intended for lowering proved insufficient for raising the mass of metal, and gave way. There were one tremendous splash, and the last was seen of the 12-ton gun. Divers could find no other trace of it than a sort of dimple in the mud where it had disappeared. They probed deep as a doctor would for a bullet, but with no success, and, considering the nature of the harbour bottom, some 25 feet of mud in parts, it is tolerably certain that this lost treasure will rest in its present bed for many centuries. The authorities were so impressed by the lesson of this slip, that they determined to take more care of the remaining five guns, and ordered the *Fumna* to be docked for the purpose of landing them. It must be confessed that the process of preserving specimens of our guns after this fashion is rather costly, as well as dangerous; £4000 is the estimated outlay. The captain of the *Fumna* will have but one opinion about the danger, for he was standing on the gun only half a minute before it broke away.—*The Herald*.

**THE LAUNCH OF HER MAJESTY'S SHIP "HYDRA."**—Her Majesty's ship *Hydra*, the armour-clad turret ship constructed by Messrs. J. Elder and Company, was launched from their works at Govan, Glasgow, on Thursday. She is 225 feet long and 35 feet broad, and 2107 tons burden, and is intended for coast defence, having a shallow draught of water, with a freeboard of only 3 feet 6 inches. The sides are protected by 7-inch armour above and 6 inch below the water line, fitted upon teak varying from 10 to 12 inches thick. The turrets are two in number, constructed of two thicknesses of half inch plates, and protected by armour plates 10 inches thick. Each turret carries 18 ton guns, firing projectiles weighing 300 pounds and containing 62 pounds of powder. These turrets can be turned not only by steam-engines, but also by hand, in the event of the former breaking down or being damaged. The *Hydra* will be propelled by twin screws, worked by engines of 250 nominal horse-power.

**RIFLED GUNS FOR THE COLONIES.**—A large number of 68-pounder smooth-bore guns are being converted into rifle 80-pounders at the Royal Gun Factories, Royal Arsenal, Woolwich. The old 68-pounders weigh 95-cwt. each, and have a calibre of S.12; they are being fitted with a wrought-iron tube, rifled in three grooves, with a twist in 40, and their calibre will be 6.3. A number of these guns when finished will be forwarded to New South Wales for the use of that colony, which will reimburse the English Government the cost of the guns and the expenses of their conversion and shipment.

**ALTERATION IN EQUIPMENT OF NINE POUNDER FIELD BATTERIES.**—The rearrangement of the plan proposed by the Major General Sir Eardley-Wilmot's committee, for the equipment of the 9-pounder field batteries, is said to be as follows, viz.:—Upon the carriage itself, in lieu of the 4 case shot and cartridges for the same we shall have 6 case shot and cartridges—3 in axle-tree box. Upon the gun limber, in lieu of 12 Shrapnel, 4 common shell, and 2 case shot in each box, we shall have 12 Shrapnel and 6 common shell. The narrow chest between the two limber boxes will contain a proportion of time fuzes and friction tubes in cylinders, in addition to the percussion fuzes and friction tubes in cylinders which it carried before. The ammunition waggon limber will be similar in its arrangements to the gun limber, so far as regards the numbers and description of ammunition carried. A great change will, however, be made in the wagon body equipment. The fourth box has been restored, and the distribution of rounds will be as follows:—10 Shrapnel and 8 common shell in each of the front boxes, 11 Shrapnel and 7 common shell in each of the rear ones. The entire result will therefore be, taking both gun carriage and ammunition wagon with their limbers, 90 Shrapnel, 54 common shell, and 6 case shot, in all 130 rounds, in lieu of 54 Shrapnel, 34 common shell, and 12 case shot, in all 150 rounds, as proposed by General Wilmot's committee, showing a gain in the quantity of ammunition carried to the extent of 20 rounds. Additional space has been found for other cylinders, containing time fuzes, beneath the projectiles, the false bottoms of the limber boxes having been removed for this purpose. The packing of the different kinds of shot, by means of tow stuffed in between and around them, will also be abolished, and blocks on the box lids with a hole in the centre to fix the end of the projectile, similar to those at present in use in the service, will be restored for the purpose of steadying them.—*Broad Arrow*.

There is a ship now sailing from Holland built in 1578, when the Prince of Orange was fighting Phillip II of Spain, then at the zenith of his power. She was sailing to the Indies when the Hollanders organized themselves into the "Beggars of the Sea, and as privateersmen earned a reputation which astonished the world. This Dutch ship is called the "*Commissaries des Koning von der Heine*." She passed the Cape of Good Hope in October 1864, from Batavia to Holland, then two hundred and ninety-four years old. A few numbers back in the *Boston Daily Advertiser* is a notice that the whale ship *Kossau*, (another of Stephen Girard's ships, built at Philadelphia in 1801) was then undergoing repairs at New Bedford. Her planking is being removed, the first time for seventy years. The live oak timbers underneath are reported to be as sound as they were the day they were first put together.

**RELATIVE STRENGTH OF THE BRITISH AND GERMAN FLEETS.**—The *Moscow Gazette* says that the abundant resources of Germany would enable her to create within a short time a fleet with which the English fleet alone could cope, and that this fleet, joined to the fortifications of Kiel, would reduce the Russian fleet in the Baltic to complete inaction. To prevent this the *Gazette* advocates the neutralisation of Denmark and the reunion with that country of Northern Sleswick, with Duppel and Alsen, according to Article 5 of the Treaty of Prague.

**THE PACIFIC RAILWAY.**—No more cheering news ever reached Canada than the announcement that the survey of the Pacific Railway had been a perfect success. There had always been a lingering apprehension that the passages of the Rocky Mountains would present insurmountable difficulties, but we learn with unalloyed satisfaction that by the route surveyed through British Columbia, the gradients are lighter, the passes lower and the distance shorter than either the Central or Northern Pacific Railways. We have further information of almost equal importance. We are told that mineral deposits of the richest character have been traced throughout large areas of British Columbia, and that valleys of abounding fertility invited the admiration of the surveying parties. We must await the meeting of the Commons for the official report of geologists and surveyors, but enough is known to remove all doubts as to the feasibility of constructing a Canadian Pacific Railway.—*Daily News*.

**AN AUSTRALIAN HONEY HOARD.**—A tree was felled the other day at Sandy Creek, Wagga Wagga, for the purpose of procuring honey which it was known had been collected there by a rather large swarm of bees. When the tree was cut down, there was found in the hollow one of the most astonishing collections of honey ever known, probably to have been gathered by one swarm of bees. There were several immenso layers of comb 10 feet in length, and of great density, extending along the inside of the trunk, and almost clothing the hollow of the tree entirely. After it had been carried home, (having been wasted considerably by the fall of the tree, and the primitive mode on which it was collected), the comb yielded over 300lbs of honey of the purest quality.—*Melbourne Argus*.

**THE DANIEL SHIP CANAL.**—Some particulars of Commander Selfridge's exploration of the Isthmus of Panama have been communicated to the public, although the report has not yet been published. The route recommended is along the course of the River Atrato, and thence to Cupica Bay, on the Pacific Ocean. The work is calculated to cost over one hundred million dollars, the obstacles to rapid engineering progress being formidable. One of these difficulties is the construction of a tunnel, four miles in length, seventy feet wide, and one hundred and seventy high. The account does not tell us of the nature of the soil through which this excavation is to be made. The canal will require twenty two locks, nine rising from the Atlantic coast to the highest point, and thirteen descending thence to the Pacific.

**LAURENCE.**—This French weekly paper was founded in 1866, and has just received new strength by the addition of three gentlemen to its editorial staff, namely: Rev. T. LAFLEUR, pastor of France Baptist Church; Rev. D. CONSIDRAT of France, late pastor in Philadelphia, and now professor in the Presbyterian College; and Rev. C. A. DOMLET of Geneva, Switzerland, pastor of French Presbyterian church, all of Montreal. Being the only French Protestant journal in America and published on strictly catholic principles it ought to reach every Protestant French Canadian, Frenchman, Swiss or Belgian, on this Continent; every house of education where French is taught should also receive it. It contains literature, music, poetry, and Political and General News, as well as articles on Science, Agriculture, Temperance, &c.

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