

THE BRITISH IRON RAN "CAPTAIN."

The following is the description of the *Captain*, the latest addition to the British Iron clad fleet:

She is three hundred and thirty-five feet in length, fifty-three feet in width, with a tonnage of 4,272 tons. She is hurried through the water by two separate pairs of 900 horse-power engines, capable of being worked up to 5,400 indicated horse-power. The momentum of such an enormous ram as the *Captain*, driven at this speed, may be imagined. Each pair of engines drives a separate two-bladed screw propeller of seven feet in diameter. She is built in five water tight compartments, of which each of the two turrets has one to itself, completely furnished with shot, shell, powder, etc. The hull is plated with seven-inch iron laid upon a backing of East Indian teak twelve inches thick, inside of which again is a "skin" of iron an inch and a half thick. The deck is formed of one inch and one half and a half iron, over which is laid six inch oak planking. The turrets are plated with iron, nine and ten inches thick; they each carry two 600-pounder 25-ton guns, and on the poop and fore-castle are two 7-inch chase guns. The heavy guns in the turrets each require, though weighing twenty-five tons, but one man to elevate or depress them—small hydraulic rams worked like an ordinary pump furnish the necessary power. These turrets revolve on a central pivot and as they make a complete revolution in half a minute, the guns can be brought to bear on either side with great rapidity. In loading, the port is turned away from the enemy's fire. A spar deck above the turrets connects the quarterdeck and the fore-castle, and on this all the working of the ship is conducted without interfering in any way with the turrets. The steering apparatus is below the deck. Protected by the armor-plating, and a complete system of tubes to every part of the ship communicates with the wheel-room. A pilot house, slightly raised above the upper deck, may be used for observation. There are no bulwarks, properly speaking, their place being supplied by iron stanchions and ropes, which, on going into action, are allowed to fall into gutters at the sides of the deck. The spread of canvas which the *Captain* carries under full ordinary sail is 33,000 square feet.

GLIMPSE OF GREAT CITIES.—According to the Registrar-General's return for 1869, the area of London was 77,997 acres, or 123 square miles; the houses, 406,307, each inhabited by 7-8 persons; the annual value of property (county rate assessment of 1868), £15,261,999; and the density 100 persons to a hectare, 41 persons to an acre, 25,990 to a square mile. The population of London resides at a mean elevation of 11-9 metres (39 ft.) above Trinity high-water mark, the elevation varying from 3-4 metres (11 ft.) below high-water mark in Plumstead marshes to 131 metres (429 ft.) above high-water mark in Hampstead. In 1869 the births were—males, 56,876; females, 59,812; total, 116,688; the deaths—males, 39,812; females, 38,121; total, 77,933. The population (estimated for the middle of the year) was—males, 1,478,840; females, 1,691,914; total, 3,170,754. The annual rate of mortality per 1,000—males, 27-01; females, 22-61; total, 24-86. Annual rate of increase of population per cent, 1851-61, 1-73.

New York has a population of from 800,000 to 1,000,000. Its inhabitants represent forty different nationalities. 31,000 births, 25,000 deaths, 17,000 marriages are recorded annually. Its population consumes 4,000,000 barrels of flour, 2,778,391 beef cattle, calves, sheep and swine, \$30,000,000 worth of tea and coffee, 40,000,000 worth of liquors, 2,500,000 worth of ice, annually, besides 60,000,000 gallons of water daily employed to wash the city and citizens. It has 300 public schools, numbering 105,000 pupils, and 800 private schools, numbering 25,000 pupils; 430 churches, 315 newspapers and magazines, 315 religious, charitable and moral associations. The total valuation of real and personal estate in the city is \$965,320,614. \$7,000,000 are spent in its places of amusement; the cost of the police, courts and prisons, is about 4,500,000, and \$2,000,000 in the trifle of booklets. It has 1,500 professional thieves, 400 lottery and policy officers, and at least 100 establishments for the receipt of stolen goods.

THE INVENTOR OF STEEL PENS.—The steel pen is now so universal a tool, that it is difficult to contemplate it as among the things that had to be invented. Nevertheless, it has fought its way up, with the other labor-saving machines of civilization, and has as complete a history as the steam engine or telegraph. James Perry, an English schoolmaster, who drugged at whitening his urchins' quills, made the first steel pen, and was so good a business man that he succeeded in introducing it as the Perryan pen. In 1828 he had fifty men engaged in the business of making pens; but it was left for Jeremiah Mason to make the pen popular: the same man, by the way, who a few months since became a second Peabody by establishing an orphan asylum endowed with \$1,300,000. Mason was a Kidderminster carpet-weaver, but went to Birmingham and manufactured pins, needles, shoe strings and other infinitesimal essentials. Here he saw in a shop window a steel pen, priced at sixpence. He bought three, made better and lighter ones at a cost of a penny and a quarter piece, and sent specimens to Perry. The inventor was delighted, advanced money to Mason, and the intercourse so honorably commenced, ended in partnership and mutual wealth. Perry has since died, and Mason is now the sole proprietor of the Perryan pen.

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