The Daily News,

WEDNESDAY EVENING, JAN. 27.

☞ SEE FIRST PAGE.

THE SUEZ CANAL.

(*From a Correspondent of the London Times.*)

Lord Mayo's chief object for loitering in Egypt was to see the Suez Canal, and ascertain for himself its practical working and merits. With this view we all made a start on the afternoon of the 27th of November for Ismaila, the present head quarters of the Canal Company. Accompanied by Egyptian and French officials, we made a very good run to this place by rail, partly through the land of Goshen, which hardly struck one as being a desirable locality for our friends the Israelites, although no doubt the face of the country has gradually changed since then.

At Ismaila we were received by M. de Lesseps and others, who put us up and entertained us most comfortably for the night. A char-a-banc, drawn by four mules, conveyed Lord Mayo and Lord Napier, and other carriages of various sorts the rest of the party, from the station to M. de Lesseps' house, where we found a large party assembled to meet us including several French naval officers and the Russian Count and Countess de Jarbelle, travelling *en route* to India.

You will forgive me, I know, for giving you a slight sketch of the canal which will assist you in some measure to understand my after description of it. It commences, as you know, from Port Said, 140 miles from Alexandria, is about 120 miles long, and runs to Suez through Lakes Manzaleh, Timsah, and Amer. We commenced our tour on the morning of the 29th November, making a start before daybreak to our little steamboats on Lake Timsah. This, formerly a marsh, and now a lake, from the waters of the Mediterranean having been poured into it by a canal, was originally, according to M. de Lesseps, the northern boundary of the Red Sea. Passing some little way through it we soon entered the canal, which at once showed signs of the magnificence of the enterprise. From this lake to Port Said the work of excavation is now being entirely carried on by enormous dredges—60 in number—worked by 50-horse power engines. Their machinery is beautiful, and the mode in which they are moved from place to place simple and ingenious. It is, indeed, marvelous to see these enormous engines floating in 2½ to 3 feet of water, biting their way into the dry banks, or raising masses of sand from a considerable depth, and depositing it on the bank of the canal. They are all of French construction designed by M. Levally, the contractor and principal engineer of the undertaking, a man whose powers of organization seem to be very great. Every man employed under him is said to have a direct pecuniary interest in the success of the work and its speedy completion. The sand and mud brought by these machines are disposed of in different ways—by being carried away in lighters and emptyed into Lake Tismah or the sea; or taken away in barges and raised by elevators on to the shore; or, last and best, poured into large couloirs or troughs, extending from the dredge to the shore, depositing the stuff on the dry land and forming a great parapet of earth and sand on the banks of the canal.

The first halt was made after leaving Timsah was at El Guisr, one of the canal stations, where we were struck with the usual French characteristics of neatness,—a wide street, cafes, restaurants, nice houses, and pretty gardens, many of them filled with choice flowers, watered from the Fresh Water Canal. One of the first works of the company was, as you know, this Fresh Water Canal, running from the Nile to Ismaila. Thence to Port Said, upwards of 50 miles of tubing convey the water, pumped by three powerful engines, along the banks of the canal. The supply is sufficient for a population of more than 30,000 people, the shipping at Port Said, a vast number of animals, and the watering of all the steam engines employed on the canal. Wherever the water touches the Desert it becomes a fertile land; in some of the canal officers' gardens are to be seen the choicest hot house plants, while within a few inches of the water trench the verdure ceases, and nothing but barrenness is visible.

Kantura, which we reached further on, displayed the same order and neatness as El Guisr, with the addition of a clean little hospital for men injured in the works. This spot is one of great interest, as being traversed by the ancient road from Egypt to the Holy Land, which might tell many tales of the past, from the days of Abraham to the flight of the Virgin Mary into Egypt.

At Kantura we entered the immense basin or Lake Menzaleh, the southern part of which, on one side of the canal, is nearly dry, and the other only covered by a few feet of water. Some little way on we met a small French sloop, the "Leverette, endeavouring to make her way from Port Said to Suez, supported on barrels and caissons. She is the first war vessel that has gone through the canal, but it can hardly be considered a fair trial, proceeding, as she will have to do, from Ismaila to Suez by the Fresh Water Canal. The wind had a good deal of effect upon her, and, although in tow by a steamer, she appeared to hang very much to the lee side of the canal.

On our arrival at Port Said we found all the ships of the harbour dressed in honour of our visit. Changed in eight years from narrow bank of sand, wild and useless, it is now a flourishing town of nearly twenty thousand inhabitants, its commodious harbour, protected by two large breakwaters, being capable of holding ships drawing twenty-five feet of water. Sands have risen, however, on the western side, from the interruption of the ordinary current at the advance of the line of coast, and it yet remains to be seen whether the mouth of the harbour can, without great expense, be kept sufficiently clear.

Among other French officials at Port Said we met M. La Roche, who, with all the sanguine character of a Frenchman, made light of the many serious objections which have been urged against the success of the canal. That of the "shifting sands" can be got over, he says, by the fact that they only occur in certain districts of no great magnitude, and can be met by promoting vegetation along the canal, planting the tamarind and other trees which grow on sands, and cultivating, by means of fresh water, a sufficient quantity of land on either side of the dangerous places to guard against the difficulty. He admits that the wave caused by large vessels moving through the canal may do injury to the banks, but thinks that it will be dependent, in great measure, on the speed of vessels and the mode of towing. He believes that the difficulty of large ships passing each other in the canal during transit can be got over by establishing lakes at Timsah, Kantura, and Amer as detention places for the passing of vessels at stated times. The canal, by his showing, possesses one great advantage—climate, there having been very little sickness among the workmen, and the heat in summer being thoroughly dry although great, and relieved by fresh breezes at night.

Our little steam launches made their way back to Ismaila on the night of the 29th, and we proceede next morning on our journey to Suez.

The canal from Lake Timsah to Serapeum is nearly completed; but from that point to the Bitter Lakes has been one of the most difficult parts of the work. Manual labour having failed to make the deep cuttings there, the contractor almost gave up the project in despair, and returned to Cairo to think over it: when, in a bright moment of early morn he woke up one of his friends and said, "I have thought of the means of disposing of the Serapeum; we can do it with our dredges;" and forthwith it was done. He banked up the canal at the point to which the Mediterranean water had been brought, scooped out the remainder to a certain depth by manual labour; banked this up at the end next the Bitter Lakes, turned the Fresh Water Canal into the excavation, brought his dredges round by Ismaila, and, as the level of the Fresh Water Canal is far above that of the work, he has them now working at an elevation of 30 feet above the bottom of the intended canal, and hopes in two months to dig down through the fresh water to the proper level. The bars will then be removed, and the sea water allowed to come in.

The Bitter Lakes, once a portion of the Red Sea, forms a dry basin, 35 miles long entirely barren, and in parts covered with blocks of salt. The filling of this immense basin with salt water from the Mediterranean and Red Seas will be one of the most critical operations of the canal, and much diversity of opinion exists as to its success and the time it will occupy. The canal authorities hope that the lakes will fill, like Lake Timsah, in seven or eight months; others give them as many years. There will, doubtless, be rapid exhalation and some absorbtion, which may materially affect the result. Three months after the waters of the Mediterranean are let in those of the Red Sea are to be admitted, which will, of course, accelerate the proceeding.

The great advantage of the filling up of the lakes will be the neutralization of the effect of the tide from the Red Sea. The chief feature of the canal is the absence of locks, the mean level of the two seas it connects being almost the same; but at times the rise in the Red Sea is some 6ft. above the almost imperceptible one in the Mediterranean. Making up their minds, therefore to a swift stream sometimes from Suez, they hope it will exhaust itself in the lakes, and not influence the rest of the canal.

We finished our interesting journey by a ride of 20 miles along the banks of the canal, from Shalout to Suez. Between those places about 20,000 men were at work—Dalmatians, Greeks, Croats, negroes from Nubia, Egyptian Fellahs, &c., all superintended by French officers. These gangs of men are regularly organized and paid according to the cubic feet of earth they dig out, some earning five or six, and others only two or three, francs a day. The works along this line are being pushed on with great rapidity, stream dredges, asses, mules, men and camels all contributing towards their completion. The contractor, M. Levalley, is under a penalty of 200,000f. a month, to complete the work by the 1st of October, 1869.

The first general results at which Lord Mayo has arrived are that about two-thirds of the work are completed, and that, unless some unforeseen misfortune occurs, it will be finished early in 1870; that ships for the present will be unable to pass each other, and that the traffic will have to be worked as in a single line of railway, with wider places to act as sidings; that the crumbling of saud into the middle of the canal, caused by the wave created by the passage of large vessels, will for the present have to be met by dredging, although the amount to which this will occur, is at present very uncertain; that the difficulties to be anticipated from the drifting sands are confined to a comparitively small portion of work, and can be got over by artificial means, such as planting and cultivation; that the approaches by sea are already so complete that no obstacle will be found in that direction; that the filling of the Bitter Lakes will be accomplished, though the time it will take is very uncertain.

With regard to the commercial success of the project, the tariff of charges is as yet quite uncertain. M. de Lesseps talks about £1 a ton, which he calculates will give them, the first year, a million and a half of money. In this estimate, however, he includes a large portion of trade now borne by sailing vessels.

The navigation of the Red Sea has hitherto been confined to steamers alone, and it remains to be seen whether in a narrow and difficult sea, of which the normal state is that the wind blows always up or down, and in a different direction for half the distance, navigation will be profitable for ordinary sailing ships. It is very probable that in course of time, if the undertaking succeeds, a large quantity of shipping with the auxiliary screw will be constructed to meet the peculiar circumstances of the voyage. The best means of towing sailing vessels through the canal itself is as yet undecided—whether by traction engines from the bank, by an endless chain along the bottom of the canal, or by ordinary tugboats. We heard no estimate whatever as to the cost of maintaining the works, but if in course of time the commerce between the west and east passes over its water, there is no doubt that a toll of less than £1 a ton will be more than sufficient to repay its constructors and maintain the works, even though their cost be immense.

A revenue agent in Cincinnati, visiting a suspected distillery, came upon one room marked "private," and securely locked. After some little delay he managed to effect an entrance, only to discover a young man on a bed in the worst stage of small-pox. The agent did not stop to confiscate anything.

The Government of France grow daily more bitter against the Press. M. de Seguier, Procureur Imperial of Toulouse, has just resigned because he will no longer receive incessant reproaches from the Minister of Justice for his lenity, and publishes his reasons. A journal recently exposed some acts of a provincial mayor, and was prosecuted for defamation. The Correction Tribunal admited that the statements were true and that the Mayor had" illegally practised a system of secret arrests, fictitious employment of the public funds and transfers of credit:" but nevertheless fined the *Emancipation* £60, gave damages against it for £120, and condemned it to pay costs.

During a recent trial in the Chancery Court at Memphis, Tenn., two suitors, brothers-in-law, named Capt. Pattison, formerly of Indiana, and Dr. Dickens, a native of Memphis, became involved in a little dispute, when, in presence of the Court, Dr. Dickens challenged Capt. Pattison to follow him out of the room. The Captain complied: and on reaching the ante-room the doctor opened fire with a revolver, which was promptly returned, the Captain being slightly wounded, and one of the witnesses to the suit was also hit in the leg. The doctor had his hand slightly grazed by a bullet, when the parties were separated. Thereupon the Court fined the combatants $50 each, and sentenced them to ten days' imprisonment each for contempt of Court; and a local paper commends this action of the Court as a long step toward civilization!

A RICH CONVERT.

The Church of Rome has secured a rich convert in the person of the Marquis of Bute—the most valuable prize it has made in England for many years. He was received into the communion of Rome at Nice by Monsignor Cable, an English priest, and all England is talking about the conversion or perversion, whichever it may be called. The Marquis, who attained his majority last year, has an income of £300,000 stg., and is the owner of the extensive port of Cardiff in Wales, and many valuable estates in different parts of Great Britain. His income is three times as large as that of the Prince of Wales, and the Queen herself has not a fifth of it to spend as she pleases. The Marquis was born a great man; his ancestors had been heriditary sheriffs of Bute for five centuries, and one of them had been a first minister of the Crown. On his twenty-first birthday several Scotch and Welsh counties made high holiday, thousands of persons employed in his coal-pits, iron-mines, ports and docks made his felicity their own, and a fleet of forty gaily decorated steamers conveyed him across the British channel to Cardiff, as he became the owner of the fourth port of the Kingdom. That such a magnate joining himself to what is regarded as the decaying Church of Rome, is looked upon as melancholy; but there is no help for it—the Marquis has only exercised a right of which all are proud, the right of individual judgment, and nobody has any reason to complain. The London *Daily News* does not think the event of so much importance as some feel disposed to regard it. It says:—

"The late Cardinal Wiseman, in his intercourse with foreigners, was wont to extol the generosity and devotedness of his noble and gentle English converts. Five years ago he could tell the Congress at Malines that the number of churches built or were building among us by converts was at least forty-two. At a time when the heads of the Roman Catholic religion in this country announce plans of startling magnitude; when, for instance, they propose to astonish us with the magnificence of a cathedral which is to embrace all that is grandest and most stately in architecture; when, too, the multiplication of schools is proceeding at a rate which Catholics are inclined to conceal rather than to boast of, any considerable addition to the material resources of their church is worthy of attention. This, however, is the most important aspect of the conversion of the Marquis of Bute. The social influence which a great nobleman can bring to bear in favour of an unpopular religion is not great, and it is smaller in Scotland and Wales, where the estates of the Marquis lie, than in any other part of the United Kingdom. We shall hear many wails over this last conversion, and it is of course a pity when a man believes too much in religion. But after all, this is merely the case of a young man transferring his allegiance from one ecclesiastical community to another. While there are Christians who will make more fuss about this occurrence than if the Marquis had joined the church of which John Day is a bishop and Mr Padwick a father confessor, men who can exercise far more influence over their fellows than the Marquis of Bute will ever do, are dropping silently out of faith altogether, and nothing is said about it."

Massachusetts has the velocipede fever. In one town a Methodist church has been converted into a "velocipede rink."

A breach of promise case is announced for trial next month at Cleveland, Ohio, in which the plaintiff is 60 years old, and the defendant 70. The affection lost by plaintiff is valued by her at $5,000.

Last Christmas Victor Hugo gave his annual *fete* to poor children, at his house in the Isle of Jersey. The little guests were feasted, and then presented with bundles of good warm clothing. In addressing the assembled visitors a few words, the poet referred with pardonable pride to the manner in which his charitable idea had fructified in London, where over 122,000 children have been assisted since he gave his first "juvenile party."

A Paris correspondent writes: The subject of the duel fought after Rossini's funeral between a journalist, M. de Coetlongeon, and an officer, M. Charpentier, who quarrelled in the crowd, came yesterday before the tribunals. M. de Coetlongeon was prosecuted, not only for the duel itself but for "rebellion against an officer on duty," and is sentenced to one month's imprisonment, the four "seconds" being only fined fifty francs.

The French Prince Imperial made many and handsome presents during the holidays to his young friends. He drew up the list himself, putting down what he wished to give, and to whom, together with a rough estimate of each purchase. This list had, of course, to be submitted for approval to the Emperor. So the Prince placed the document in his father's room, with the following words: "Sire, I should be most happy if your Majesty would be pleased to approve the choice I have made of the presents indicated in the accompanying list." The Emperor returned the list to his son, with these words subscribed:—"Approved—Eapoleon."

Washington is in possession of one of the most wonderful of modern inventions. The invention is a Swiss clock, and consists in the fact that only one set of works is required; and with wires attached to these, and dials fixed in the walls of any number of rooms, the exact time can be furnished at a very trifling expense. It has been suggested that if the main works were located at the National Observatory, with connecting wires in the Capitol, public buildings, and as many private residences as may desire it, or the correct ball time could be furnished at a very slight expense. The works are simple and so arranged that there is little possibility of them getting out of order. The clock is intended for the Treasury Department.

The Corporation of Doncaster do not seem to be very courteous to their Chaplain and vicar. The Corporation were asked to increase their grant to the September race from £1,500 to £2,000 annually,—the receipts from the race increasing annually until they have reached £8,000. Dr. Vaughan sent in a letter of respectful protest, stating that he had not been fanatical in denouncing the races, that he had earnestly sought to hope against hope that "the abuse might yet be proved to be separable from its use, and an amusement in which thousands participate without intention or consequences of evil, might come to be regarded by Christian people with a less sweeping reprobation;" but he could not be blind to the great evils which do come out of the races, and of which the permanent residents reap through out the year the bitter fruits, and he protested accordingly against an increasing grant for the encouragement of racing. He even hinted that this application of the borough fund might be illegal as well as mischievous. But the Corporation did not see it. They did see that they net a good deal by the race even after contributing £2,000 to it, and it was said that many of the charitable grants would be impossible but for the income brought by the races. So the Corporation would not even let their Chaplain's letter be placed on the minutes.—*London Spectator.*

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