

The Behring's Straits Telegraph.

Mr. Perry M. Collins is the projector of this great enterprise. The Russian Government is constructing a line across the continent of Asia to the mouth of the Amoor river, and from this point to the mouth of the Columbia is about 6,500 miles. It is this gap which the company of Mr. Collins proposes to fill. What they ask of Congress is the right of way across the public lands; the grant of a square mile of land at each station; the stations being 15 miles apart—and the payment of \$50,000 a year for the Government use of the telegraph.

CHEAP TELEGRAPHING.—A new telegraph company has commenced sending messages between Liverpool and Manchester, England, at 12 cents each, and it proposes to adopt this low charge for messages between any two places, without regard to distance, as its lines are extended. The telegraph companies having lines between our principal cities make enormous profits, and it only needs the efforts of some public-spirited capitalists to bring down the charges to a fraction of the present rates.

THE SUBMARINE CABLES OF THE WORLD.

From an official communication of the Gutta-percha Company, London, to Cyrus W. Field, Esq., it appears that £2 lines of submarine cable have been laid by English firms in different parts of the world, all of which are in successful operation with the exception of that between France and Algiers, and it is supposed that that was injured by lightning. The longest line in operation is that between Malta and Alexandria, 1,535 miles. The deepest water in which any working cable rests is 1,550 fathoms—1½ miles—between Toulon and Corsica. The aggregate length of working lines given in the table is 5,105 miles, and this does not include a number of short lines laid in different parts of the world, nor those laid by Felten & Guilleaume, of Cologne, amounting to more than 1,000 miles. One line has been laid 13 years, five have been laid 11 years, four 10 years, and others shorter periods.

A Skillful Colored Mechanic.

Prof. A. W. Smith, of the Naval School, Newport, R. I., exhibited at our office, a few days ago, a very ingeniously-constructed miniature steam engine and boiler of about 6-hp power, we should judge, which was designed and constructed by Benjamin Boardley—once a slave in Maryland. Attracted by the mechanical genius and skill of Boardley, a few gentlemen clubbed together and purchased him of his owner and gave him his liberty. He soon found employment in the Naval Academy, and under Prof. Smith he now has the sole charge of the philosophical apparatus of the institution.

Joint-stock Companies in England.

Since the passage of an act by the British Parliament, permitting the formation of joint-stock companies with only a limited liability on the part of the stockholders for the debts of the company, a large number of manufacturers have transferred their establishments to joint-stock companies. We suppose the original proprietors generally take a considerable portion of the stock and continue to manage the concern; their object in making the change being to obtain the use of a larger amount of capital.