

ARCHAEOLOGICAL MUSEUM AT ATHENS.—A letter from Athens, of November 14, says:—"The Government has conceived the idea of founding a national Archaeological Museum, in which are to be placed the various antiquities at present deposited in the Temple of Theseus, as well as all that may be hereafter discovered or purchased by the state. It is intended to unite models of the ancient Greek buildings still existing in Greece and elsewhere, as well as casts of all inscriptions that are now to be seen either in Greece or other countries, copies of paintings, &c.; so that the new museum will contain, either in original or copies, the most remarkable objects remaining of ancient Greece. Funds are to be applied for to the chambers for carrying out this design, and the new museum is to be placed in the Acropolis."

COST OF SALTWOOD TUNNEL.—Preliminary works and previous expenses, 36,833/4s. 6d.; payments under contract, 72,332/19s. 7d.; inspection, rent of land, sorting bricks, &c., 820/1s. 5d.; assumed value of plant, 3,006/; total cost of Saltwood tunnel, 112,542/5s. 6d. Being at the rate of 118s. per lineal yard for the whole tunnel; 953½ yards in length, or half-mile and 7¼ yards; but upon a very careful measurement the tunnel proved to be very little short of 954 yards. The bricks for Saltwood tunnel were made at Folkestone, averaging five miles distant from the works; and the cost when delivered was 5s. per thousand. The quantity of bricks used in the construction of Bleachingley and Saltwood tunnels, including the entrances, culverts, shaft covers, and all contingent works, was as follows:—Bleachingley, 14,686,005, or 11,099 per lineal yard; Saltwood, 10,186,246, or 10,677 per lineal yard.—*Practical Tunnelling, by F. W. Simms, C. E.*

THE NEW DOCK, &c. AT HULL.—Since the issue of the prospectus of these works, a very neat and well-finished lithographed plan has been published, which is intended to be widely circulated. Judging from the appearance of this plan, we may hope to see a very capacious dock, with a commodious basin, and every useful facility for carrying on the most extensive mercantile concerns. It is expected the dock will be about 800 yards long, and averaging about 200 yards wide, with a splendid promenade from the lock to the mouth of the basin. The outfall is to be deepened and widened, and plenty of land is laid down for building purposes on the east side; a break water pier is to be erected on the Burcum sand, nearly ½ miles in length.—*Hull Packet.*

COLD-DRAWN IRON TUBING.—M. Hector Ledru recently laid before the French Academy of Sciences some specimens of cold-drawn iron, and other tubing. A few years ago the only tubing made in France, for gas and other purposes, except lead tubing, was made by hand. In England, iron-drawn tubing (by heat), without soldering, was first made, and was imported, by special permission, into France on account of its vast superiority over hand-made soldered tubes. Within the last two years the French have, in this branch of manufacture, eclipsed the English, for they now, by pressure, draw tubing cold, and it is in every respect perfect, indeed much more perfect than the hot-drawn tubing.

PUBLIC WALKS, BATHS, &c.—The subscriptions for public walks, baths, &c., at Manchester, amount to 24,824. The Town Council of Hull have granted 3000, towards making public baths, adjoining the new water-works in that town. A highly influential meeting has been held in Bristol, for the purpose of taking into consideration the propriety of establishing public baths and wash-houses in that city; all parties were unanimous in their support of such a measure, and the Bishop of the diocese took an active share in the proceedings of the day.

LEAD MINES IN DERBYSHIRE.—It is gratifying to learn that further speculations in the lead-mining business in the Peak have just emerged from contemplation to actual commencement. The Watergrove Mine, Eyam, greatly celebrated for its mineral riches, will eventually be relieved from water by a rough or level, which will branch off from the Morewood rough, Middleton Dale, an expedient which will undoubtedly require considerable outlay.—*Derbyshire Reporter.*

BRIDGE AT ATHLONE.—Last month a bridge was opened across the Shannon at Athlone. The design is by Mr. Rhodes, engineer to the Shannon Commission, and the contractor was Mr. McMahon. The bridge consists of three elliptic arches of 63 feet span each, and a cast-iron swivel bridge of 45 feet span, and 24 feet breadth of roadway. In forming the coffer-dams considerable difficulty was experienced from the loose gravelly nature of the soil. The swivel bridge was constructed by Messrs. Mallett, of Dublin, and notwithstanding the immense weight of the framing, said to be nearly 300 tons, each leaf can be opened or closed in about a minute, by the efforts of one man. The traverse rings, which are of cast-iron, 24 feet diameter, and weighing each about 16 tons, were turned in the lathe. The style of the bridge is the massive Roman, somewhat similar to that of London-bridge.

BATHS AND WASH-HOUSES IN LONDON.—It is the intention of the committee to commence with forming four model establishments in populous districts—three on the Middlesex side, and one on the Surrey side of the river Thames, the number of such establishments to be increased from time to time as circumstances may permit; and it is also intended to afford assistance to such districts or parishes as may be disposed to form similar establishments in their respective localities. The first of the four model establishments will be erected within about a hundred yards of the city, at an expense of from 7,000l. to 10,000l., and it is intended to have about 100 baths and 150 wash-tubs, with every accommodation for drying the clothes of the poor when washed. The amount of contributions already received is 6,500l., to which may be added 2000l., voted last week by the Court of Common Council.

THE ROYAL EXCHANGE.—On Monday, the 16th inst., the long closed up avenue at the east end of the 'Change, formerly Freyman's-court, was opened to the public. By this opening, all sides of the new building were cleared, and the shops and offices all round became accessible. On the following Wednesday a further step was made for public accommodation by the throwing down of the barriers of the partition at the west end, and the opening of the merchants' area to the free access of the public. This interesting circumstance took place at eleven o'clock, and the building remained open until dusk. On the 1st of January it will be given up to the merchants for their use.

FLEET PRISON.—The Corporation of London appear strongly disposed, we might say determined, to purchase the Fleet Prison, partly to prevent its passing into the hands of individuals who might convert it into rookeries and tenements which would be a disgrace to the city, and partly for the purpose of erecting a spacious avenue on its site, as a relief to Ludgate-hill in the event of the erection of a viaduct over Hurlbourn-bridge. Mr. H. Taylor last week, in the Court of Common Council, moved that a communication be opened with the Commissioners of Woods and Forests to ascertain upon what terms the prison can be purchased. The subject was ultimately referred to the City Lands Committee.

NEW CHURCHES.—At a meeting of the Incorporated Society for Promoting the Enlargement, Building, and Repairing of Churches and Chapels, held on the 16th instant, grants were voted towards the erection of six new churches, viz. at King's Cross, Halifax; Little Drayton, Market Drayton; Rhos-y-Cae, near Holywell; South Milford, near Sherburn, Yorkshire; Armitage-bridge, Huddersfield; and North Moor Green, North Peaberton. At the same meeting it was determined to enlarge the churches at Coniscliffe, near Darlington; Maross, near Langbarn; Arley Kings, near Stourport; and Great Wilbraham, near Cambridge.

PROPOSED NEW CHURCH AT HEREFORD.—At the meeting of the Hereford Diocesan Church Building Society, held on the 20th instant (the bishop in the chair), the dean called attention to various plans of a proposed new church for the parish of St. John's. The bishop of the diocese had kindly offered to give 1000l., the Queen Dower 100, and other friends of the church had expressed their intention of siding in the work.

KING WILLIAM'S STATUE IN THE CITY.—This colossal statue is at last on its pedestal in King William-street, fronting London-bridge. The figure is 15 feet 3 inches in height, and weighs twenty tons. It was cut out of two enormous blocks of granite, and the work has occupied the artist (Mr. Nison) nearly three years. The dress of the statue appears to be that of an admiral's uniform, a cloak hanging gracefully over the shoulders. The right hand bears a scroll. The likeness is considered admirable. Subsidiary pillars, intended as points of refuge for the public in crossing the open space of Eastcheap, will be erected forthwith.

ENLARGING OF DEPTFORD DOCKYARD.—There has been for some weeks a rumour that it was the intention of the Government to increase the dockyard establishment at Deptford. The general activity which now prevails in that yard proves that the rumour was well founded. Two new building slips are being made, and the erection of large timber sheds, mould lofts, and other buildings for stores have been ordered to be forthwith commenced.

PROPOSED RAILWAY STATION IN THE CITY ROAD.—The Eastern Counties Railway Company propose to extend their line from the Shoreditch station to the City-road, near Old-street.

HARWICH PIER.—No less than three applications will be made to Parliament during the approaching session for leave to construct a pier in the port of Harwich.

DOVER LANDING JETT.—The works are to be commenced forthwith, the South-Eastern Railway Company having taken 300 shares in the speculation.

MEETINGS OF SCIENTIFIC BODIES

During the ensuing week.

THURSDAY, January 2.—Zoological, Hanover-square, 3 P.M.

FRIDAY 3.—Botanical, 20, Bedford-street, Covent Garden, 8 P.M.

SATURDAY, 4.—Asiatic, 14, Grafton-street, 2 P.M.; Westminster Medical, 32, Sackville-street, 8 P.M.

TENDERS.

TENDERS delivered for the third Contract (C) of the Leeds Borough Gas, consisting of the Juteville and Female Cells, Chapel, &c.—Hirst and Moffitt, of Doncaster, Architects. Perkin and Backhouse, of Leeds, Inspectors for the Committee.

MASONRY.

Wood and Tredale.....	£7,270
Hogg and Toney.....	6,499
Cliff and Huslar.....	6,002

JOINERS.

Wind and Pawson.....	1,998
Wilson.....	1,987
Bulmer.....	1,750
Woodhead.....	1,600
Gill.....	1,500

BRICKLAYERS.

B. Woolley.....	3,799
W. D. Boothman.....	3,612
Samuel Atack.....	3,500
T. Longley and Sons.....	3,445
I. and W. Garland.....	3,398

TENDERS delivered for erecting Seven Four-rite Houses in Mount-gardens, Westminster-bridge-road, for Mr. Godfrey.—Messrs. Willshire and Parris, Architects, Lambeth.

Messrs. B. and N. Sherwoods.....	£2,830
Mr. Robert Hicks.....	2,294
Mr. Robert Armstrong.....	2,290
Mr. John Wilson.....	2,194

The quantities taken out and supplied to the Builders, and the Tenders opened in their presence.

NOTICES OF CONTRACTS.

For the execution of Works necessary for the completion of the whole of the Railway from Shoreham to Chichester, being a distance of about 22½ miles.—Frederick Otley, Secretary, Brighton and Chichester Railway Office, 4, Dean-street, Tooley-street. December 31.

For a supply of Iron Rails and Chairs.—William Taylor, Secretary of the Great Southern and Western Railway, 3, College-green, Dublin. December 31.

For 500 tons of hard Guernsey Granite.—G. Clark, Clerk to the Guardians of the Breatford Union, New Breatford. December 31.