The amount of the subscription and the twenty-six pounds out of the Tavern Licence Fund will be available and placed at your disposal on or before the 20th of October. The amount assessed on property will be available about the 1st of January next.

I have, &c.,

(Signed) CHAUNCEY JOHNSON, Town Reeve.

BROWNSVILLE, Township of King, September 19th, 1853.

REV. SIR,--I beg to inform you that the Municipality of King passed a Bye-Law, on Saturday last, to raise by assessment the sum of One Hundred and Fifty Pounds, to be applied to the purchase of books for a School Library in this Township. The money will be ready about the 20th October prox. The Council have also appointed a committee to select from the Catalogue sent by you, such books as they may think proper.

Yours, &c.,

(Signed George Hugues, Town Reeve, King.

P. S. Since the foregoing was in type, replies have been received, and are being almost hourly received, from various other Municipalities, evincing similar proceedings and spirit with those noticed above. When the population and resources of some of the Townships are taken into consideration, the enlightened liberality of their exertions must be regarded as particularly noble, and worthy of admiration. For example, the entire population of the new Township of Stephen is, according to the last census, only 742; yet they propose to raise by assessment the sum of £40 for Public School Libraries.

We hope no Township Municipality in Upper Canada will hold back and deprive their population of the proposed facilities and advantages of useful knowledge; but that every Municipality will be doing something, in so noble and needful a work, before the 20th instant.

SUGGESTIONS TO TRUSTEES.

Many applications are made to the Education Office for Teachers, who have attended the Normal School. We are able frequently to recommend Teachers, in compliance with these applications; but in not a few instances we are precluded from doing so, because the Trustees applying do not state the salary they are prepared to give the Teacher. Often an answer is returned, inquiring the amount of salary they are prepared to pay; and thus two or three needless letters are exchanged, and unnecessary delay is occasioned. Trustees cannot suppose that any Normal School Teacher, would spend the time and money to visit their locality, (generally from 50 to 200 miles distant) upon an uncertainty.

It is, therefore, quite useless for Trustees to apply to the Education Office to recommend them a Teacher without stating at the same time, the salary they are willing to pay him.

We would likewise suggest that these applications be limited as far as possible to the Autumn and Spring, before the close of the Winter and Summer Sessions,—the one closing the 15th of October, and the other the 15th of April. At these periods of the year, Normal Teachers can be more readily obtained, by application to the Education Office, than at any other time.

ROBERT STEPHENSON, AND THE BRITANNIA BRIDGE.

Mr. Stephenson, the great Engineer of the age, is now becoming largely identified with the interests of Canada, by his professional connection with our Railways, and the projected plan of a Railway Bridge over the St. Lawrence, at Montreal. The addresses which he has delivered in Montreal, Belleville, Toronto and other places in Canada, have been widely published

in the newspapers and universally read. In nearly every notice of Mr. Stephenson, allusion is made to the great triumph of scientific skill in the construction of the Tubular Bridge, over the Menai Straits—thus forming a Railway connection between the Isle of Anglesey and North Wales. The best popular description we have seen of that great work is given in the *New York Observer* of the 1st September, by one of the Editors, who is now travelling in Europe. We are sure our readers will peruse it with interest. It is as follows :--

We landed at Holyhead, and there the railway took us on along the coast, giving us a view of the sea on one hand, and a fine rolling country on the other. But there was nothing of interest to speak of till we came to the Tubular Bridge over the Menai Straits. This I regard as the greatest mechanical wonder of the world, and if my admiration of it had been great when reading the many and graphic descriptions we have had of it, my wonder and pleasure were greatly increased when I came to see it. The cars swept through the tube fifteen hundred and thirteen feet in length, and we had no other sensation than that of pass-Bangor, and the train paused, I left it, and let it go on without me, while I returned to study this stupendous work. The problem to be solved by the Architect was this—to build a bridge 1,500 feet over an arm of the sea, so high in the air as to permit the loftiest masts to pass under it, and without piers to obstruct the navigation. The point on the straits selected for the purpose was fortunately provided with a rock rising from the water, and nearly in the midst of the straits.— This was the base of the pier, but then the bridge, without a braw, must stretch 472 feet to one shore, and 450 to the other, and at the heigth of at least a hundred feet above the sea. Mr. Stephenson the architect, devised, and under his superintendence was executed his work, which promises to stand an enduring monument of ingenunity, enterprise, and perservance, under difficulties the most disheartening and to ordinary minds insurmountable. To the work he brought, as the first and chief element of success, his own genius and courage, and to these he added 1800 men, for whom cottages were built along the shore, as the labour of years was before them. The bridge is to be of iron, nothing else; it is to hold itself up without an arch, and without steel cables to bind it to the rocky shores. It is to be built on the shore, to be floated on the water, and then raised perpendicularly, and stretched horizontally from land to land. Can it be done? The world laughed, and wise men said, no it could not be done, and it would fall of its own weight if it were done. The man of science pushed on the mighty work. Plates of iron were riveted together, and a tube, not round, as most people suppose, but square, or rather rectangular, being thirty feet high and fourteen feet wide, was built: the labour of this army extended through four and a half years. Two millions of rivets hold these iron plates in their tenacious grasp, and the tubes weigh no less than eleven thousand three hundred and sixty-six tons! During these years, these shores presented the busiest and most exciting of peaceful scenes. Schools and churches were built for the families gathered here. The arts of life were drawn around the settlement, and it was as if a new city had been suddenly planted on the straits of Menai. Sickness was rare for the air is pure and healthful, but when it did come, and death with it, the consolations of religion were not wanting to the dying or the living. More was born than died. The work went on, and at last it was done. Hydraulic presses were made to rise the mighty weights, and inch by inch they rose, till in three weeks from the time they began to ascend, they were planted on the lofty pier and stood sublime. They did not break of their own weight. They did not bend. But would they bear the pressure of a train loaded, thundering over this awful chasm, or would the mass of iron crush and fall in ruins; like a rent world, when the first train of rail cars, with its living burden, should trust itself on the treacherous bridge. The train was ready, not with a burden of live men and fair women, to pre-enact the Norwalk tragedy, (an event that dishonors our country in the eyes of Europe) but loaded with iron and stone, to four times the weight of any train that would ever be required to pass over the trembling structure. Mr. Stephenson, the architect, mounts the locomotive himself, the engineer and solitary passenger. He moves on, and reaching midway of the longest tube, he arrests the train and pauses there, that the heaviest pressure may at once be felt, and the grand experiment be tested once for all. It was not a rash and a hair-brained feat. It was the calm confidence of a man of calculation who knew what he was doing, and that he was safe. The sinking of that long line, with the tremendous weight to which it was there subjected, was less than half an inch ! The experiment was tested. It cost five millions of dollars, and was cheap at that.

I walked through it and then by a flight of narrow steps ascended to the top of it and walked out on the flat roof on which the strain comes and when I saw the power of those concatenated plates, it was impossible to have the sensation of fear, and I felt sure the structure will stand till some convulsion of nature shakes the sea and earth.