

New York; and when you come to a trade the smartest fellows those two famous cities could produce would have to rise very early to obtain an advantage over the dwellers by the sad sea wave.

#### THE ACCIDENT ON THE WESTERN EXTENSION RAILROAD.

The scene of the fatal accident which occurred on the 23rd ult. on the Western Extension Railroad, and which resulted in the death of two men, was a rock cutting, known as McQuiggan's Cutting, about four miles from Fairville, which is the second station on the line from St. John. The cutting is some 250 yards in length, and is described as very heavy and full of sharp curves. At the time of the accident a construction train, consisting of the engine "Wm. Parks," a tender, and four flat cars, was engaged in removing a number of rocks which had from time to time fallen from the sides of the cutting and accumulated alongside the track. At the time when the men completed the work there, the freight train which left McAdam Junction the same morning was nearly due, and the conductor of the construction train had already got his train into motion when the whistle of the freight train was heard. What then happened is thus described by the St. John Freeman:—The engineer was signalled to put on more steam in order to avoid the collision which otherwise seemed inevitable. McDonald (the driver of the construction train) did as he was directed, but owing to the slippery condition of the rails, the engine did not respond quickly. Almost simultaneously with the last order the freight train appeared in sight around the curve at the other end of the cutting. Murray (the driver of the freight train) as soon as it was possible to see the train ahead of him, was heard to whistle "down breaks." What other precautions he took to avoid the collision is unknown. If he did take any, the grade being so steep here, and the distance to be run from the time he saw the construction train being so short, together with the high rate of speed at which he was going—some put it as great as 25 miles an hour—rendered them ineffectual, and in a very few seconds after the trains came within view of each other, the collision took place. The "Wm. Parks" was at the rear of the construction train; the "Carleton" in front of the freight train. When the conductor of the construction train saw that the accident could not be prevented, he jumped from the train, and almost immediately the crash came. The shock must have been fearful. The "Parks" was driven backward a considerable distance by the force of the shock, was forced from its driving wheels, which were covered by the wreck of the "Carleton," and on bringing up rather suddenly, the coupling, with four rock laden cars, was broken and sent on a considerable distance ahead. The driver and firemen of the "Parks" remained at their posts all the time, and escaped uninjured. The "Carleton" was rendered a complete wreck by the fearful shock. The tender was forced upwards into the cab of the engine, the engine was shattered and twisted, the wheels, &c., were broken and scattered here and there along the track, and the boiler and heavier portion of the works were dragged along, tearing up the track for a considerable distance. The unfortunate fireman and driver, who remained each at his own side of the engine, were completely enveloped by the debris of the tender which fell in on them, and when found were jammed up against the end of the boiler in such a manner that some hours elapsed before their bodies could be extricated. When assistance first reached them they were both alive, but in a frightful condition. Murray was almost literally cut in two, and his intestines protruded from a fearful wound. He was besides right in the way of a volume of escaping steam, which played on his face, and his agonizing cries are described as terrible to listen to. He spoke several times, crying "Oh! my God, have mercy," and mentioning his wife. Sheehan was in a gasping condition, and just before he expired was heard to mention once the name of God. The lower portion of his body was terribly crushed and mangled, and he also was dreadfully scalded about the head and face. Murray was a young man of excellent character, and leaves a wife and one child living in Carleton, to whom his sudden and tragic end must be a heavy blow. Sheehan was also a young man. He was not regularly employed on the road, and had that morning volunteered to take the place of the fireman of the "Carleton," who was unwell. He belonged near Frederickton Junction, whither his remains were sent by instruction of his father. A man named Hamm, one of the men employed on the construction train, jumped at the moment of the collision, and had his arm broken by being struck by the engine "Carleton," and jammed against the rock. One or two others received trifling scratches.

At the inquest which followed, the jury found that the collision was the result of several causes: First, the freight train arrived at the place of collision before the time it ought to have been there, either from leaving Westfield before time or from fast running, or from both. They further express their belief that conductor Taylor (of the construction train) gave the order to leave in time to clear the other train if the other train had not been before time, but believe that it is not advisable for working trains to remain up to the last moment upon a wet rail, and are of opinion that station agents should be notified of the place where the working train is at work, by telegraph, and the station-agents directed to notify all trains that pass; further, they find station-agent Johnston, of Westfield, and conductor Appleby (of the freight train) both to blame for not being more particular about their time.

#### THE MONTREAL ST. ANDREW'S SOCIETY'S BALL.

The "gathering of the clans"—mustered in peaceful array to celebrate the festival of Scotland's Saint—took place this year on the 2nd of December, St. Andrew's Day falling upon a Saturday. On the evening of that day a large assembly of the sons and daughters of "Auld Scotia"—with something more than a sprinkling of representatives of other nationalities—met in the large dining-room of the St. Lawrence Hall, which had for the occasion been transformed into a ball room, and was prettily decorated with evergreens, flags, bannercets, and shields bearing emblematic designs. Dancing commenced shortly after nine o'clock, and was kept up with much vigour and spirit until an early hour. At the supper-table a haggis occupied a prominent place, and during supper the piper of the Caledonian Society discoursed pleasantly—to Gaelic ears. The great feature of the evening was, of course, the Reel and Strathspey, which elicited hearty applause from the lookers-on, and which furnished our artist with a subject for a characteristic sketch. The ball was an unqualified success, and added one more to the long list of triumphs achieved by the St. Andrew's Society of Montreal.

*Apropos* of this Society, we understand that the membership—though already very large—might still be considerably and advantageously increased. There are many Scotchmen in the city who have not yet joined, and who, doubtless, on having the matter set before them, will no longer hesitate to enlist themselves under the blue and white banner of St. Andrew.

#### "COMMUNISM."

It is not often that Communism can be made the subject of an attractive picture, but it must be confessed that in this case Herr Sonderland's treatment has proved an exception to the rule. The illustration speaks sufficiently for itself. The original attracted much attention and much favourable criticism at the time of its first exhibition.

#### THE NORMAL SCHOOL, TORONTO.

is one of the most attractive places of resort in the capital of Ontario—attractive not only on account of the literary, art, and scientific treasures stored within its walls, but also, and more especially in summer, on account of its favourable position and charming surroundings. It stands in the centre of an open square of about seven acres and a half of ground, bounded by four of the prettiest streets in the city; on the north by Gerrard, on the south by Gould, east by Church, and west by Victoria Streets. The grounds are handsomely laid out and contain a large variety of specimens of Canadian and foreign trees and shrubs. The main building, of which a very fine view is given in the illustration, has a frontage of something over 184 ft. The front is of the Roman-Doric order of Palladian architecture, having for its centre four pilasters of the full height of the building, with pediment surmounted by an open Doric cupola, of the extreme height of 95 feet. The principal entrance, leading to the offices of the Educational Department, is immediately under the cupola. In the centre of the building is a hall, or vestibule—open to the roof and lighted by a lantern—with a gallery around it which on the north side gives access to the theatre. Upstairs a suite of rooms is devoted to a museum of Paintings, Statues, Charts, Prints, School Apparatus, &c., &c.

The history of the Normal School system in Ontario, and of the establishment of the Toronto institution, will, doubtless be found of interest. In 1836 the first movement was made aiming at the establishment of a Normal School for the training of teachers, but no detailed plan by which that object could be accomplished was recommended to the Legislature until ten years after, when the Rev. Dr. Byerson, the Chief Superintendent of Education, presented his "Report on a System of Public Elementary Instruction for Upper Canada." Practical effect was given to these recommendations by the passing of a School Law—embodying the general features of the system detailed in the Report—appropriating \$6,000 for furnishing suitable buildings, and an annual grant of \$8,000 for the support of the Normal School, which, by another provision of the Act was placed under the management of a Council of Public Instruction and the Chief Superintendent of Education. The first attention of the Council, on its appointment in July, 1846, was directed to procuring suitable premises for the Institution; and application was made to the Government for permission to occupy the Government House of the late Province of Upper Canada, at Toronto, until proper buildings could be erected. The application was granted; and after the necessary arrangements had been completed, the Normal School for Upper Canada was opened on the 1st November, 1847, in the presence of a large number of gentlemen from different parts of the Province. The removal of the Seat of Government from Montreal to Toronto, in 1849, necessitated the removal of the Educational Department and Normal School to some other premises, and the adoption of measures for the immediate erection of buildings for the Establishment. Accordingly the Legislature at its session in 1859 appropriated \$60,000 for the purchase of a site and erection of buildings, and an additional \$40,000 in 1852—making in all \$100,000. The corner stone of the new buildings was laid on the 2nd July, 1851, by His Excellency the Earl of Elgin and Kincardine, in the presence of the members of the Legislature and the citizens of Toronto, and the premises were formally opened by a public meeting in the theatre of the Institution, on the 24th November, 1852. In 1857, a handsome new building, facing Gerrard Street, was erected for the Normal School, at a cost, including fittings, of about \$34,000; and it was transferred from the main building to the new one in the following year.

The establishment consists of the offices of the Department, Educational Depository and Museum; a Normal School and two Model Schools; the former, the school of instruction by lecture; the latter, the school of instruction by practice. The students in the former are teachers-in-training, whose ages vary from 16 or 18 to 30, while the pupils in the latter are children between the ages of 5 and 16 years. In the Normal School the teachers-in-training are instructed in the principles of education and the best methods of communicating knowledge to the youth placed under their care—are "taught how to teach;" in the Model Schools they are taught to give practical effect to those instructions, under the direction of teachers previously trained in the Normal School. The Model Schools are designed, by both the system of instruction pursued and general arrangement, to be the model for all the public schools in the Province.

#### MEDICAL FACULTY M'GILL UNIVERSITY, NEW BUILDING.

The building recently erected by the Governors of McGill University for the use of their Medical Faculty, is a large square structure in the modern English style of architecture, having a frontage of 80 feet, with a depth of 85 feet, and an elevation of 48 feet from the ground to the top of the cornice. The roof, which is half Mansard and broken by three pediments, gives a further elevation of 7 feet. It is built of Montreal cut limestone in conformity with the other college edifices, and presents a firm, substantial appearance. We understand that it cost the large sum of \$27,000, and has been presented by the Governors of the University to the Medical Faculty for its exclusive use. This is, perhaps, not more than should be done for this Faculty, when it is stated that for years the Medical Faculty was the most efficient department of the University, and has continued its existence and usefulness, depending alone on fees received from the students attending its classes. Not one single Professorship in this Faculty carries an endowment, and in the past the members of the Faculty were sometimes called upon to contribute towards defraying current expenses.

On the south side is the main entrance, facing Sherbrooke

Street. Having ascended the flight of stairs in front and crossed the lobby, you first meet two apartments, one on either side, each of which are lofty and commodious, and are fitted up for a library and museum respectively.

Behind these are the Chemical class-room, with the Professors' room; the former 30 feet by 46 feet, seated to hold 250 comfortably; and the Laboratory, 32 feet 6 inches by 32 feet, for the Practical Chemistry class.

This latter presents the appearance of work. Here each student is supplied with gas jet, water tap, sink, a separate table, and comfortable cupboard to lock away his apparatus, besides these there is a balance room supplied with the best and most accurate instruments. No expense seems to have been spared to ensure to the student of Practical Chemistry every facility for following out his studies in this department.

On "the first floor," or one above the last, is the General Class-room, on the right hand side of the landing. It is 33 feet wide by 43 feet 2 inches deep. It has 11 tiers of seats, arranged as in the other class-rooms, in trilateral shape, with desks and backs, regularly graded, and able to contain 200 persons. Into it two doors open, the uppermost one being exclusively for the convenience of students. Close by are two side rooms, one for the use of the professors, the other for the Materia Medica Cabinet. On the opposite side is another class-room, the Anatomical, 32 feet 10 inches by 43 feet, and seated for 250. It is supplied with seven tiers of seats, and is well lighted with front and side windows and glazed skylight. Behind is the Dissecting-room, 56 feet 10 inches long, and 30 feet 2 inches broad, provided with sink, lift, as well as all other essential appointments, and having its floor covered with lead. At its end are two small rooms, one for the Professor, and the other, which opens into it, for the Demonstrator.

The building is heated with hot water and the temperature of all the rooms is exceedingly pleasant and uniform.

The comfort of the student has been especially considered. Not only has he well-heated, well-lighted, and well-ventilated class-rooms, but a large waiting-room is at his disposal, to which during his leisure moments he can retire and there employ his time profitably without interruption. We believe it is the intention of the Governors of the University to lay out the grounds in and around the building, when it will be appearance and usefulness one of the finest buildings for medical purposes in the Dominion of Canada.

The Medical Faculty of McGill University is the oldest Medical School in the Dominion. It was originally established by the attending physicians of the Montreal General Hospital as early as the year 1822. This action of the medical staff of the Hospital for the establishment of a Medical School connected with that institution, was seconded by the Governors of the Hospital, and received further recognition from His Excellency Lord Dalhousie, the Governor-in-Chief of British North America.

It appears that the first course of lectures on the various branches of Medical and Surgical Science was delivered during the winter of 1824 and '25, by what was then termed the Montreal Medical Institution. The number of students who attended this course of lectures was twenty-five. The Montreal Medical Institution became in 1828 the Medical Faculty of McGill College. Since that period regular courses of medical instruction have been given, if we except a hiatus of two sessions during a period of great political excitement. The number of medical students at that early period was limited, seldom were there more than thirty attending the medical lectures. Five years subsequently, or in 1833, we find it recorded that the University of McGill College conferred her first degree in course, that of Doctor of Medicine and Master of Surgery, on one single candidate for her honours. Since then over six hundred individuals have received from McGill University her honours in medicine and surgery.

The following pen-and-ink photograph of Moltke is curious: "While going to church I noticed near me a new uniform of a general officer, some one who at first impressed me as the youngest, blondest, and slenderest general officer I ever saw, and I tried to divine how promotion could have been so rapid in an army where everything is regular. I looked again, and the quick, elastic step, the slender, almost womanly waist, contrasted strangely with his rank which I now noticed to be that of full general. On looking into his face, I was still more surprised to recognize General Von Moltke. We continued on the remaining hundred yards to the chapel-door together. He is a man of few words, of a singularly youthful expression of countenance and eye; and although one knows that he is seventy years of age, and heavy time-lines marks his face, it is hard to shake off the idea that he is a boy. He has a light and nearly transparent complexion, a clear blue eye, flaxen hair, white eyebrows, and no beard. He speaks good English, and on calling at his room I found him very affable, and full of sagacity and accurate knowledge. In his room were a few chairs, a desk, on which was displayed a map of France, and not another scrap of anything to be seen."

While alarm is felt in England, France, and Germany lest there should be a failure of fuel through the exhaustion of the coalbeds of Europe, a similar fear begins to prevail in Russia, which depends almost wholly upon wood. The rapidity with which the forests are being cleared in some of the provinces threatens a severe and not very distant scarcity of the indispensable material. Some of the papers propose to substitute coal for wood in the production of steam, and blame the rail-ways for using the former when they might employ a mineral combustible. The *Exchange Gazette* lately printed a series of articles on the subject. According to these the cost of wood for building and heating purposes on the banks of the Volga has advanced almost a hundred per cent. The same quantity that brought from four to five thousand roubles in 1865 is now worth from eight to nine thousand. Experiments in the neighbourhood of the Volga in 1863 in search for coal gave no result. But other mineral combustibles have been found in some quarters near the same river. There is a quarry in the province of Samara which supplies a combustible schist containing a large amount of inflammable gas. The compulsory use of this substitute for wood is advocated. Meantime a meeting of proprietors and sylviculturists is being held at Moscow, and it is expected that stringent rules will be adopted by them to regulate and moderate the felling of wood for railways, distilleries, and sugar manufactories, which are at present consuming at a rate that heralds speedy exhaust.—*Pall Mall Gazette*.