

length. When different kinds of iron are mixed the acid attacks that for which it has the greater affinity, while the other is less acted upon than if it were alone. Etching is exceedingly valuable to all who deal largely in iron, as it enables them to determine with comparative accuracy the method of preparing the iron, as in the case of rails, &c., as well as the kinds employed.

CANADA.

The Fort Pelly telegraph line now shows itself on Main street, Winnipeg.

Work on the Victoria Railway is advancing rapidly. The grading in the vicinity of Fenelon Falls is being pushed on vigorously. The bridge over the Fenelon River is well advanced.

A Chinaman while gold digging near Quesnelle, British Columbia, found a piece of gold weighing 25 oz., said by good judges to be the prettiest, best and one of the largest specimens ever found in that province.

The C. P. R. survey party under Mr. John Trutch were, about the 1st inst., camped on the north side of the Fraser, a little below St. Mary's Mission. It was proposed to cross at One Tree Island, and keep down the north side to New Westminster and Burrard Inlet.

A new car for the use of Mr. Thomas Reynolds, Managing Director of the St. Lawrence and Ottawa Railway Company, arrived at Prescott last week. It is something after the style of the "Pullman," and is, like it, divided into different apartments. It was built at Taunton, Massachusetts, Car Works, and is handsomely and richly fitted up.

A paper mill has been established at Ponobsequis, N.B. A local paper manufactory was a want long felt in the Province, and particularly in St. John, where the daily consumption is very large, and where the publishers of the daily papers have often been put to great inconvenience and loss through delay in the arrival of their orders from Canadian or other houses.

The New Brunswick Railway, through the prompt action of the Minister of Public Works in furnishing old rails at market prices, will be able to make good its promised extension to Andover this season. This will be an immense boon to the lumber trade and to the business of the country generally. Supplies will now be got through to all points during the winter. The Company may have to pay a pretty smart price for the rails, but the obligations of the country to the Government for acting so promptly are none the less.

A wood boat has sailed from St. John, N. B., for Havana, Cuba, with a general cargo. It is considered a foolhardy enterprise.

Mr. Baillargé, Corporation engineer of the North Shore Railway, has prepared a report of his first tour of inspection, which will be presented to the City Council to-night. Mr. Baillargé expresses himself agreeably surprised at the quantity and quality of the work done on the road.

PHILPSBURGH, FARNHAM AND YAMASKA RAILROAD.—Mr. Gauvreau, the chief Government engineer of Quebec, examined the first section of the line just graded, south of this place, today, in company with Mr. Leggee, the engineer-in-chief of the road, and Mr. Foster, the contractor. Mr. Gauvreau expresses himself well satisfied with the progress made and with the character of the work. The completion of the first section will ensure the Government grant next season. It is expected that the road will soon be completed to Philipsburg and open for traffic, a distance of forty-six miles, through a thickly settled section of the country, to which it will prove of the most inestimable value. This line will extend from opposite Three Rivers to Philipsburg, on Lake Champlain, a total distance of about one hundred miles, and is the most direct and cheapest route for the transport of lumber and minerals from the great St. Maurice district, north of Three Rivers, to the

American markets, at the same time affording immense facilities for the transport of hay, grain, and other agricultural products of the fine country through which it passes to the best American and Canadian markets.

A large deposit of fire brick clay—the only one, it is said, in Canada—has lately been discovered at the head of Moore's Lake and Gull River, on lot No. 24, in the 6th concession of Lutterworth. Mr. Thomas Leary, the owner of the property, is negotiating with a party in Toronto to establish a fire-brick manufactory on the spot, and the negotiations are likely soon to be completed. Its superior quality over other clay is that it contains neither lime, magnesia nor iron, which renders it more refractory than any other clay. This is one of the most important discoveries ever made in the backwoods, and the supply of the material is believed to be practically inexhaustible.

The new locomotives for the Intercolonial Railroad, are to be ready by the 15th of June. Of these twenty are being built by the Baldwin Works, Philadelphia, 10 by the Kingston Locomotive Works and 10 in Halifax. The last mentioned lot have been in hand for nearly three years, if we remember rightly, and are about half completed. The Baldwin locomotives are to be delivered free of all charges, at \$9,000 a piece, United States funds. The Kingston contract was only secured for a Canadian establishment by giving them the benefit of the duty on the foreign article, by which arrangement their price is so much more than that of the Baldwin Works. We believe the same thing was done in the case of Messrs. Harris & Co., and we consider it perfectly right. The rule of Council, admitting foreign works free of duty, has been suspended and will probably never again be in force. This is a movement in favor of Canadian industry, and it is of the most beneficial character.—*St. John Telegraph.*

The following particulars respecting the first discovery of gold in Nova Scotia are given by Mr. Heatherington in his report on the mining industries of that territory.—The existence of gold in the Province appears to have been known to its earliest settlers, judging from the ancient names of "Cap d'or," "Brass d'or," Jeddora (evidently a corruption of "jeu d'or," or jet d'or," and Gold River, in all of which localities the metal has since been found. In Dr. How's *Mineralogy of Nova Scotia* it is stated that gold was found one hundred years ago, and gold washing was practised in the river Avon, at Windsor, about the beginning of the present century. The same authority also writes that the late Canon Gray, D.D., Rector of Trinity Church, St. John's, New Brunswick, who died in 1868, aged 70, told him that as a boy he had taken gold out of rocks on his father's property, near Halifax, and had it smelted by a jeweller in that town, and that Mr. B. G. Gray barrister-at-law, and son of the deceased clergyman, possesses old documents which show that particular importance was attached to certain parts of the family estate, presumably from the known existence of gold. Its occurrence also in Sherbrooke, Isaac's Harbour, and Lawrencetown is stated to have been familiar to the oldest residents. The first recorded instance of scientific discernment aiding discovery, and suggesting the existence of gold-bearing quartz of economic importance, is that of a captain of the Royal Welsh Fusiliers, who, in the spring of 1840, pointed out the auriferous character of the rocks at Gold River, near Chester, but, being on the eve of departure with his regiment, was unable to prosecute a search in person; and it was only after a lapse of twenty-one years that explorations were made and the correctness of his observations proved. The probable occurrence of gold is also mentioned in Sir Charles Lyell's *Notes on the Geology of North America* (1842;) and in the first edition of Dr. J. W. Dawson's *Acadian Geology* (1855), but really practical results were first derived from the following discoveries.—Mr. John Campbell and R. G. Fraser washed gold from the beach near Halifax in 1857; and in August, 1858, Mr. E. A. Mitchell, of Halifax, obtained a specimen of auriferous quartz, which was seen by Mr. W. D. Sutherland, solicitor, and subsequently sent to Dr. How, at King's College, Windsor. In 1858 Captain Champagne L'Estrange found gold at Mooseland, Tangier; and in May, 1860, Mr. John Gerrish Pulsiver made the discovery which actually laid the foundation of the gold-mining industry of the Province. With the exception of Mr. Campbell, who was temporarily employed by the Government, these discoverers have received no reward.