

THE MONTREAL CITY AND DISTRICT SAVINGS BANK BUILDING.

The Montreal "City and District Savings Bank" are erecting a new Bank building at the corner of Great St. James and St. Peter streets, from designs of M. Laurent, architect, under whose superintendence the Building is being carried on. The Building extends 32 feet on the former street and 85 on the latter. It is built of Montreal lime stone, and both fronts are to be of corresponding design—great care having been given to their ornamentations, securing them a unique and very elegant appearance. Three of the floors are entirely fireproof, being constructed of iron and brick combined.—The Basement Story, already erected, consists of a bold, massive panelled base, to receive the carved panel pilasters forming the ground story—and continued over the caps with architrave, freize and cornice. The openings between these last pilasters have smaller pilasters, carved caps and bold moulded archivolt and keys. The stories above are to be finished with moulded architraves, side pilasters and carved trusses, surmounted with bold pediments, highly enriched; the plain spaces between to be rustic ashlar on the first, second and third floors, the whole surmounted with enriched cornice and French roof covered with parapet railing. The basement is amply lighted, and convenient access thereto procured by a flight of area stone steps running nearly the whole length of the building. The interior on the ground floor will be used for the Savings Bank Department—the story will be 16 feet high, with enriched coffered ceiling. One speciality of the basement is that it is provided with a large commodious safety deposit safe, entirely of solid granite from the Boundary line Quarries, and continues up the Ground Story for the use of the Savings Bank Department.

The Contractors are; for the Stonework, Messrs. Perrault & Perrault; for the Brickwork, Mr. Jos. Brunet; for the Carpenter and Joiner's work, Mr. J. Bte. Bourgeau; for Plastering, Mr. Frs. Decary; Painting, Mr. D. Laurent; for the iron work, Messrs. W. P. Bartley & Co; and for the plumbing and heating work, Mr. J. Date.

THE MITRAILLEUSE.

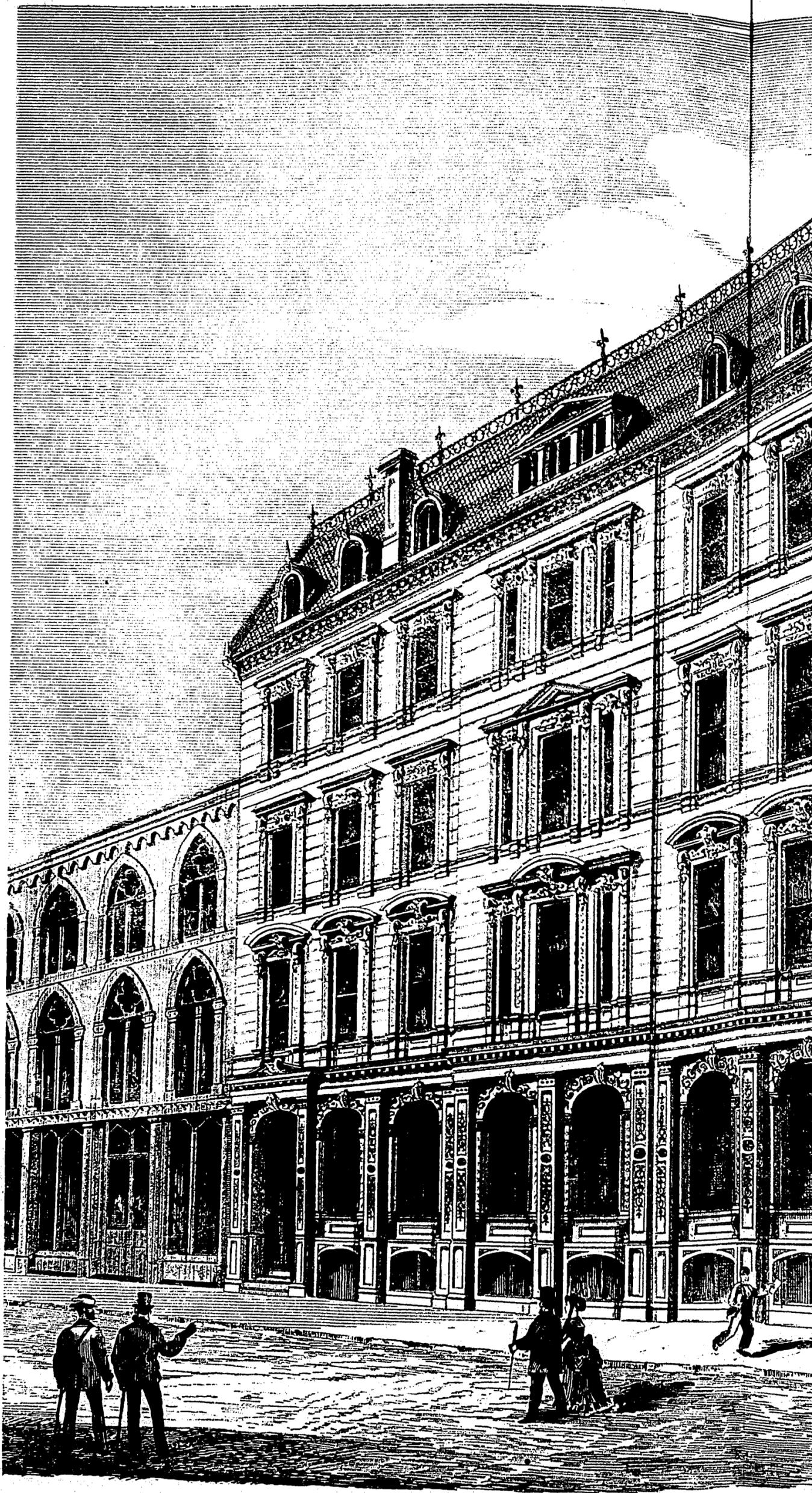
On another page we give an illustration of the manifold gun employed with such dreadful results by the French in the present war. The reader must imagine a many-barrelled gun, thirty-seven barrels all laid together like a faggot of sticks, and soldered fast in that position. They are open at both ends, and behind is a wrought-iron framework to support the breech-loading apparatus. A breech block, containing a separate spring and steel piston for each barrel, slides backwards and forwards behind the barrels worked by a lever. When the breech block is drawn back there is space sufficient between it and the barrels to slip down vertically a plate pierced with holes containing cartridges, one for each barrel. Then the breech block is pressed forwards by means of the lever, and this action both closes fast the back of all the barrels and compresses the spiral springs, so that they are ready to thrust their pistons forward suddenly against their corresponding cartridges and so ignite them but for a certain hindrance. This hindrance is a thin steel plate in front of the pistons, but it is movable out of the way by the action of a handle. As the handle is turned fast or slow, the plate slides out of the way quickly or slowly in proportion, and permits either one piston after another to strike and discharge its cartridge at intervals of any duration, or, by rapid turning of the handle, all the pistons to strike their cartridges so rapidly that the thirty-seven barrels are discharged almost simultaneously—as nearly so as the rifles of a company of infantry ordered to fire a volley. The barrels being practically parallel, the bullets fly pretty closely, and great destruction must occur if the piece be only properly laid on the object. As ten platesful of cartridges, or 370 bullets, can be discharged in one minute, it is evident that nothing could pass a bridge, a doorway, a narrow path, the ditch of a fortress, guarded by mitrailleuses well served and protected. The machine can be easily worked by two men, possibly even by one. But it is too heavy to be conveyed otherwise than on a small carriage, and a carriage involves horses. It is not supposed that it can meet and master a field gun. It occupies a place between field artillery and infantry.

SAARBRUCK.

To those who are in the habit of travelling on the Continent, Saarbruck is well-known as a most unwelcome halting-place. It is here that travellers between Metz and Spire have to undergo that unpleasant operation that still, in this enlightened age, exists on the frontiers of almost every European country—a searching at the custom-house. The town itself is situated on the left bank of the Saar, 40 miles south-south-east of Treves; on the opposite bank of the river, and connected with it by a large stone bridge, is the suburb of St. Johann, in which is the railway station of the German line, connecting Saarlouis and Treves with the railways from Mayence, and those of Baden and Bavaria. The town is of no little importance, as the whole country in this neighbourhood as far as Forbach is extremely rich in coal, which is shipped from Saarbruck to Treves and the towns on the Moselle. Large iron manufactures also exist here, and the population of the town amounts to 14,000.

Saarbruck is not without historical associations. It was founded as early as the tenth century, and became a dependence of the town of Metz under the Emperor Henry III. Subsequently it was governed by its own counts, until, in 1380, it came by marriage into the hands of the family of Nassau. It was afterwards fortified, and suffered severely in the wars with France. The present town, however, has nothing to show to prove its antiquity. It consists of two or three very long, straight streets, running parallel to the river. The houses are mostly two storied, with high-pitched, tiled roofs. All the buildings are comparatively recent, and were erected on the ruins of the old town which was destroyed by fire in 1676.

Our view of the town is taken from the suburb of St. Johann, looking over the river into Saarbruck, and, farther back, on a broad hill, wooded at its summit, known as the heights of Spicheren. It was on this hill that, on the 31st ult., the French troops took up their position with the view of bombarding Saarbruck. On that day, Saturday, they commenced the attack, but, being in but small force, were easily repulsed. On the Tuesday following, the real attack was made and with success. From their position among the trees on the top of the hill, the Emperor and his son—"Louis and I"—viewed the engagement, and while Louis was occupied in picking up



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