

of this little child to the British throne seemed but a remote contingency; George III. outlived his son, the Prince of Wales, while George IV. and William IV., his other sons, who reigned after him, both died without issue; thus, the issue of the next brother, the deceased Duke of Kent, became heir to the British throne. As soon as this contingency gradually resolved itself into a probability, and then a certainty, the Duchess of Kent devoted her time fitting her daughter for the high station she was called upon to occupy. A firm and consistent Protestant, she taught the young Princess a veneration for that religion as expressed in the church of England. Mental and personal accomplishments were carefully attended to, as well as physical requirements. The daughter thrived under such judicious treatment, and the mother had the satisfaction of attending the coronation and the marriage of her child, of seeing her the mother of a large family, and of knowing that her throne was built upon the hearts of loving subjects.

The life of the Duchess of Kent, quiet and unostentatious, was so identical with that of the present Queen that there is little to say of her otherwise. Her death will place in mourning most of the reigning families of Europe, while at the English court there can be little doubt that the official trappings of woe will this time represent—what they seldom do in court circles—the honest and unaffected grief of the wearers. It may be added that this is the first serious bereavement Queen Victoria has ever experienced. Her father died before she was old enough to know him, and she has never lost a child. An only child herself, she never had a brother or sister to lose or mourn for, and thus the present bereavement must be peculiarly afflicting to her.—*L. C. Journal of Education.*

—INTERNATIONAL RAILWAY.—The following memorandum has been published for circulation, in anticipation of the debates which are likely to take place in the House of Lords and the House of Commons with respect to this important Imperial undertaking:—

In 1838, on the establishment of Transatlantic steam navigation, Lord Melbourne's Administration directed Lord Durham to report upon the best mode of opening up a communication between Halifax and Quebec.

1839, Lord Durham, in his report on British North America, strongly urged the construction of a railway.

In 1843, a survey for a military road was made at the instance of the Home Government, but afterwards abandoned in favour of a railway.

In 1846 Mr. Gladstone, Secretary of State for the Colonies, organised a survey for a railway by Royal Engineers.

In 1848 that survey was completed, and the report thereon, by Major Robinson and Captain Henderson, was presented to Parliament in February, 1849.

Canada, New Brunswick, and Nova Scotia contributed 30,000*l.* to expenses of that survey.

In 1851, Lord John Russell's Administration, through Lord Grey, the Colonial Minister, in a despatch to the Governor-General of British North America, dated the 14th of March of that year, pledged the Imperial guarantee, or to advance the money from the British Treasury, on an estimate that the line would cost 5,000,000*l.* sterling.

In 1852 that pledge was renewed by Lord Derby's Administration, but fell into abeyance on a question of route, but the pledge has never been withdrawn.

Canada has since that time made 2,000 miles of railway westward from Quebec, and also 114 miles of the line from Quebec towards Halifax; New-Brunswick has also made 110 miles of the line, extending from Shediac to St. John, and Nova-Scotia has made 60 miles of the line, extending from Halifax to Truro, and a branch line to Windsor of 38 miles,

The length of line remaining to be constructed is 350 miles, and which can be fully completed and equipped for 3,000,000*l.* sterling.

In the autumn of 1858, Canada, New-Brunswick, and Nova Scotia made a joint application to the Imperial Government, expressing their inability to complete the undertaking without Imperial aid.

Canada, New-Brunswick, and Nova Scotia have granted to her Majesty 60,000*l.* per annum, and all the ungranted lands within ten miles on either side of the line, and a free right of way through all private property, providing her Majesty's Government will, by themselves, or, through the instrumentality of a private company, complete the railway.

Her Majesty's Government are asked to give 60,000*l.* per annum for the carriage of the mails, military stores, and troops between Halifax and Quebec, and with that and the provincial grant guaranteed for a series of years by the Imperial Government, the necessary capital can be raised to complete the railway.

Against the foregoing sum of 60,000*l.*, the Governments of Canada, New Brunswick, and Nova Scotia estimate a saving to the Imperial Treasury of 70,000*l.* per annum, exclusive of the great saving the railway would effect in the Imperial military expenditure, which amounts at present to about 420,000*l.* a year.

Upwards of 20,000,000*l.* of British capital invested in Canadian railways is in great jeopardy, owing to the want of access to and from the Atlantic through British territory.

The Grand Trunk Railway was constructed on the distinct assurance that the line would be continued through New Brunswick and Nova Scotia to the Atlantic by the Imperial and Provincial Governments.

Canada during last session, and New Brunswick and Nova Scotia have, during the present session of their several Parliaments, unanimously passed joint addresses to her Majesty from both branches of their several Legislatures, asking for such aid as will secure the immediate construction of this railway.

Particular attention is directed to the petitions which have just been presented to Parliament, and to copies of the addresses to her Majesty from Canada, New Brunswick, and Nova Scotia.

—Hundreds of British people who have been living in the United States are now said to be leaving that country for Canada, and the various mercantile agencies in our cities report frequent inquiries from Americans as to whether capital can be advantageously invested here and the best means of doing so. Lower Canada, as well as Upper Canada, participates in the benefit of the exodus from the Republic, and we hear that the cars of the Champlain and St. Lawrence Railway Company are daily crowded with French-Canadians who are disinclined to mix themselves up with the disturbances which now distract our neighbours, and are returning to their native soil, where they can live in peace and quietude. Great advantage will accrue both to Upper and Lower Canada from this changed state of things, and the colonisation roads which have been opened up by the Government in both sections of the province will be found of great service in providing openings for the settlement of the immigration which we may reasonably expect to be directed to Canada. For the interests of the whole province we would gladly see the Government extending their action with respect to this means of preparing for and attracting immigration, by opening up and rendering accessible more of the large extent of territory which is now lying, as it were, fallow—its worth almost unexplored, its resources undeveloped. As Quebecers, we should like to see the St. Maurice territory thus dealt with, for that is properly our "back country." It can contain a population equal to that which now inhabits the Ottawa valley, and pours the wealth of that region into the lap of Montreal and Quebec. Its soil is fertile, its climate not too rigorous to allow of the finest cereals, while its lumber and its minerals only await the axe and the pick to yield an abundant return. If colonisation roads were made into the St. Maurice territory—a main line running from Quebec westward, with cross roads at intervals leading from it to the river—the Canadians now returning from the States would swarm into them. The populous parishes on the north shore between this and Montreal would send their surplus labour thither too. In ten years the forest, now unbroken, would be chequered with numerous farms; the country now a desert would be well peopled; lands now useless would be rendered valuable to the country, and the trade of Quebec would be largely increased. But there are other parts of Lower Canada which might be opened up with almost as much advantage. There is the country between River du Loup and the New Brunswick frontier. In view of an union of the colonies, it would be desirable that that region should be developed by concentrating there a good deal of the labour and expenditure now diffused over half-a-dozen counties on the south shore. Then there is Gaspé, which, if it is to be prosperous, must be made populous, and this by opening up roads from the basin into the country. Let some one of these districts be singled out and prepared for the reflux of the Canadian population which the troubles on the other side of the lines are likely to create with the same energy, which our energetic Commissioner of Crown Lands has displayed within the last three years in opening up the country north of Lake Ontario. In the supplementary estimates we see indications that such a policy is really to be adopted. If so, it will be of the greatest benefit to the province.—*Quebec Chronicle.*

—While the American Union is being rent assunder by intestine war, the project of a Pacific railroad is abandoned and forgotten. England, however, alive to her interests, is contemplating the realization of a great railway from Halifax to the Gulf of Georgia, without going out of British territory. The *Illustrated London News* contains an interesting article on the subject.

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