

This table and a simple inspection of the registers kept by the Department prove that there is now so great a number of male and female teachers holding diplomas that every locality, even the poorest and most remote, can obtain them. A greater degree of strictness in the examinations is therefore more than ever requisite, and would be conducive to the interests of the schools and to those of the teachers themselves. To the competition of ill-qualified male or female teachers, although holders of diplomas, with competent teachers, is to be ascribed the fact that the teachers' salaries remain stationary, and in many places even decrease.

(To be continued.)

Notices of Books and Recent Publications.

FLEMING.—Report on the Intercolonial Railway Exploratory Survey, made under instructions from the Canadian Government in the year 1861. By Sandford Fleming, Civil Engineer, 160 pp., Royal 8vo, with two large maps. Desbarats, Publisher, Quebec.

This official report is printed with more than usual care, and is enriched with two well executed maps. We make the following condensed extracts:

"The main object of the Survey was to enable the Government to judge of the comparative merits of the various routes which have been proposed as well as any other routes which seemed worthy of attention and feasible for a Railway to connect the Provinces of Nova Scotia and New Brunswick with Canada.

"A railway is already in operation from Halifax, the capital of Nova Scotia, northerly to Truro, in length 16 miles; and the Canadian railway system extends to River du Loup. The portion of the contemplated Intercolonial Railway remaining to be constructed lies therefore between Truro and River du Loup.

"Having described the engineering feature of the lines recently surveyed and submitted estimates of the quantities of work considered necessary to complete the bridging and grading on each, I shall now refer to all the projected routes which seem worthy of attention, and which possibly may be found practicable on thorough surveys being made.

"I do not desire it to be understood that I now report all the lines about to be described as practicable. Some of them I believe to be practicable, but my personal knowledge of others is not sufficient to warrant me in expressing a positive opinion as to their feasibility. The lines and combinations of lines about to be referred to, are those which, from partial examinations and information acquired, I think, offer a reasonable chance of being found practicable; and they are here described and classified in order that a judgment may be formed as to which route or routes may be most eligible for further surveys.

"These lines may conveniently be divided into three classes.

"First.—*Frontier Routes.*—Comprising those projected lines which, at one or more points, touch or pass close to the frontier of the United States.

"Second.—*Central Routes.*—Those lines which are projected to run through the interior and keep at some distance from the Frontier as well as from the Gulf shore.

"Third.—*Bay Chaleur Routes.*—Comprising those lines which touch the waters of the Gulf of St. Lawrence on the Bay Chaleur.

"This is the most direct line between River du Loup and the City of St. John which is likely to be found practicable. It crosses and recrosses the 'air line,' drawn from the extreme points to the north-easterly angle of Maine, no less than twelve times, and does not diverge from it at any point more than ten miles. There is, it must be confessed, some little uncertainty with regard to the feasibility of this line, between the Forks of the Miramichi and the River Tobique—as well as between the Degelè and River du Loup, these sections having been imperfectly explored; but there is good reason to expect that a careful survey would result in showing that a line not unfavorable might be had through these sections as well as elsewhere."

The cost of the section extending from Moncton to Truro, in Nova Scotia, is estimated at \$3,200,000, and of that portion passing through New Brunswick and Canada (from Rivière du Loup to Apohaqui) at \$15,435,500; making the total cost of the road, according to Mr. Fleming's calculation, \$20,635,505, or an average cost of \$16,000 per mile.

LEMAY.—*Essais Poétiques*, par Léon Pamphile Lemay. 8vo, 320 pp. \$1.—12mo, 60 cts. Desbarats, Publisher.

The public is much indebted to Mr. Desbarats for these two very

fine editions of a work that must really be ranked with the best literary productions of the Old World. The uncommon talent of the author was, we believe, first noticed by *le Journal de l'Instruction Publique*, on the appearance of a poetical essay from his pen in *Le Canadien*—which essay is still one of the best, if not the best of the compositions collected in the present volume. The first poem is a translation of Longfellow's *Evangeline*, an attractive but difficult subject. The peculiar measure, the terseness of the images, the originality of form given to some of the ideas, and the touching simplicity of the narrative present almost insurmountable obstacles to the translator, and it would have been too much to expect that Mr. Lemay should have surmounted them all. We do not wish therefore to be understood as conveying any unfavorable criticism if we express our surprise at his failure to render some easy passages after he had so completely triumphed over the greatest difficulties in the work. This we can only account for on the supposition that he does not possess a perfect knowledge of English. For instance, where Gabriel and *Evangeline* are represented as watching the fire of the forge, the text is:

"And as its panting ceased, and the sparks expired in the ashes,
"Merrily laughed, and said they were nuns going into the chapel."

Which Mr. Lemay renders thus:

"Quand on n'entendait plus le soufflet bourdonner,
Ni sous le dur marteau l'enclume résonner,
Et que sous les charbons dormait la pâle flamme,
En laissant l'atelier, sans malice dans l'âme,
Ils se disaient pareils aux prêtres du Seigneur
Qui viennent de chanter les matines au chœur."

Let us hope that these blemishes may disappear in another edition. The groundwork is solid and there are very fine passages to set against these defects.

The description of *Evangeline*, one of the parts most difficult of rendering, is admirably imitated, except the beautiful line:

"When she had passed, it seemed like the ceasing of exquisite music."

On the whole the tone is somewhat more solemn, and the narrative more burthened with words than in the original. The last lines are exceedingly beautiful; it would seem as if the writer had more and more identified himself with his model, and that his lyre, so long tuned in unison with that of the author of *Evangeline*, had at length borrowed its sweetest tones.

GLACKMEYER AND MACDONELL.—The Charter and By-Laws of the City of Montreal; together with Miscellaneous Acts of the Legislature relating to the City: with an Appendix. Compiled, revised and codified, by order of the City Council. By Chs. Glackmeyer,—8 vo, 526 pp. John Lovell, Montreal. Same publication in French; Louis Perrault, Printer.

This code of by-laws and regulations for the city of Montreal has been compiled by Mr. Glackmeyer, City Clerk, and translated into French by Mr. MacDonnell, his assistant. It will be of great service to those charged with the direction of the affairs of the city and to the citizens in general, who have often been at a loss to find the text of a by-law bearing upon any particular case. Both volumes reflect the highest credit alike upon the compilers and the publishers.

LA REVUE CANADIENNE.—The numbers for June, July and August contain the end of Mr. DeBoucherville's novel *Une de perdue deux de trouvées*; *Jacques et Marie*, by Mr. Bourassa—Mr. Royal in his stead contributing a monthly review; articles on the Mexican question and the St. Alban's Raid, by Mr. DeBellefeuille; the end of Rev. Mr. Ouellet's essay on Cardinal Wiseman, an article by Rev. Mr. Nantel and an Art Review by Mr. Bourassa, and finally an article on the Montreal Water Works and the most celebrated aqueducts of the Old and the New World.

CIRCLAIRE de l'Ecole de Médecine et de Chirurgie de Montréal. 17 pp. Plinguet & Laplante, Publishers, Montréal.

This annual, announcing the opening of the course for the 22nd year at this school, contains all the information required on the several subjects into which the classes are divided.

LEPROHON.—*Antoinette de Mirecourt, roman canadien par Madame Leprohon, traduit de l'anglais par A. Genand.*—18mo., 342 pp. Beauchemin & Valois, Montréal.

Mrs. Leprohon's book was noticed in these columns when it appeared, and we would only add now that she has been very happy in