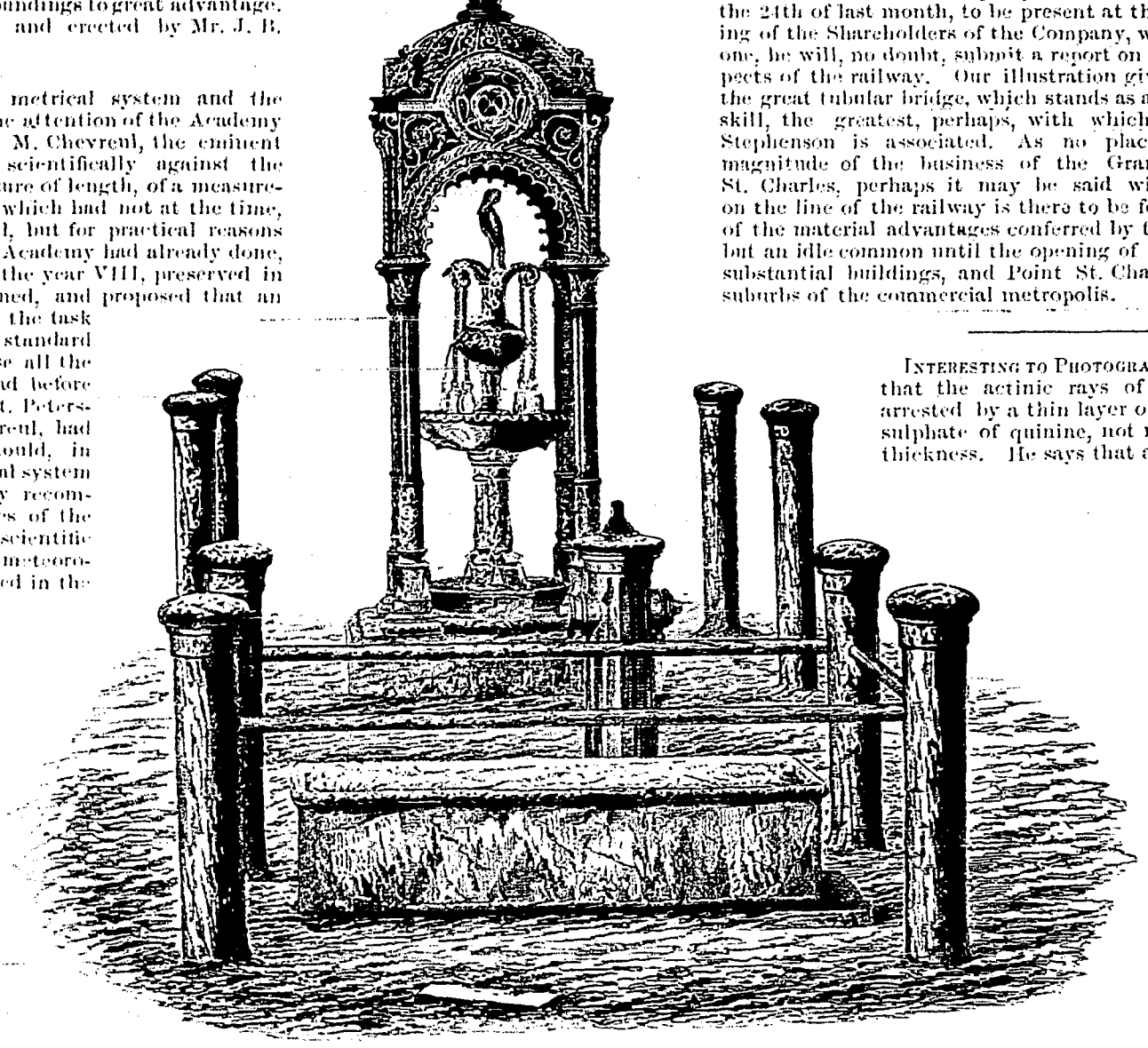
THE NEW DRINKING FOUNTAIN.

The erection of drinking fountains of elegant design and at convenient points, enhances the beauty of the City, while ministering to the comfort of its inhabitants. In the new one, completed some weeks ago, in Jacques Cartier Square, both these ends have been handsomely fulfilled. As an ornament it adds much to the beauty of the Square, and its usefulness will be appreciated by the thirsty, whether man or beast, for it supplies a trough for dogs, &c., and another for horses, the latter some nine feet apart from the fountain. The structure consists of four columns, from the capitals of which consoles terminating with griffins unite with arches of decorated mouldings encircling ornamental shields, containing the City Arms. Immediately surmounting the fountain proper is the figure of a heron, at the feet of which the water rises in four jets, while the surplus from the upper basin trickles through the heads of lizards into the trough beneath. From this trough the surplus is again drained into the horse trough some nine feet distant. The top of the fountain rises nine feet from the ground; over this is a highly ornamented canopy, above which is perched a globular lamp. The lamp is elevated four feet from the fountain and gives a brilliant light in the evenings, setting off the fountain and its surroundings to great advantage. The fountain was imported from Glasgow and erected by Mr. J. B. McFarland.



NEW DRINKING FOUNTAIN, JACQUES CARTIER SQUARE.

INTERNATIONAL STANDARD MEASURES.—The metrical system and the standard measures of France have occupied the attention of the Academy of Sciences of Paris more than once of late. M. Chevreul, the eminent chemist, took an opportunity to protest scientifically against the adoption, for the purposes of a standard measure of length, of a measurement of a portion of a meridian of the earth, which had not at the time, and has not yet, been positively determined, but for practical reasons arrived, as Puissant and a commission of the Academy had already done, at the conclusion that the standard mètre of the year VIII, preserved in the archives of France, should be maintained, and proposed that an international commission should undertake the task of multiplying copies of such mètre and other standard measures, calling to its aid for such purpose all the scientific means in existence. A note was read before the Academy, showing that the Academy of St. Petersburg, adopting the same ideas as M. Chevreul, had expressed the desire that its members should, in future, use none other than the French metrical system in their publications; that it had constantly recommended its adoption by the various branches of the Russian administration, the universities, and scientific corporations; and stating that next year the meteorological observations in Russia will be published in the metrical system. At a subsequent meeting of the Academy, it was announced that the Berlin Academy of Sciences had adopted the decision of the St. Petersburg Academy respecting the metrical system, and accepted the existing mètre and kilogramme as absolute standards of measure, and joined in the recommendation of an international commission for the production of prototypes. The assent of the Royal Society of Great Britain to these propositions is hoped for as all that is needed for the adoption of a general international metrical system.

Feed stores—public offices.
Pail creatures—fairy maids.
Home stretches—family yarns.
Mammoth caves—huge failures.
Mocking birds—whistle venders.
Golden fruit—California products.
Criminal acts—the labor of convicts.

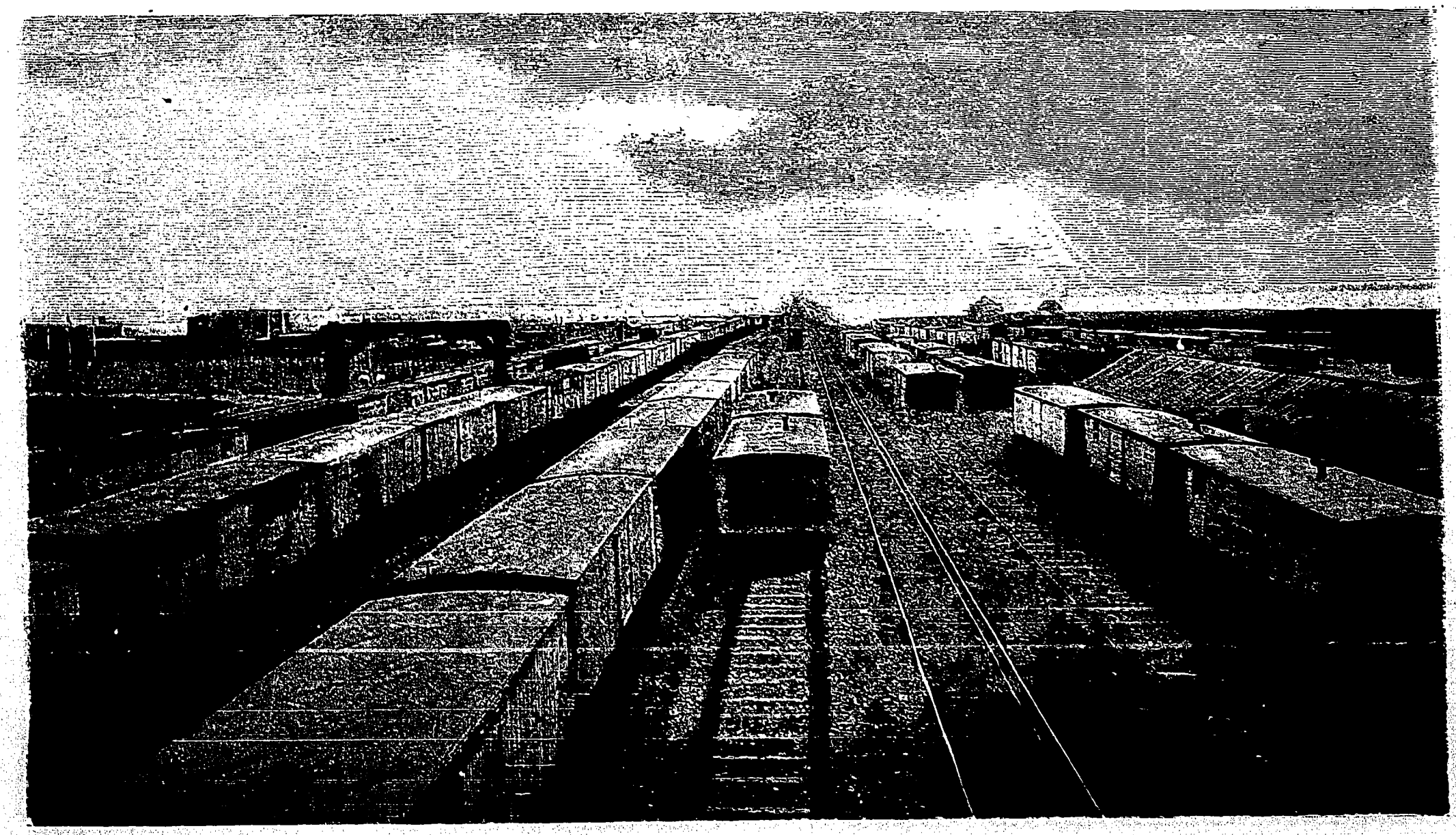
THE GRAND TRUNK RAILWAY AT POINT ST. CHARLES.

Perhaps no better place of observation could be chosen along the whole line of the Grand Trunk Railway than Point St. Charles, Montreal, for the purpose of obtaining an idea of the magnitude of the traffic which passes over the road. Our illustration shows the famous Victoria Bridge across the river St. Lawrence, in the distance, with a bewildering number of railway tracks, all converging towards the northern entrance of the "tube" as to a common centre. On the "tracks" an immense number of freight cars may sometimes be seen awaiting for despatch eastward or westward, as the demands for traffic may dictate. Much of this traffic from the West, especially during the season of navigation, terminates at Montreal, whence sea-going vessels carry it to the maritime ports of Canada, or to Europe. The business of the Grand Trunk Railway has, of late years, been developed to a very great extent,—the annual, semi-annual, and even monthly returns, shewing a steady, and sometimes a large increase. A short time ago the newly elected President of the Company, Mr. Potter, paid a visit to this country, and minutely inspected the line from end to end, and we understand that he was much gratified with the condition and prospects of the road. He left for England on the 24th of last month, to be present at the adjourned semi-annual meeting of the Shareholders of the Company, when, as his visit was an official one, he will, no doubt, submit a report on the present condition and prospects of the railway. Our illustration gives but a "bird's-eye" view of the great tubular bridge, which stands as a monument of rare engineering skill, the greatest, perhaps, with which the name of the illustrious Stephenson is associated. As no place shows more strikingly the magnitude of the business of the Grand Trunk Railway than Point St. Charles, perhaps it may be said with equal truth, that nowhere on the line of the railway is there to be found more substantial evidence of the material advantages conferred by the road than there. What was but an idle common until the opening of the railway, is now occupied by substantial buildings, and Point St. Charles is now one of the busiest suburbs of the commercial metropolis.

INTERESTING TO PHOTOGRAPHERS.—Professor Morren states that the actinic rays of solar heat can be thoroughly arrested by a thin layer of a perfectly limpid solution of sulphate of quinine, not more than a few millimetres in thickness. He says that a useful application of this property would be to manufacture double panes of glass which could contain the solution, and replace by them the less efficacious yellow glass used by photographers in their dark room. They would thus be enabled to work in a light instead of a dark room. The experiment is one which can be very readily tried by any photographer.

A Chicago paper tells a story of election night, which demonstrates the enterprise of young Chicago. A party of boys were seen getting together the materials for a bonfire. When they were asked what was the news, they replied that they had none. "We don't dabble in politics. We built the fire so that when the news comes we can sell out to the side that beats."

Good little buoys—Corks.



THE GRAND TRUNK RAILWAY AT POINT ST. CHARLES.