

next. The copyright of Prize Essays will be considered the property of the Committee. Practical utility, and comprehensiveness combined with conciseness, will be among the chief considerations on which the awards of the judges will be based. . . . In the Canadian House of Assembly, Mr. Secretary Chauveau moved to appoint a committee to inquire into the best mode of promoting the fine arts. Encouragement had been given to agricultural and commercial pursuits, and he was therefore desirous that means should be adopted by giving prizes and establishing a museum, or in some other way, for encouraging the development of a taste for the fine arts in this Province. The motion was granted. . . . The Montreal papers record the death, on the 12th of November, of Robert Abraham, Esq., editor of the *Transcript* newspaper. The deceased was a native of Cumberland, England, and was for years connected with the English press, previous to his emigrating to this country, after which he successively edited two leading Montreal journals. Mr. Abraham was considered one of the ablest, if not the ablest writer at the Canadian press, and was as much esteemed in private society, as he was deservedly respected in his public capacity. . . . Mr. Bayard Taylor, the American traveller and poet, delivered three lectures in Toronto recently on Japan, the Arabs and India. The attendance was good and the lectures excellent. . . . The *Lake Superior Journal* reports that copper has been discovered on the Canadian side of Lake Superior. The "veins are of the largest size and promise to rival in richness and extent the best mines now in the world." It is predicted that a mining business, unprecedentedly rich, will be the result of these discoveries. . . . Some time in June last, a huge mass of pure iron was discovered lying upon the surface (on lot No. 27, in the 9th concession, township of Madoc,) by a party invited to assist the occupant of said lot in removing stones off his field. This mass, in the shape of a stone was frequently tried in order to load it on a waggon, and as often left it on the ground. After minute examination, it was found to be the purest iron, weighing some three hundred and eighty pounds. . . . It having been reported that coal had been found in the township of West Gwillimbury, Professor Chapman of University College, Toronto, proceeded to the spot indicated, to investigate the matter. The following is his report: A. *Evidence in support of its existence*.—1. The bare assertion of one man—the well-digger. No other person pretends to have seen the coal *in situ*. B. *Evidence against its existence*.—1. The age of the rock formation. This alone would be sufficient evidence for a geologist, because, although there may be no reason perhaps why an accumulation of vegetable matter should not, under special circumstances, be found in drift clay, yet most certainly if such were found, it would not be in the form of hard black coal capable of yielding a solid metalloidal coke—unless it consisted of a few boulders drifted from the older coal rocks. In the present case, however, we can hardly put so charitable an interpretation on the pretended occurrence of coal at Middletown, since our drift appears to be entirely of northern origin. 2. The non-occurrence of any signs of coal during the sinking of the numerous wells in the immediate vicinity of the one in question: several of these being, moreover of greater depth. 3. The non-appearance of any vestiges of coal in the surrounding valleys or on the hill sides. 4. The evident disinclination of the well-digger to have the well inspected by others. 5. The close agreement, in the amount and character of ash and coke, between the so-called West Gwillimbury coal, and a small fragment of American coal belonging to a sample which had been used some months ago by a blacksmith in the village. . . . In a review of Sir R. Murchison's recent work "Siluria" which appeared in the last Quarterly Review, and which is probably from the pen of the justly celebrated Professor Owen, we find the following compliment to our learned Provincial Geologist—"In the meantime our own trans-Atlantic Governments have not been neglectful of the good work of science. In Canada especially, there has been proceeding for some years one of the most extensive and important geological surveys now going on in the world. The enthusiasm and disinterestedness of a thoroughly qualified and judicious observer, Mr. Logan, whose name will ever stand high in the roll of the votaries of his favorite science, have conferred upon this great work a wide-spread fame."

MONTMORENCI SUSPENSION BRIDGE.

The foundation stone of the proposed suspension bridge, below Quebec, was laid on Monday last with much ceremony. The bridge is to span the river at the brink of the falls. The site chosen is one of the most magnificent in the country, commanding a view of the city of Quebec, the island of Orleans, and the river St. Lawrence for many miles. The platform of the bridge will be 316 feet—the distance between the north and south sides of the river is 300 feet; between the stone towers 327 feet; width of the car-

riage way 20 feet, with a foot-way of four feet on the side next the great fall. The estimated cost is \$32,000.

THE VICTORIA BRIDGE AT MONTREAL.

The Victoria Bridge over the St. Lawrence will certainly be the most remarkable work of the kind in the Canadas—we might say in the whole world. It reminds us of some of the old Roman works, such as the ancient aqueducts which span the valleys of Italy in their grand and gigantic proportions, more than of an ordinary bridge over a river. The success of the engineer in the building of the Britannia Bridge has fully justified him in deciding upon the adoption of the same plan for the Victoria Bridge, which will be constructed on twenty four piers, with spans or space for the navigation, exclusive of the two abutments whence the tubes spring on either side. The centre space or span will be 330 feet wide, and each of the other 24 spans will be 220 feet wide. The width of the piers nearest to the abutment will be 15 feet, and as the piers approach the centre piers, it will amount to 18 feet. The abutments from which the tubes spring will be each of them 242 feet long and 90 feet wide, and from the north shore of the St. Lawrence, to the north abutment there will be a solid stone embankment of rough masonry 1200 feet in length, raised like an artificial rock to resist the current. The stone embankment leading from the south shore of the river to the south abutment will be half this length, or 600 feet. The length of the bridge itself from abutment to abutment, and its total length from the river bank to river bank, will be 10,284 feet, or about 50 yards less than two English miles. The clear distance between the under surface of the centre tube and the average summer level of the river is to be 60 feet, and the height will diminish towards either side with a grade at the rate of 1 in 130 or 140 feet in the mile; so that at the outer or river edge of each abutment the height will be 36 feet above the summer level. Unless unforeseen difficulties arise, the first railway train will pass over the broad St. Lawrence by the summer of 1858. A few years hence, and this very bridge will become one of the greatest attractions to the tourist and the traveller. The Colossus of Rhodes, under which the pigmy shallops of former ages could pass, was esteemed one of the wonders of the Old World. But an iron bridge, spanning a river two miles in width, giving safe passage to hundreds of tons of weight between its iron sides, and permitting ships of the largest tonnage to pass beneath its elevated arches, is an achievement still more remarkable for the New World, and is worthy of the young giant rising in the west.—*Montreal Pilot*.

EXAMINATION OF GRAMMAR SCHOOL MASTERS.

THE COMMITTEE of EXAMINERS of CANDIDATES for MASTERSHIPS of COUNTY GRAMMAR SCHOOLS in Upper Canada, having recently met to make the preliminary arrangements requisite for carrying into effect the provisions of the GRAMMAR SCHOOL ACT, as set forth in the 2nd clause of the 11th Section, have decided on holding their EXAMINATIONS for the present, quarterly,—on the FIRST MONDAY of JANUARY, APRIL, JULY, and OCTOBER, respectively, in the NORMAL SCHOOL BUILDINGS, commencing at THREE o'clock, P. M. THOS. J. ROBERTSON, Head Master, Normal School, U. C., Chairman. [N. B.—All Candidates are requested to send in their names to the Chairman of the Committee at least one week prior to the first day of examination.]

P. S.—In consequence of the first Monday in January, 1855, being a holiday, the Examination referred to above will take place on Monday, the 8th of January, 1855.

SCHOOL TEACHER WANTED.

AN ASSISTANT MASTER for the OAKVILLE—Halton County—GRAMMAR SCHOOL. Applications may be sent to the REV. JAMES NISBET, Oakville, (Secretary to the Board of Trustees,) until Thursday, 21st instant. Oakville, 9th Dec., 1854.

WANTED A SCHOOL by a MAN whose present engagement terminates in December. He has had several years experience in School Teaching, and at present holds a First Class Certificate from the Board of Instruction for the United Counties of York, Ontario and Peel, and can produce a certificate from the Trustees of each School Section in which he has taught. Apply by letter (pre-paid) to W. M., at BUTTONVILLE P. O., Markham. Stating salary.—November, 1854.

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All communications to be addressed to Mr. J. GEORGE HODGINS, Education Office, Toronto.

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