

sowing seed in fertile ground and keeping down the weeds that often grow from idle habits contracted from the want of something useful to employ the mind. There is no reason why the columns of a Scientific Magazine should be made so dryly instructive as to afford no interesting and practical information to the wives and children of a mechanics family. On the contrary it is particularly desirable that it should be otherwise. Under the head "Domestic," will be found a few pages of family reading, consisting of useful hints, and pleasing instruction for wives and daughters; nor will the boys be neglected, for in the future we shall endeavour to supply them with description of scientific amusements and manly pastimes; in fact we hope to make the CANADIAN MECHANICS' MAGAZINE always a welcome visitor to the home of the artisan.

We have much pleasure in stating that we have obtained the assistance of Mr. Boxer, Architect, in the Editorship of the Magazine, and who will assist in its general management. His professional experience and knowledge of the description of information suitable for the columns of a periodical devoted to the education and improvement of the Mechanics of Canada, renders this appointment one very congenial to their interests. This gentleman during five year's residence in the New England States, visited the greater portion of their Manufactories, and attributes to a great extent the prosperity of those States to the facilities their children possess for obtaining a thorough mechanical Education. Every mechanic there subscribes for one or more scientific papers, and, consequently, is well informed in all the new improvements in machinery, &c, which are therein mentioned and illustrated, of which they are always ready to turn to some profitable account. Thus it is we so frequently read in their Scientific papers the biography of so many opulent manufacturers and self made men, who have risen to wealth and position from humble means by their mechanical talent. We have no doubt whatever that any publication tending to better educate our own Artizans in the proper use and knowledge of Mechanical Art, &c, will stimulate many young men to greater industry and awaken latent talent, and also will contribute greatly to increase the comforts and well doing of a large class in the Community, and even do something more than this, for by the perfecting of Machinery they will, with greater facility, be able to turn to more profitable account the natural products of the country. Such being then the object of the publishers, we trust that as Mr. Boxer will soon make a tour of the Dominion in our interest he will meet with a cordial support from every one to whom, mechanical knowledge and general information, is of value.

G. B. BURLAND,

General Manager.

The Burland-Desbarats Litho. Co.

AVIS AUX ARTISANS CANADIENS-FRANÇAIS.

A ceux de nos artisans qui ne possèdent pas assez la langue anglaise pour en comprendre les mots techniques, nous annonçons qu'aussitôt que nous aurons parmi eux un nombre suffisant d'abonnés, nous donnerons dans chaque numéro de cette Revue, à la suite de chaque expression scientifique, le mot équivalent en français. Il est bien à désirer qu'ils tiennent tête aux ouvriers anglais et américains qui se mettent au courant des découvertes et des améliorations dans tous les arts et métiers. Et pour cela, qu'ils ne laissent pas s'échapper l'occasion qui se présente de s'abonner à la REVUE DES ARTISANS CANADIENS.—*Canadian Mechanics Magazine.*

G. B. BURLAND, Directeur-Gérant.

THE MAMMOTH CITY OF THE WORLD.

We have much pleasure in furnishing our readers with an illustration of a "Vision of the City of London" designed by Mr. Godwin, an eminent English architect, from the original plan left by the great architect Sir Christopher Wren, after the destruction of the city by the great fire in 1666, in the reign of King Charles II. The increase of this "Monster City" will be read with astonishment. Speculative minds will vainly conjecture as to its future, should it continue to increase in the same ratio as it has done during the last quarter of a century. It has laughed at the gloomy prophecies of old, and has continued to grow in wealth and grandeur until it has become the Queen of Cities, having the best disciplined, wealthiest and healthiest population of any other city in the world.

We publish the following from the *London Builder*.

LONDON: AS ARRANGED BY SIR CHRISTOPHER WREN.

By desire of King Charles II., Sir Christopher Wren, in the year following the Great Fire, prepared a report with plan on the best mode of rebuilding the City. The plan is well known. Wren sought in his plan to avoid the deformity and inconveniences of the old town, by enlarging the streets and lanes, giving main thoroughfares north and south, and east and west, by placing all the churches in conspicuous positions, and insulating them, by forming the most public places into large piazzas, the centres of eight ways, by uniting the Halls of twelve chief companies into one regular square annexed to Guildhall; and by making a commodious quay on the whole bank of the river, from Blackfriars to the Tower.

In making the plan he arranged that the streets should be of three magnitudes; the principal, leading through the City, and one or two cross streets, to be at least 90 ft. wide, others 60 ft., and the lanes about 30 ft., excluding all narrow dark alleys without thoroughfares, as well as all courts. The Exchange was to stand free in the middle of a piazza, and be, as it were, the centre of the town, whence the 69 ft. streets, as so many rays, should proceed to all the principal parts of the City, the buildings to be contrived after the form of the Roman Forum, with double porticos. Many streets were to radiate to the bridge. The streets of the first and second magnitude were to be carried on as straight as possible, and to open into piazzas. On the banks of the Thames was to be formed a spacious and convenient quay, with some large docks. He proposed that the churches should be designed according to the best forms, for capacity and hearing, adorned with useful porticos, and with lofty towers and steeples in the greater parishes. All trades that use great fires, or yield noisome smells, were to be moved out of the town.

In placing the plan before the King, and the House of Commons, Wren himself thus explained it:—

"From that part of Fleet-street which remained unburnt about St. Dunstons Church, a straight street, 90 ft. wide, crosses the valley, passing by the south side of Ludgate Prison, and thence in a direct line ends gracefully in a piazza at Tower-hill; but before it descends into the valley where now the great sewer (Fleet ditch) runs, about the once middle of Fleet-street, it opens into a round piazza, the centre of eight ways, where at one station are these views—first, straight forward quite through the City; second, obliquely towards the right hand to the beginning of the quay, that runs from Bridewell Dock to the tower; third, obliquely on the left to Smithfield; fourth, straight on the right, to the Thames; fifth, straight on the left, to Hatton street and Clerkenwell; sixth, straight backwards towards Temple-bar, seventh, obliquely on the right to the walls of the Temple, eighth, obliquely on the left to Cursitors-alley.

"Passing forward, we cross the valley, once sullied with an offensive sewer, now to be beautified with a useful canal, passable by as many bridges as streets that cross it. Leaving Ludgate Prison on the left side of the street (instead of which gate, was designed a triumphal arch to the founder of the new City, King Charles II.), this great street presently divides into another as large, which carries the eye