

Messrs. Jacques & Hay's Cabinet Department.

We omitted to notice in its proper place Messrs. Jacques & Hay's Cabinet Department. The subjoined description of that truly admirable exhibition of Canadian workmanship we extract from the *Family Herald*. The furniture was arranged in a small, single-roomed cottage, 21 feet by 17 inside, with three windows and a door, erected by themselves, and nicely hung with crimson and drab damask, and carpeted with rich Brussels. It contained a unique display of walnut cabinet furniture. On the right hand was a three-door Ladies' Wardrobe, made for C. H. Turner, Esq., of Rook's Nest, Surrey, England, and valued at £35. The door panels are veneered with a very rich curl, and the mouldings are broken in the centre of the circle, by a carved ornament. The inside is all finished in birds-eye maple, and finely polished. On the left hand stood the principal attraction,—a very magnificent French Bed, with an elaborately-carved foot board and pediment. In the centre of the foot-board is a Madonna and child, boldly carved, surrounded by a graceful wreath of convolvulus, combined with a garland of flowers, copied from nature, including the dahlia, German aster, rose, and convolvulus, all neatly grouped and carved in relief. On the top of the pediment is a Cupid, with a bird on its finger, and at each end, suspended from a scroll, is a group of fruit, also taken from nature. The pillars are closely in keeping, being surrounded with groups of convolvulus on the upper part, and hung with wheat and wild flowers on the under part. The rails are also tastefully decorated with raised panelling. This bed, worth about £60, was got up expressly for the Exhibition, by Messrs. Jacques & Hay, and designed and the principal parts executed by Mr. Charles Roger, Designer and carver for the establishment. Beside the bed stood an antique Confessional chair, made for Fred. Widder, Esq. The back and seat are covered with very elegant sewed work, executed by one of Mr. Widder's daughters. The carving is a combination of the pink and tiger-lily. The value of the chair, without the needle-work, is about £10. In one corner was a very elaborately-carved French Card Table, forming, when folded, a very handsome pier table. In the opposite corner was a small ornamental table, with a pretty good specimen of dining room chair, done in Morocco, standing beside it. In the centre, between the bed and the wardrobe was a fancy drawing room table, with four truss legs and oval top of Italian Marble. The rails are carved in relief and partly fretted. This table has been purchased by Mr. Chancellor Blake. It is worth about £14 10s. At the back of the table stood a French Chair done in rich French Damask of an elegant style, and very tastefully finished. This completed the furniture of Messrs. Jacques & Hay's rural cottage, and gives a very favourable idea of the kind of work turned out of the establishment, and speaks highly for the refined taste, skill in design, and mechanical ability of Mr. Roger.

"High Bridge," Portage, New York.

Those of our readers who attended the opening of the Buffalo and New York City Railroad, will remember the immense Wooden Bridge which SPANS the Genesee Valley at Portage in Wyoming County, and which formed the chief object of interest on that occasion;—through the kindness of Mr. Leland, of the Ontario, Simcoe and Huron Railroad, we are enabled this month to give an illustration of the Bridge in question with some particulars in reference to its construction.

The Buffalo and New York and City Railroad, is one of the Branch Roads which have sprung from the New York and Erie Road and is the more especially interesting to us as bringing the six foot gauge to our frontier, and which will at an early date be continued to the mouth of the Niagara River, when it will form

one of the many routes of travel which will connect advantageously with the lines of Road now being built in Canada.

At Portage, the fruitful valley of the Genesee, famed at other points for its gentle slopes and teeming farms, is contracted to a deep and narrow gorge, through which the river dashes over three successive falls of about three hundred and fifty feet, between almost perpendicular banks of rock, piled in horizontal strata, of from ten to thirty feet in thickness, to a height immediately below the middle fall of about eight hundred feet. Thirty yards above the Upper Fall, at a point where the banks are eight hundred feet asunder, the Railroad crosses at a height of 234 feet above the bed of the river—viewed from the foot of the fall, which adds an hundred feet to the height of the structure, a passing train, relieved against a clear sky, has a wonderful and beautiful appearance—while the view from the train, embracing as it does, a large portion of Wyoming, is one of surpassing grandeur.

The Bridge was designed by Mr. Silas Seymour, the Chief Engineer to the Company, and the successful economy with which he has succeeded in overcoming the difficulties opposed to him, is entitled to great praise, especially when we take into account the short space of time in which the works were completed. The general design of the Bridge will be understood from our Drawing. The Piers on which the 'Trestles' rest are of the best Ashlar Masonry, of compact Sandstone obtained from the Banks of the River; their base is 75 feet by 15 feet; they are carried up with a slight batter to a height of 30 feet above the Bed of the River, and coped with heavy Limestone Blocks. Upon these are placed the Timber Trestles (as shown in the Drawing), connected with each other in a very secure manner, by a system of Braces and Girders.

The Trestles are 190 feet in height, from the top of the Piers. At their base they are composed of 21 Vertical Posts, 14 inches by 14 inches, diminished in number to 15 at the top; and in size to 12 inches by 12 inches. The Lateral and Longitudinal Braces, and also the Girders, are 6 inches by 12 inches. Each Trestle or Pier is calculated to be capable of sustaining a weight of one thousand tons, in addition to its own.

The Trusses resting on the top, and connecting the several Trestles or Piers (which are 50 feet from centre to centre), are 14 feet in depth, and are composed of three Framed Girders, with *Main Counter* and *Sway Braces*, in the usual manner. On the top of these Trusses the Track is laid.

The whole length of the Bridge is eight hundred feet, and each span (with the exception of that across the canal, which 54 feet) is fifty feet. The arrangement of the structure is such that, when any particular piece becomes defective, it can be taken out and replaced without disturbing other parts of the Bridge. The occurrence of fire is, therefore, the chief danger to which it is liable, and against such a calamity every precaution is taken. Tanks of water are placed at convenient distances, and watchmen are employed day and night.

The total cost of the Bridge was about £35,000 currency, and the quantity of material employed in its construction is as follows:

Masonry	9,200 cubic yards.
Timber	133,500 cubic feet.
Wrought Iron	49 tons.

It was estimated that the cost of a stone viaduct would have been about £250,000, the interest of which, at 7 $\frac{1}{2}$ cent, would renew the present structure every two years. It was also