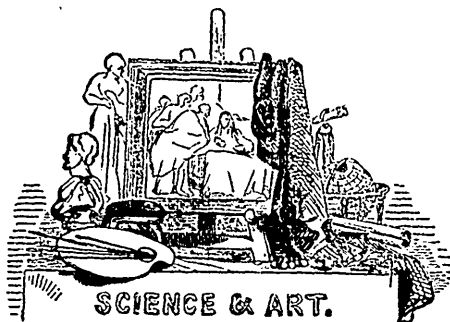




SCIENCE & ART.

THE EXHIBITION OF ALL NATIONS.

This wondrous work is now an event of the past. Its gems of Nature and of Art have disappeared, and the Crystal Casket which enclosed them has returned to its elements, and will assume under another sky, a more permanent character and a nobler form. Like the hero who dies in his glory, or the sage whose name is embalmed amid the great truths which he has bequeathed to his race, the Exhibition of the world's industry rises on the page of history when its natural elements have fallen; and long after its crystal roof has ceased to dazzle, its cherished memories will put forth more hallowed and more enduring radiations.

The Panarama now exhibiting in the St Lawrence Hall, places those who see it almost on a level with the favored who visited the great marvel itself.

The view down the Transept, with Ostler's beautiful fountain full in front, is truth itself, and, alone, is sufficient to repay a visit. The Inauguration scene is also remarkably good. The other scenes pass so rapidly before the spectator, that a confusion of ideas, such as was experienced, but in a greater degree, on a first visit to the Palace itself, is excited, and a second and even a third visit will be required to satisfy the mind.

We do not mean to advise none to go who cannot visit this exhibition a second time.—We recommend on the contrary no one to lose an opportunity that may never be again afforded, but we also recommend them not to judge hastily of the merits of what they have seen, but to visit it as often as they can, and we feel convinced that each visit will afford increased pleasure.

THE TRUNK LINE OF RAILWAY.—In consequence of the negotiations which took place in London some time since between the Delegates of the Provincial Government and the leading firms of English Railway Contractors, Mr. Ross, Civil Engineer, has on behalf of Messrs. Jackson, Peto, Brassey and others, made a tour of the Province with a view to ascertain the prospects and facilities which it affords for Railway construc-

tion. Mr. Ross has been accompanied by Mr. Thomas Keefer, C. E., and they have together visited the lines in both Provinces already in course of construction, and the routes suggested for those in contemplation. Mr. Ross has already taken the contract for the Quebec and Richmond Railway, and it is inferred from the very favorable opinions that he has expressed, that the parties for whom he acts will be prepared at a very early date to enter largely upon the construction of other lines. Mr. Ross goes to England immediately, but is expected to return to Canada after a sojourn there of three or four weeks.—*Id.*

NORTHERN RAILWAY.—Some new appointments have been lately made on this line, consequent upon the resignation of the Honorable H. C. Seymour late Engineer in Chief, whose heavy engagements in the United States induced him to retire from that office. The Company has appointed F. C. Cumberland, Esq., as his successor, and we understand that that gentleman has already entered upon his duties. It is not improbable that the line to Bradford (34 miles) will be opened on the 25th September, and it is intended to complete the remainder of the length to Barrie (69 miles) early the ensuing winter. Four miles of the permanent way has already been laid, and the first Locomotive Engine is daily expected. The Toronto Depot and Road Stations are to be constructed immediately.—*Id.*

PRESENT STATE AND PROGRESS OF TELEGRAPH LINES IN CANADA.—2,437 MILES OF WIRE.—Lines in Canada were first established some six years ago, commencing at Montreal and extending westward, and to the Niagara River, and subsequently to Quebec, and on the Ottawa River. The lines from Quebec, Montreal, Toronto, Hamilton, and to Buffalo, have proved lucrative to the stockholders from the date of their construction. The line west from Hamilton to London, has not done as well so far as profits are concerned, from the fact that there has been no through connection with the American line at the West. This, however, is about being remedied, and the line extended to Detroit, and there connected with five lines that now pass through that city. The original capital of the present lines in Canada, was double per mile what is now required, on account of the reduction of prices for all kinds of material.—*Id.*

ST. LAWRENCE AND LAKE HURON AND PETER-