

and suffering; and to have wrought out the work of the day placidly and devoutly till the night came;—these in any, and especially in the leaders of science, are processes and results greater than can be described in the transactions of any society, or preserved in any museum." (Abridged from the *Canadian Naturalist*)

## MISCELLANEOUS INTELLIGENCE.

—In tearing down the remains of the old Gaol, Court House and Armory, the workmen came upon the corner-stone and its contents. The land on which the building stood, as well as the Champ-de-Mars, Government Garden, &c., as our readers are probably aware, formed part of the Jesuits' Estates, that body having, we infer, first begun to build upon it. But in 1742 the Seminary of St. Sulpice continued the work. The first plate found bears the following inscription.

†  
ANNO IHS 1742,  
PAPA BENEDICTO XIII<sup>o</sup>,  
REGE LUDOVICO XV<sup>o</sup>,  
EP<sup>o</sup> HENR<sup>o</sup> M. POMBRIANT,  
PRO REGE CAR<sup>o</sup> DE BEAUHARNOIS,  
PRAETORE EGIDIO HOCQUART,  
RESIDENTIAE SOCS. IESU  
INCHOATAE, AN<sup>o</sup> 1622,  
NUNC CONTINUATAE POSUIT FUNDAMENTUM  
CLAR. DS. DS. LUDS. NORMAND,  
SUPR. SEMINI. SULPI,  
VICARIUS GENERALIS  
SUB IVR. EPISCOPI.

The other plate bore the following inscription, showing that the old building was torn down and the gaol erected upon the spot in 1808.—

Anno Domini 1808<sup>o</sup>,  
Georgii Tertii Regis 48<sup>o</sup>,  
Pro Rege in America Britannica,  
Jacob. Heno. Craig O. B. Equite,  
Primum bujuse carceris lapidum posuere,  
Pet. Lud. Panet, Isaac Ogden,  
Pro Montis Regalis jurisdictione curiae B. R. Honorabiles Judices  
Nec Non et Josephus Frobisher, Armiger,  
Ad hoc Aedificium Aedificandum praepositi.—  
Hic, olim, fuit residentia P.P. Societatis Jesu,  
Et testatur inscriptio una cum hac reperta Prius Aedificium  
Diruendo, huc perita.—

On either of the upper corners are stamped the seals of the city, or town of Montreal, and of the sheriff's office of the district. And at the left hand lower corner Mr. B. Gusselin, probably the engraver of the plate, has put his name.

In the bottle within the cavity were found four gold pieces of the reign of George III, one of the year 1762, one of 1794, one of 1802 and one of 1807; a shilling and six pence in silver of the same date, both of the year 1787, the six pence a good deal corroded, the four coins of the last century all bearing, of course, the fleurs-de-lys of France quartered on the arms, which disappeared on those of the present century. There were also two pennies of 1797 and half-pennies of 1799, a good deal affected with verdigris. The documents contained in the bottle were almost reduced to pulp by moisture, some were entirely illegible. There were found, however, in a very good state of preservation, copies of "The Quebec Almanac, and British American Royal Kalendar for the Leap year 1808, published and sold by J. Nelson, No. 3, Mountain Street," one page being English and one French, through the book, which contains some curious statistics of the old time.—Mr. Forsyth, C. E., of this city, who is taking down this old building, found these interesting relics.—*Montreal Herald*.

—The following is an official letter from Wyman B. S. Moore, Consul-General of the British North American Provinces, dated Montreal, January, 1860:—

The completion of the Victoria Bridge, which must be considered, mechanically at least, the great work of the age, renders it proper that I should communicate to the Department such information as I am possessed of relative to the railroad system of Canada and its bearing upon similar interests in the United States.

The Victoria Bridge, with its approaches of massive masonry, is near two miles in length. The iron tubes are in length over seven thousand feet, resting on twenty-four piers and two abutments. It has been built at a cost of about seven millions of dollars. It constitutes the connecting link of a line of railroads from our Western cities, over Canadian territory, to the sea at Quebec and the River du Loup, one hundred miles below Quebec on the gulf, and over Canadian and American territory to the sea at Portland.

The Grand Trunk Railroad, of which this bridge constitutes a part, extends from the River du Loup to Port Sarnia on the St. Clair, and from Sarnia or Port Huron, on the opposite shore, it has caused to be constructed, under its control, a railroad to Detroit, and by a lease of the line from Island Pond to Portland, Maine, it has a united line of the same gauge under one management, commencing at Detroit, with two outlets to the sea, one at Portland, Maine, the other at Quebec or the

River du Loup. The whole extent of this line is about eleven hundred miles.

To its construction the Province of Canada has contributed sixteen millions of dollars, the balance of the capital has been advanced by shareholders in England, and the line is now in working order at a total expense of sixty millions of dollars. Efforts are now being made to extend this line to the eastern British provinces by the way of Lake Temiscouata and the river St. John's, keeping its track entirely within the provincial boundaries. Its main resources must be American business. Its local business cannot support it. It is now doing a large business between our Western cities and its terminus at Portland. I have seen, within the few past weeks, large quantities of cotton, raised in Tennessee, passing by this route to the factories of New England. That there must, in a short period, be a great diversion of the traffic which supports the American railroads and canals to this and the other Canadian routes, must be obvious to any one who will consult the map of the country, and consider the magnitude of the internal improvements of Canada. The canals constituting the connections between this port and Lake Erie are capable of passing laden vessels of the burden of six hundred tons.

These facilities of internal navigation will draw largely upon our Western trade, and, had it not been formerly the policy of the British Government to exclude American influence from Canada, and to keep the country shut out from external commerce, this great natural outlet of the West—the St. Lawrence, with its immense locks and canals—would have borne our commerce to the Atlantic, as it draws the waters of our lakes. That policy has changed. The government of this province and the capitalists of Great Britain are united in their efforts to make their canals and railroads the thoroughfares of Western commerce to the Atlantic. They have built across the peninsula of the Western Canada three other routes to accomplish this result. The Great Western Railroad from Windsor, opposite Detroit, to Hamilton, Canada West; the Northern Railroad, from Collingwood, on the Georgian Bay, to Toronto; the Buffalo and Lake Huron Road, from Fort Erie to Goderich, on Lake Huron; all of these, except perhaps the latter, connect on Lake Ontario, in the summer season, with lines of propellers running to Montreal and Quebec, and connecting on Lake Huron with steamers running to Chicago, Milwaukee, and our Western cities. Under the influence of these competing lines, our navigation, on both sail and steam vessels, has almost entirely disappeared from Lake Ontario.

That the result of these efforts will be to cheapen the transportation of Western produce there can be no doubt. It is equally certain that there will be a large diversion from our canals and railroads of their legitimate business, from which they must suffer severely, unless the developments of the great West shall prove for the future what it has shown in the past, that its growth is more rapid than the increase of facilities of internal transportation, and that its surplus crops will demand every outlet which nature has made, or man can make, to a market, and afford to all a remunerating business. Such a result is to be desired.—*Hunt's Merchants' Magazine*.

## ADVERTISEMENT.

## Mrs. SIMPSON'S ESTABLISHMENT

FOR THE

## BOARD &amp; EDUCATION OF YOUNG LADIES,

Nos. 4 &amp; 5 Inkermann Terrace, Montreal.

In the system of instruction adopted a high educational standard is aimed at, and no pains are spared to ensure proficiency both in the solid branches and accomplishments. All the arrangements of the school are made with a view to the health and comfort of pupils.

For Prospectus apply to Messrs. B. DAWSON & SON, 23, Great St. James Street, Montreal or at the school.  
Montreal, March 1860.

The terms of subscription to the "Journal de l'Instruction Publique," edited by the Superintendent of Education and M. Jos. Lenoir, will be FIVE SHILLINGS per annum, and to the "Lower Canada Journal of Education," edited by the Superintendent of Education and Mr. J. J. Beland, also FIVE SHILLINGS per annum.

Teachers will receive for five shillings per annum the two Journals, or, if they choose, two copies of either the one or of the other. Subscriptions are invariably to be paid in advance.

4,000 copies of the "Journal de l'Instruction Publique" and 2,000 copies of the "Lower Canada Journal of Education" will be issued monthly. The former will appear about the middle, and the latter towards the end of each month.

No advertisements will be published in either Journal except they have direct reference to education or to the arts and sciences. Price—one shilling per line for the first insertion, and six pence per line for every subsequent insertion, payable in advance.

Subscriptions will be received at the Office of the Department Montreal, and by Mr. Thomas Roy, agent, Quebec, persons residing in the country will please apply to this office per mail, enclosing at the same time the amount of their subscription. They are requested to state clearly and legibly their names and address and also the post office to which they wish their Journals to be directed.

EREBE SENEAL, Steam Printing Establishment, 4, St. Vincent St.