

THE POST OFFICE MONTREAL.

In the heart of the business part of the city of Montreal, on the corner of St. James and St. Francis Xavier streets, stands the Post Office, a large cut stone building, with a portico and flights of steps leading up to the entrance. With the exception of the portico of the St. Lawrence Hall, the Post Office stairs are the great resort for loungers, who persistently hang about the place to the great annoyance and hindrance of busier people. To strangers in Montreal this stone building is the object of no little interest and some astonishment. At certain hours of the day, after the arrival of the mails, a continual stream of people is to be seen entering and issuing from the building, giving a very fair idea of the amount of business that goes on within its walls. In fact far more business is transacted in the Montreal Post Office than in any other post office in the Dominion.

The building occupied by the Montreal postal authorities was erected in 1852, under the direction of the late John Wells, Esq., architect, of this city. It extends fifty-four feet along St. James street, and runs back for a distance of one hundred feet on St. Francis Xavier street. Its height is fifty-seven feet. Besides the public entrances in the front, a private entrance at the side gives access to the interior of the building. The first flat is occupied as a Local Office, where letters are sorted, distributed and delivered. On the second flat is the Inspector's Office, and on the third the apartments of the Resident Office Keeper. Sixty-three persons are employed in the building, six in the Inspector's Office and 57 in the Local office. The work going on in the former office relates exclusively to the superintendence of post-offices in the Montreal district, *i. e.* from Côteau Landing, eastwards as far as Island Pond. The Local Office work is confined to the ordinary receiving, delivery and dispatch of mails. The average number of letters delivered at this office is about 41,000 per week with about 13,000 newspapers, enough, one would think, to include the whole correspondence of the Dominion.

One great error has been committed in the arrangement of the Post-Office building, which gives rise to much unavoidable delay. The yard at the rear of the office is so small and so narrow as to allow of the passage of only one mail-cart at a time. While this is being filled others must wait, and a most undesirable delay is the result. Surely some remedy could be found for this.

THE DEVIL'S BRIDGE

Most of the readers and admirers of Longfellow are familiar with the Devil's Bridge of the "Golden Legend," over which Prince Henry and Elsie passed on their way to Salerno. The poet's own words best tell the fable of this wonderful structure:—

Guide. The bridge is called the Devil's Bridge.
With a single arch, from ridge to ridge,
It leaps across the terrible chasm
Yawning beneath us, black and deep,
As if, in some convulsive spasm,
The summits of the hills had cracked,
And made a road for the cataract,
That raves and rages down the steep!

Lucifer (under the bridge). Ha! ha!

Guide. Never any bridge but this

Could stand across the wild abyss;

All the rest, of wood or stone,

By the Devil's hand were overthrown.

He topped crags from the precipice,
And whatsoever was built by day

In the night was swept away;
None could stand but this alone.

Lucifer (under the bridge). Ha! ha!

Guide. I showed you in the valley a boulder

Marked with the imprint of his shoulder;

As he was bearing it up this way,

A peasant, passing, cried, "Herr Jéf!"

And the Devil dropped it in his fright,

And vanished suddenly out of sight.

Lucifer (under the bridge). Ha! ha!

Guide. Abbot Giraldu of Einsiedel,

For pilgrims on their way to Rome,

Built this at last, with a single arch,

Under which, on its endless march,

Runs the river, white with foam,

Like a thread through the eye of a needle,

And the Devil promised to let it stand,

Under compact and condition

That the first living thing which crossed

Should be surrendered into his hand,

And be beyond redemption lost.

Lucifer (under the bridge). Ha! ha! perdition!

Guide. At length the bridge, being all completed,

The Abbot, standing at its head,

Threw across it a loaf of bread,

Which a hungry dog sprang after,

And the rocks re-echoed with peals of laughter,

To see the Devil thus defeated!

The original of this bridge, of which an illustration will be found on another page, crosses one of the many mountain gorges of the canton of Grisons, the most wildly picturesque and rugged district of Switzerland.

THE "CHICORA."

In a former number an illustration appeared of a scene on board the "Chicora," accompanied by a brief sketch of the part taken by this vessel in the preparatives and progress of the Red River Expedition. In the present issue an illustration of this handsome vessel is given, showing to full advantage her graceful form. The "Chicora" was built in 1864 by J. W. Miller and Son of Liverpool. She is an iron, side-wheel steamer, and under the name of "Let Her B." successfully ran the blockade several times during the American war. No doubt the Yankees were not displeased at having a chance of venting their spleen against the vessel that had so many times slipped through their hands, and it was with peculiar relish they received the intelligence that the old "Let Her B.," though now a Canadian vessel, had been stopped on her voyage by the authorities at Sault Ste. Marie. The "Chicora" is eminently adapted for blockade-running. The shape of her hull—every line of which is faultless—and the strength and easy run of her engines combine to make her one of the fastest vessels of her kind afloat. She is admitted on all hands to be the swiftest steamer on American inland waters, and she may be said, without fear of contradiction, to be the finest

and fastest fresh-water steamer in the world. The "Chicora" is built on the compartment system, thereby obviating the danger of sinking in the case of local damage to her hull. She is divided into seven such watertight compartments, sheathed with iron and of great strength. The dimensions of this magnificent vessel are 221 feet length of keel, and 235 ft. over all; breadth of beam 26 feet, and 46 ft. breadth over all, with a depth of hold of 11 ft. 6 inches—affording ample accommodation for the stowage of cargo. Her engines—on the oscillating principle—are by Francett, Preston & Co., of Liverpool, with cylinders 52 inches in diameter and a piston-stroke of 48 inches. Since she has been placed on the lake service between Collingwood and Port William, the "Chicora" has been re-furnished and otherwise improved. Her cabin accommodations have been enlarged and elegantly fitted up for the reception of over two hundred passengers. Every attention is paid to the comfort of the guests on board, and the courtesy of the officers is proverbial. The business-agent of the *Canadian Illustrated News*, who made a trip to Port William in the early part of the month, testifies in the highest terms to the kindness and attention paid him by all on board. He speaks especially of the courtesy of Capt. McLean, and of Messrs. Moe and Thompson. Our illustration is from a photograph by Davis.

MOOSE FACTORY.

The two great ports for sea-going vessels that lie within what was the Hudson's Bay Territory are York Port and Moose Factory. Both of these places, though lying at some distance inland from the ocean, are perfectly easy of access to sea-going vessels, and are naturally about equal to the port of Archangel both in this respect and in value as harbours on the great expanse of water known as Hudson's Bay, and the adjoining James' Bay. Moose Factory, one of the earliest trading-ports of the Hudson's Bay Company, lies at the south-west angle of James' Bay, in about Long. 81° W. and Lat. 51° N. It is upwards of two hundred and thirty miles north of the boundary between the territory and Canada, and though so far beyond the usual limit of vegetation, is a comparatively fertile country, and enjoys an unusually mild climate. Mr. Gladman, who resided at the factory for fifteen years, says that the climate and soil are good; that he raised potatoes and other vegetables there in great abundance; that barley ripened well, and that horned cattle, horses, sheep, and pigs were kept there. Other authorities testify to the natural resources of this part of the territory, and all join in predicting a great future for it when it shall have been opened up under the auspices of the Canadian Government.

HUNTINGDON AND FRELIGHTSBURG.

The villages of Huntingdon and Frelightsburg are invariably points of interest when there is question of a Fenian raid. During the recent excitement they were again brought into prominent notice, and our special artists sent out, the one to the Huntingdon and the other to the Missisquoi border, took the opportunity of sketching them, the leggotypes from which we reproduce in this issue by way of closing our illustrations relating to the late raid.

THE NATURAL STEPS, MONTMORENCI RIVER.

The Montmorenci River, one of the greatest attractions to visitors to Quebec, rises in the Lac des Neiges, and after traversing the seignories of Côte de Beapré and Beauport, falls into the St. Lawrence eight miles north-east of Quebec. At the point where it enters the latter river, the Montmorenci passes over a rocky ledge, forming the cataract known as the Montmorenci Falls. The bed of the river at this point, where it rushes along with great velocity, is also worthy of attention. It is formed on a considerable angle of depression, having on either side banks of stratum presenting the form of natural steps. These steps, one of the great lions of the neighbourhood, have received the name of "Les Marches Naturelles," or the Natural Steps.

GENERAL NEWS.

At the town of Paris, Ont., a man named Pierce beat his wife to death the other day, and then white-washed her face and body with a view of erasing the traces of his brutality. He was caught and thrown into jail.

The following were among the noted arrivals at the Memphremagog House on the 17th. They arrived in Mr. Hugh Allan's beautiful pleasure yacht:—His Royal Highness Prince Arthur, Sir John Young, Governor-General of Canada, Lady Young, Miss Starnes, Col. Elphinstone, Colonel Earle, Mr. Pickard, Mr. Tourville, and Mr. Hugh Allan and daughter.

The Red River expedition is quietly working its way forward. All troops at the Sault have left for Thunder Bay, and a company of the 60th Rifles with boats and voyageurs, had left the latter place for Lake Shebandowan. The "Algoma" left the Sault on Saturday morning with horses for Prince Arthur's Landing.

The monument erected in the Queen's Park, Toronto, to the memory of the volunteers who fell at Ridgeway during the Fenian raid of 1866, is to be unveiled by His Excellency the Governor-General on Friday, the 1st July. In a former number we gave a cut of this monument, and it is our intention to produce, in a future issue, an illustration of the ceremony of unveiling.

The ball given by the 69th Regiment in honour of Prince Arthur on Tuesday last at Quebec was opened by H. R. H. with Mrs. Col. Bagot, Col. Elphinstone and Mrs. Garneau, Lord Russell and Mrs. Col. Bouchier, Col. Gibbon and Mrs. Capt. Appleby, Sir John Young and Madame Cauchon, Hon. Chauveau and Madame Gauthier, Major Garneau and Mrs. Burstall. It was a very grand and successful affair. Dancing was kept up till four o'clock a. m.

One of the most destructive fires ever witnessed in Montreal occurred on Tuesday night in the vicinity of St. Gabriel's Lock. The flames broke out in the Planing Mill of Messrs. Tucker & Sons, on the south side of the canal, and the wind being high at the time, were speedily communicated to the adjoining buildings. The loss occasioned by the fire was very great. Besides Messrs. Tucker's Planing Mill, the Sash and Door Factory, owned by John Ostell, Esq., and Mr. Shearer's Planing and Sash Factory, together with about twenty dwelling houses, were entirely destroyed. A large amount of lumber was also consumed. At one time the Sugar Refinery of John Redpath & Son was in extreme danger. Hundreds of mechanics have been thrown out of employment by this sad accident.

SEA-SIDE RESORT.—*The Ottawa House.*—One of the most attractive places recommended to all seekers of health or pleasure to visit is this now well known and celebrated sea-side resort, "Cushings Island, Portland Harbor, an advertisement respecting which appears in our columns. Its situation commands an unrivalled view of the finest harbor on the Atlantic coast. The position of the island at the very entrance of the Harbor itself secures to the inmates of the "House" not only a good view of the many steamers and thousands of sailing craft which pass and repass at all hours of the day, but also a never failing cool breeze and fishing, boating and bathing facilities of the best kind.

The Canadian Squadron now on duty for the protection of the fisheries comprises the following vessels. The iron screw steamer *Lady Head*, Capt. P. A. Scott, R. N., Commander. The schooner *La Canadienne*; N. Lavoie, Stipendiary Magistrate, Commander. The schooner *England*; G. V. Story, Esq., R. N., Commander. The schooner *Stella Maria*; L. H. Lachance, Esq., Commander. The schooner *Ida E*; Jas. A. Tory, Esq., Commander. The schooner *Ida G McLean*; H. G. Betts, Esq., Commander. The schooner *Sweepstake*; D. M. Browne, Esq., R. N., Commander. The schooner *Water Lily*; F. S. Ewen, Esq., R. N., Commander. These vessels are well armed and equipped and their united crews number about 180 men.

The ceremony of presentation of colours by Prince Arthur to the 69th Regiment at Quebec, on the 21st, attracted a large concourse of spectators. About 11 a. m., the 69th Regiment, under Col. Bagot, were drawn up in line, and detachments of R. C. R. Cadets of the military school, and a company of H. M. troop-ship "Tamar," were on the spot assisting the new government police, under Captains Hyam and Voyer, to keep the grounds. The ramparts, windows of neighbouring houses, and every available locality, were crowded with spectators. At 11.30 a. m. H. R. H. Prince Arthur, their Excellencies Sir John Young, and Sir N. Belleau, with Ladies Young and Belleau, arrived in carriages. A royal salute was fired from the Citadel by the Royal Artillery, and the 69th presented arms on the arrival of the Prince's carriage. A three-sided square was formed by the 69th, and the Prince presented the colours to two Ensigns, kneeling. Prayers by Bishop Williams, assisted by the clergy of his diocese and chaplain of the forces, were then offered up. After the consecration of colours, the Prince addressed the Regiment in a clear, deliberate tone of voice, congratulating them on their past services on the Peninsula, in India, Waterloo, Bourbon, Java, &c., &c. Colonel Bagot replied in a neat, concise, and soldierly manner. Three cheers were then called for by the Colonel for the Prince, and given in the usual hearty style of British soldiers. The ceremony of trooping the old and new colours was gone through, after which the troops marched past in slow and quick time, and were then played off the ground.

MISCELLANEOUS.

An advertisement was recently sent to a morning newspaper, in which occurred the words: "The Christian's Dream: No Cross, No Crown." The blundering compositor made it read—"The Christian's Dream: No Cows, No Cream."

M. Prevost Paradol, the new French Minister to Washington, is described as a "handsome and eloquent widower," who will make a decided impression.

Dona Concepcion Lombardo, widow of ex-President Miramon, of Mexico, was recently married in Paris to an opulent citizen of that place.

An exchange says: "To make a white-wash that will not rub off, mix up half a pailful of lime and water; take half a pint of flour and make a starch of it, and pour it into the white-wash while hot. Stir it well, and apply as usual."

A mastodon's tooth was found a few weeks ago on the farm of Mr. Seward, Lake Shore, Township of Sarnia. It lay on the margin of the lake partly in the water, having evidently been washed up by the action of the waves. It is in a remarkably entire state, the body of the tooth being petrified, but the enamel on its surface is quite sound. It weighs 3½ lbs.; length, 6½ inches; breadth, 3½ inches; height, 4½ inches.

ANCIENT SALT MINES IN INDIA.—During his recent Indian tour, the Viceroy visited the ancient salt mines of Pin Dadun Khan, which are interesting as dating from the days of Alexander, and as being worked, so says tradition, by the actual descendants of the original miners. Of the nine mines one alone is really worth a visit, and this is the largest and oldest of the whole. It contains a large circular hall, some 90 feet across, and 40 feet in height, which, lighted up by hundreds of oil lamps, and roofed, walled, and floored with salt, is a sight of peculiar beauty. The supply seems simply inexhaustible, and with improved appliances for excavation and transit would largely increase in value.—*Times of India*

Towards the end of April, the proprietor of a large *magasin de nouveautés* advertised a material for ladies' dresses styled "Foulard-Plebiscite," of which he kept two shades called respectively "Oui," and "Non." It is said that the wife of a certain political personage, whom people accuse of having changed his opinions during the last thirty years, has been anonymously presented with a dress of this material, the colour of which changes accordingly as the light falls upon it. A few days previous to the vote, a baker in the neighbourhood of the Palais Royal showed a heap of *petit pains* in his shop window, upon which were stamped, "Pains-Plebiscite, Oui;" and now a jeweller on the boulevard, who has invented the plebiscitary jewellery, exhibits sleeve-links and scarf-pins with the word "Oui" written across them in large letters.

A DIAMOND STORY.—A crystal was lately discovered in New South Wales. That there were diamonds in New South Wales was undeniable. A diamond company had been started. That, too, was beyond dispute. Accordingly this newly discovered stone must be a diamond. If it wasn't it ought to be. It weighed 7 oz.; such a diamond never was seen. The manager of a bank advanced £700 upon it without looking at it. The steam-ship company claimed 8 per cent. freight on it without looking at it. The owner refused to sell it; he alone had looked at it. What remained but to start a company to buy it without looking at it also? No sooner said than done. One thousand pounds to be given for the diamond, in any case, money down, and four thousand more if it proved to be a diamond; a hundred shares at £10 a share, liable to calls, &c. Within a few hours the shares were up to £20, to £25—were not to be had for love or money. Then the diamond was sent to an expert, and proved to be an excellent specimen of rock crystal.