

THE NEW POST OFFICE, MONTREAL.

This extensive building is being erected by the Dominion Government on the site of the old Banque du Peuple, St. James Street, corner of St. Francois Xavier Street, and adjoining the Montreal Bank. The foundation was, it will be remembered, laid on the 12th inst. by the Hon. the Minister of Public Works. The structure is to have 120 feet frontage on St. James Street, and 92 feet frontage on St. Francois Xavier Street, the whole being built of Montreal grey stone, the internal faces having an air space and brick lining for protection against dampness.

The facade on St. James Street will have an imposing appearance, the ground floor story being in the Doric style, and the second and third stories having full carved Corinthian columns, pilasters and window dressings of a rich design. On St. James Street front there will be an arcade or portico for summer and winter entrances, with the latest improvements for the convenience of the public, with letter and paper slides inside and out of the building. The facade on St. Francois Xavier Street will be in keeping with St. James Street front, this facade having Corinthian pilasters, and being finished in every other respect similar to the main front. The other fronts will be of a plainer character. The top cornice for the two principal fronts is of a rich finish, with ornamental fascia with pateras, dental blocks and carved modillions with pannelled and moulded top finish to the roof. The roof as well as the towers will be in the French style, with crescent work for top finish; the centre or main tower terminating above the Mansard roof with a cornice and cresting work, will have a clock showing three faces. This clock will have scroll and ornamental finish. The angle pedestals above the cornice including returns, as also chimney stacks, will be highly moulded and finished with top finials. The main lucarnes or dormer windows including the circular roof-lights, &c., will be of a neat style, giving an imposing appearance. The interior will be finished in keeping with the general design, and will have the latest and most approved arrangements for the public, and the Post-Office officials and employees. There will be strong fire-proof safes for all documents, letters, papers, &c., and hydrants and hose will also be provided in the building. The basement story will be occupied by the newspapers and mail-bags department, also keepers' apartments, coal cellars, furnaces, &c., &c. The ground or principal floor, will be occupied by the Post Office department, including Post Master's offices, Assistant Post Master, &c., &c. The second story will be occupied by Post Office Inspector, and others; leaving a third story to be laid out hereafter as occasion may require. The contractors are Messrs. Allard & Dufort, and the architect is H. M. Perault, Esq., of this city.

ALDIS BERNARD, Esq., L.D.S.,

MAYOR OF MONTREAL

We have much pleasure in presenting to our readers a portrait of the chief magistrate of the City of Montreal. Dr. Aldis Bernard is a native of Canada, having been born on the banks of the beautiful Lake Memphremagog. He studied Dental Surgery in Philadelphia, and spent several years in the Southern States. In 1841 he came to Montreal, where he has ever since resided, and for many years he has enjoyed an extensive and lucrative professional practice. He has always taken an active interest in public matters, and has been prominently connected with several educational and other public institutions, such as the Mechanics Institute (of which he was at one time the President), the Natural History Society, the Society for the Prevention of Cruelty to Animals, &c., &c. In 1858 he was elected a member of the City Council for the Centre Ward, which, except during a short period when his residence was outside the city limits, he continued to represent up to the time of his election to the Mayoralty. He was for many years an Alderman, and was successively chairman of the Health, Police, and Finance Committees, as well as of many important Special Committees. He has been an active, energetic, and laborious member of the Council, and has taken a very prominent part in promoting the various improvements made by our Municipal Government while he held a seat in the Council. He was the author or chief promoter of many of the most beneficial by-laws enacted by the Council, such as the City Passenger Railway Law, the Prohibitory Sunday Liquor Law, the Northern Colonization Railway, &c., &c., all of which he advocated with great zeal and extraordinary eloquence. Last winter he was deputed by the Finance Committee to proceed to England to effect the sale of City Bonds, and he succeeded in negotiating a loan of two and a half millions of dollars. On the 23rd of last month he was elected Mayor of Montreal by the unanimous vote of the Council. From his extensive knowledge of city affairs, and his universally recognised executive ability, the people of Montreal are justified in expecting a wise and vigorous administration of our Municipal business.

THE MAGAZINES FOR AUGUST.

The *Atlantic* is first in the field this month. It opens with another of Mr. Parton's papers, "The Art of Being President," in which we get a fair insight into the ways of life at the White House at the commencement of the present century, and an interesting appreciation of Jefferson's administration in the Arcadian days when bribery was unknown—comparatively speaking—and nepotism was not. In bright contrast to this Golden Age of politics, is the description of the corruption of the present day given by Mr. De Forest in "Honest John Vane." The quiet style of irony in which this writer indulges is quite refreshing this hot weather. Hjalmar Hjorth Boyesen, contributes a second, and more satisfactory instalment of "Gunnar, a Norse Romance," in which we follow the hero from his home into the small world of Norwegian country life. "The Social Experiment at New Harmony," is another chapter in Robert Dale Owen's Autobiography, in which, however, we are only taken as far as the writer's arrival in America. W. J. Hopkin commences a series of papers on Contemporary Art in Europe which promise to be of value; and Mr. H. James, Jr., gives in "Roman Rides" another chapter of an artist's recollections of the City of the Seven Hills. "Miss Helen" is a seasonable sea-side story, and Mr. James' review of Williamson's "Modern Diabolism," though brief and somewhat unsatisfactory, is good enough to make us wish for more. Louisa Chandler Moulton's poem "Question," is very far beyond the usual standard, and, with Oliver Wendell Holmes's "Fountain of Youth" stands pre-eminent in this number.

The *Sanitarian* contains as usual much interesting infor-

mation on the subjects belonging to the particular branch to which it is devoted. We recommend this publication to all interested in sanitary matters, of which it treats fairly and fully. Were a little more attention given to the instructions and precepts given in its pages we should speedily have occasion to congratulate ourselves on the diminution of the death-rate.

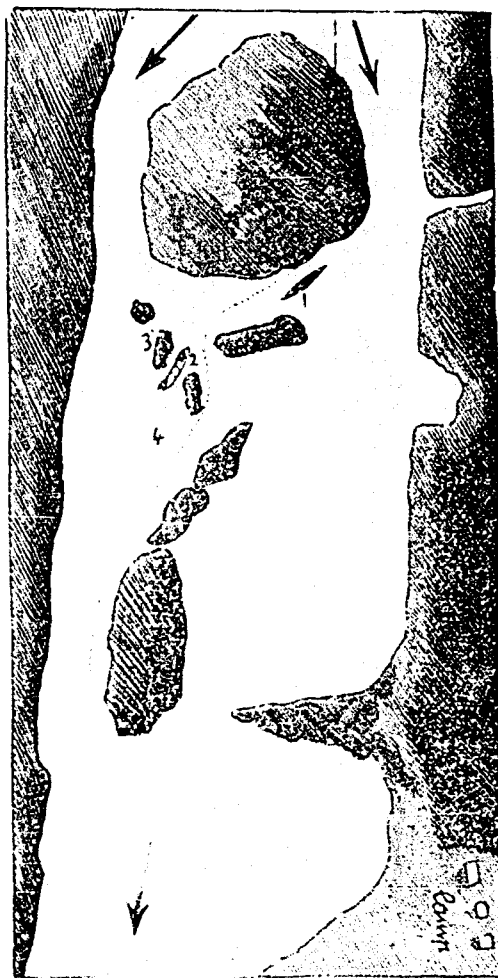


DIAGRAM OF THE ST. JOHN RIVER RAPIDS, THE SCENE OF THE ACCIDENT BY WHICH MESSRS. THOMPSON AND MCFARLANE LOST THEIR LIVES.

1. Canoe upset. 2. Canoe passing between rocks. 3. Rock from which the canoe was rescued after 26 hours' exposure. 4. Spot where Messrs. Thompson and McFarlane were last seen by the canoe man on the rock.

A private letter from Cacouna to a gentleman in this city gives the following details of the sad accident which resulted in the death of the late Messrs. McFarlane and Thompson:—"They went up a rapid in a canoe. One of the boat-men told them they had better not attempt it, but the other told them it was all right, and he was the best man down in these rivers. He was drowned, too, and his body was not found. The other man was on a rock for twenty-six hours, when a boat came to his help. It was a lonely place and not a human being was near, but one of the party, Mr. Thompson's servant, was on the shore, and when he heard a shout he went to the river side, and hearing what had happened, he started for the mouth of the river, a distance of eighteen miles, which he reached in nineteen hours—of course over a terrible road, where no one had ever been before. Fortunately, there was a boat there, with men who had landed for wood. They took him across, for he was on the wrong side of the river, and Mr. Macnab, the agent, went up to the place with him and they rescued the boatman on the rock. They did not find the bodies for ten days after."

THE GRAPHIC BALLOON.

The *New York Daily Graphic* gives the following details as to the dimensions, material, outfit, &c., of the balloon to be used in the great Transatlantic voyage. They are from specifications made by Mr. Donaldson:

There will be two balloons, the largest of which will be 318 feet in circumference, 100 feet in diameter, and 110 feet in height. When inflated and ready to start, the extreme height of the apparatus, from the crown of the balloon to the keel of the life-boat, will be 160 feet.

The great balloon will require 4,316 yards of cloth. The material is unbleached sheeting—of a thick, close quality, of the brand known as "Indian Orchard," purchased from Eldridge, Durham & Co., 340 Broadway. The crown of the balloon will be doubled for a distance of fifty feet from the top, with 150 yards of the same material, and a third thickness will be added of "Manchester Mills," bleached, of which 250 yards are required.

There will be 14,080 yards, or eight miles of sewing, in which 10,137,600 stitches will be made. The stitching is now being performed at the show-rooms of the Domestic Sewing Machine Company (corner Broadway and Fourteenth Street), by a force of twelve seamstresses. The thread used is silk and cotton, the top spool being silk.

The valve of the balloon will be three feet in diameter, and made of Spanish cedar, with a rubber-coated clapper closing on a brass plate. The valve fixtures and top of the balloon are the essential parts of the apparatus, and are being constructed with special care to guard against any accident of derangement.

The network will be composed of three-strand tarred rope, known as "marlin." The width of the net will be 212 meshes, and its breaking strength will be 53,300 pounds. Five hundred pounds of "marlin" will be used. From the netting 53 ropes, $\frac{3}{4}$ inch in diameter, of Manilla, will connect with the concentrating rings. These ropes will each be 90 feet in length, or 2,770 feet in the aggregate. The concentrating rings will be three in number, to guard against breakage, and will be each fourteen inches in diameter, each ring being of wood, iron bound. These rings will sustain the car, life-boat, and trailing rope, and will bear the strain when the anchor is thrown out in landing. From the concentrating rings twenty-

four Manilla 1-inch ropes, each 22 feet long, or requiring 528 feet in all, will depend and form the frames for an octagonal-shaped car. They will be kept in place by light hoops, made of ash. The lower ropes will be connected with network, and over the network at the bottom of the car a light pine floor will be laid loosely, so that it can be thrown out if required. The car will be covered with duck, of which fifty yards will be needed. Attached to the side of the car will be a light iron windlass, from which the boat and trail rope can be raised and lowered as may be desired. From a pulley attached to the concentrating rings a heavy Manilla rope will fall down through the car, and thence to a sling, attached to which will be the life-boat. This boat will be of the most approved and careful construction. It will have water-tight compartments, sliding keel, and will be so made that it will be self righting. The boat will be provided with a complete outfit of oars and sails, and to it will be lashed instruments, guns, linen, &c., and provisions for thirty days, all in water-tight cases.

The trial rope, by which the aeronaut can maintain any desired altitude without resorting to ballast, will be of Manilla rope, $\frac{1}{2}$ inch thick, and 1,000 feet long.

The car will be fully provided with instruments, provisions, &c., independently of the boat. It will be so constructed that it can be taken apart piecemeal and disposed of as ballast. It will carry about 5,000 pounds of ballast, which will consist of bags of sand, each carefully weighed and marked. Among the instruments to be carried in the car there will be a galvanic battery, with an alarm, two barometers, two chronometer watches, a compound thermometer, a wet and dry bulb thermometer, a hygrometer, compass, quadrant, chart, parachutes with fire-balls attached, and so arranged as to explode when striking the water, so as to indicate the direction traversed; marine glasses, two vacuum tubes, a lime stove, &c. A number of carrier-pigeons will be taken along, and despatched at intervals on the route with intelligence of the progress of the expedition.

The smaller balloon will be 40 feet in height and 34 feet in diameter, and will be made from 408 yards of "Manchester Mills." Its network will consume 20 pounds of 40 thread cotton cord and 6 pounds of Italian hemp. It will be attached to the concentrating wings of the large balloon, and will be used as may be required to test the upper currents or assist in feeding the large balloon.

The balloons will be coated with a varnish made of boiled linseed oil, beeswax, and benzine, and of these ingredients 1,000 gallons will be used.

The capacity of the great balloon will be 600,000 cubic feet of gas, but it will be inflated with but 400,000 cubic feet, which, at the height of one mile and three-quarters, will expand sufficiently to fill the balloon. The lifting power of illuminating gas is about 35 pounds to the 1,000 feet, so that the balloon will have a lifting capacity of 11,600 pounds. The pressure will be $\frac{1}{2}$ pounds to the square inch.

The weight may be summed up as follows:

	Pounds.
Balloon.....	4,000
Net and ropes.....	800
Car.....	100
Boat.....	1,000
Dray rope.....	600
Anchor and grapnels.....	300
Sundries.....	300
	7,100

Then 4,500 pounds will be allowed for passengers and ballast.

Religious Intelligence.

NEW CHURCH.—A new Roman Catholic Church has been erected at Sutton, Ont.

CLERICAL NEWS.—The consecration of the Right Rev. Chas. S. Seghers, Bishop elect (R.C.) of Vancouver Island, took place at Victoria on the 3rd inst.—The Archbishop of Quebec has resumed his pastoral visits.—An ordination was held on the 16th instant at the Presbyterian Church, Nerepis, N.B., when the Rev. Isaac S. Simpson was inducted into the pastoral charge of Pisarico, Nerepis, and Jerusalem.—The Rev. Mr. Hoffman, rector of the Levis College, has been appointed Curé of Saint Frederick, County of Beauce, vacant by the death of Rev. Mr. Moore.—The Rev. A. J. Mowitt (Presbyterian) has been inducted into the pastoral charge of Windsor, N.S., and the Rev. Mr. Rosborough to that of Musquodoboit Harbour.—The Rev. Jas. C. Smith, late of Belleville, was on Tuesday inducted into the pastorate of St. Paul's, late St. Andrew's Church, Hamilton.

GENERAL.—The Fifty-fourth Annual Conference of the Primitive Methodist Church met in London recently. The Conference was attended by over one hundred delegates, representing a body of a denomination embracing 160,658 members in Church fellowship; travelling preachers, 1,005; local preachers, 14,751; class leaders, 9,997; connexional chapels, 3,797; other preaching places, 2,555; Sabbath Schools, 3,506; teachers, 43,973; scholars, 296,514; day schools, 44; teachers, 79; scholars, 4,317. The decrease of 806 members on the year has met with a searching inquiry on the part of the Conference. It was stated that over 20,000 new members have been added to the various societies during the year, but this large number was not sufficient to cover the losses occasioned by death, falling away, and removals.—At the Centennial Session of U. S. W. M. Church at Philadelphia, on the 15th instant, the Rev. Dr. Ryerson, the representative of the Canadian W. M. Church, of which he is the senior minister, stated that the denomination in this country now numbers 70,684 members, 632 preachers, and 233 missionaries, and during the last year Methodist churches have been built at the rate of one a day.—The United States census gives some interesting items about the Jews. In 1850 they counted only 13,371 members in the country, and in 1870, 73,265. In 1850 they had but 36 synagogues, and in 1870 they had 152. Such progress as this shows the attraction this country has offered this people. In Philadelphia they have eight synagogues, and in New York twenty-six. Metropolitan centres appear to be their favourite fields, and they will be found strong, relatively, in all the leading towns of the nation.—The Congress of Old Catholics is to be held at Constance in September, where John Huss was condemned and burnt to the stake, and where the innovation of depriving the laity of the sacramental cup was first sanctioned by a church council. They assembled at Cologne in June for the election of a bishop.