

# OUR ILLUSTRATIONS.

## THE NEW BUILDING OF THE MONTREAL YOUNG MEN'S CHRISTIAN ASSOCIATION,

now in course of erection on the corner of Craig and Radegonde Streets, will, when completed, form one of the finest architectural ornaments of the city. This Association is the oldest in America, having been organized in the basement of the St. Helen Street Baptist Church in November, 1851. Since that time, in common with all similar institutions, it has had its seasons of prosperity and adversity, but never has it lost sight of the object for which it was founded, and numbers of young men and also aged persons can testify to its good deeds. The Association was the first to take up in a thorough manner the work of city missions in Montreal, and for many years this field of labour was almost exclusively its own. The harbour has also for many years been most efficiently worked as a mission field, and we are informed that not a vessel leaves our port without receiving visits from its missionary or young men. Religious services in the hospital, house to house visitations, relief of the poor, procuring situations or respectable boarding places for young men, and providing a free reading-room and library are among the many plans of usefulness carried on, and so wide-spread are the good effects of its labours that it has become a necessary institution of our city. The merchants and young men so feel the importance attached to its existence that when the erection of a building for its use was proposed the response was most liberal and gratifying, and now over \$30,000 have been subscribed. The building with land will cost \$50,000, and the directors feel certain that before its completion the total amount will be forthcoming. During the past few years the Association has become increasingly useful, and under the presidency of T. Jas. Claxton, Esq., has reached a point of prosperity and a hold upon the churches and public of Montreal never before attained. The new building will be completed about June, 1873, when additional scope will be given for increased usefulness. Our illustration is from the architect's drawings. The building will form an attractive addition to Victoria Square, and the style adopted is very appropriate. The foundation and four feet of the base will be of Montreal limestone, and the superstructure of Ohio sandstone. On the ground floor on Radegonde Street will be a store, 30 feet in width, which is to be occupied, rent free, by the Bible Society, and to be used jointly with other religious societies as a depository. There will, also, be a public news-room, and the main entrance to the Association rooms. The corner store will yield a good rental. On the first floor there will be a large reading-room, circulating library, reference library, (with study), private room, and committee-room. The Secretary's desk will be in the library, so placed as to afford him an opportunity of seeing every person entering. The lecture-hall will occupy the upper floor. This hall will be 25 feet in height, with a gallery across the end, beneath which will be placed a refreshment-room and kitchen, to be used in connection with the social meetings. The whole building will be heated by steam. The height from the street to the apex of the roof will be 60 feet, and to the top of the spire 125 feet. The main entrance will be flanked by columns of polished Peterhead granite (the gift of a member). The ceremony of laying the foundation stone of the new building took place on Saturday last. Some very handsome medals, designed by Mr. Wyon, designer to Her Majesty, have recently been struck in honour of the event.

## THE KINGSTON AND PEMBROKE RAILROAD.

The ceremony of turning the first sod of this new line, which will connect the Upper Ottawa, via Kingston, with the United States, took place on Monday, the 2nd instant. The day had been appointed a civic holiday, and in consequence a large crowd assembled to do honour to the inauguration of an undertaking which must in future years do much for the prosperity and progress of Kingston. Eighteen months ago this project was mooted, and it at once, and most singularly, took a deep hold on the popular favour. Since then it has had a no less remarkable series of successes, in public meetings, in municipal bonuses, in a liberal charter, in an unprecedented Government bonus, in private stock, and, lastly, in a contract as satisfactory as could be wished for. We hope that the good fortune which has so far attended the road will guide it to its completion.

The following account of the ceremony we condense from the Kingston *Weekly* :—

"The locality selected for the ceremony was at the extreme north end of Rideau Street and of the railway bay, on a level plateau, where the stakes mark the crossing of the Grand Trunk branch track with the Pembroke line that is to skirt the harbour. Surrounding it on the West side is a high hill, sloping so beautifully as to afford a splendid view of the ceremony to fully one-half of the three thousand people present, while the G. T. R. R. embankment on the other side afforded another very fine sight. A ladies' stand, surmounted by a flag and staff, was filled with the beauty and elegance of the south ward, while on the north side the railway carts of the contractors, Messrs. Phelps & Co., with their horses, were drawn up in line, thus forming a complete square. At a quarter after ten o'clock, the Mayor, S. T. Drennan, Esquire, accompanied by his Council in a body, in company with C. F. Gildersleeve, President of the R. R. Company, arrived on the ground, the Band playing "Auld Lang Syne." They proceeded without much ceremony to the uplifting of the sod. The eagerness of the crowd to see the act was so great that it was a continual crush, and few were satisfied. More than once the whole assembly, dignitaries and all, were crowded into one mass, and then they were convinced that an enclosure was required to complete the arrangements. The police, however, kept the crowd back as much as possible.

Mr. Gildersleeve opened the ceremony with a speech, recounting the history of the enterprise they had met to inaugurate, and detailing the advantages that must, upon its completion, accrue to the city of Kingston. He was followed by the Mayor, upon whom, as the representative of the municipality giving the largest bonus, devolved the duty of performing the inauguration ceremony. The following is the substance of His Worship's speech:—"It was," he said, "a proud day for him in being accorded the honour of turning the first sod of an undertaking which was destined to shake the city from its slumbers to enter upon a day of prosperity. (Heartily Applause.) He hoped that he would have health and strength to live and see its completion. It was a proud

matter for him to represent a city of 13,000 people united in giving a bonus of \$300,000 to a new project, the largest amount, in proportion, ever given in Canada, being \$23 a head for each man, woman and child. But not alone were they about to benefit themselves, but their children and children's children, who would thank them for their enterprise. The contractors, Messrs. Phelps & Co., are to receive \$2,960,000 for 148 miles, or \$26,000 a mile, for building a road equal to the Rome and Watertown Railroad. Soon Pembroke would be brought within twenty-four hours' travel of New York. Hopefully we could look forward to the time when the Bay now within view would be filled with the ships of commerce, carrying away our products and leaving us fortunes. He yet hoped to see a smelting work established at Kingston, and to see vessels arriving with coal, and departing with the manufactured ore, instead of carrying it away in its rude state to Pennsylvania, (cheers.) They had a view with respect to the lumber trade of making this very spot and its surroundings what the shores at Ottawa now are—a vast plain of lumber—a country's wealth in itself." His Worship then took off hat and coat and went to work on the ground with a hearty goodwill, emblematic of the spirit which has so far attended the railroad. It was no small sod he turned, but a regular plot in itself. The barrow he heaped pretty well, and with a good run landed it, amid an outburst of enthusiasm—a perfect volley of cheers. Heartily cheers were then given for the Queen, the Contractors, the Mayor, and Mr. Gildersleeve. The ceremony was then over, and the crowds left the field, the principal citizens repairing to the British American Hotel for the *déjeuner* given by the Company.

The new railway project is, we understand, already producing its effect in the developing of the rich mineral country lying north of Kingston. The township of Bedford is rich in iron ore, plumbago and lead. Two of the most prominent iron mines are the Chaffey, and Howe, which, since the Kingston and Pembroke railroad has become a certainty, have changed hands, having been purchased by the National Iron Company of Danville, Penn., who, under the superintendence of Mr. Lewis B. Hyler, have already erected workshops in the premises, and will commence mining immediately with a strong force of workmen, intending to get out about 100,000 tons per year, drawing this winter's production on the proposed line of railway, anticipating the construction of that portion of the line from Kingston by next spring. It will be shipped to the United States via Kingston. The iron is considered by Mr. Hyler, who is a thorough practical man, to be the best in Ontario.

## The sketches of

### INCIDENTS ON SHIPBOARD

were taken from life by a gentleman from the *Illustrated London News* corps who recently joined our staff. One of them shows a picture of woe such as is familiar to all those who go down to the sea in ships. The other is a little more cheerful.

Our artist supplies us this week with two more illustrations of

### LIFE AT CACOUNA,

both of which speak sufficiently for themselves.

## EARTHQUAKES IN 1871-72.

The following is an extremely concise list of the earthquakes and volcanic disturbances which occurred during the spring of 1872; and it must be remembered that this catalogue is necessarily imperfect, both on account of the slowness with which such information comes in, and our distance from the most direct and authentic sources of information. The time embraced is from December to April, 1871-72:

Dec. 23-Jan. 6.—Terrible earthquakes in Persia. Khaboo-shan, in the north-west Khorassan, entirely destroyed, and 30,000 persons killed.

Jan.—Severe earthquakes in Australia. Regions afflicted by them which never before had been shaken since the country was settled.

Jan. 16.—Shamaka, at the southern base of the Caucasus, seventy-five miles west of the Caspian Sea, entirely destroyed, and over one hundred persons killed. The surrounding country suffered severely.

Jan. 28.—Smart shock in Malaga, at 3 hours 1 minute p.m., lasting from four to six seconds.

Feb. 6.—At Winona, Minnesota, 8 a.m.

Feb. 8.—At Cairo, Illinois, 5 a.m.

March 6.—In central and eastern Germany. A large area shaken; disturbance lasted over an hour.

March 11.—Yokohama, Japan. About this time destructive earthquakes took place in Japan. The town of Hamada was destroyed, and 500 persons killed.

March 23.—At Unionville and Winnemucca, Nevada. Slight shocks.

March 26.—The series of earthquakes in California and Nevada commenced, and continued for two months and over; especially severe at the eastern base of the Sierra Nevada, in Owen's Valley, where between 20 and 30 persons were killed.

The same day as the Owen's Valley earthquake, the city of Mexico was shaken between 8 and 9 a.m. It is said that this disturbance extended over a wide region to the south—that Oaxaca was seriously injured, and that the volcano of Colima burst into eruption. No authentic details, however, of these occurrences have been received.

March 26.—Slight shock at Paducah, Kentucky.

March 28.—Slight shock at Salt Lake City.

April 3.—Terrible earthquake at Antioch and vicinity; felt far to the east, and over a wide area of territory. The shocks continued for a week or more. Some 1,000 or 1,500 persons killed in the vicinity of Antioch.

April 14.—Earthquake at Accra, on the Gold Coast of Africa.

April 15.—The volcano of Merapi, in Java, which had been quiet since 1863, burst into a terrible eruption. Great destruction of life and property followed.

April 16, 17, 18.—Severe shocks in Iceland, partly destroying the town of Hasvick.

April 24.—Mt. Vesuvius commenced its greatest eruption since 1632, much loss of life and property resulting.

April.—Eruption of the Mayon—a magnificent volcano in the Philippine Islands.

Probably over fifty thousand, and possibly as many as one hundred thousand, lost their lives in these convulsions of Nature.—*Overland Monthly*.

# CANADIAN PROGRESS.

The Wellington, Grey and Bruce Railway is open to Paisley. Trains run regularly.

The first public school at New Westminster was to be opened on the 21st August.

The excess of Dominion revenue over expenditure, during the month of August, is some three millions.

The bye-law granting \$10,000 bonus to the Ontario and Quebec R. R. has been unanimously passed at Marmora.

It is stated that a double track is to be laid on the Great Western between London and Glencoe with all expedition.

An immense and very valuable bed of magnetic iron, mixed with nuggets of native iron, has just been discovered in Leeds township, Megantic.

200 labourers are engaged on the works of the North Shore Railway. The Company will endeavour to grade about fifteen miles of the road before the snow falls.

The Canada *Gazette* gives the names of a Company called the Dolphin Manufacturing Company, which is to engage in mining barytes, &c., at Five Islands, N. S.

Post-offices are being established throughout the Province of British Columbia. It is also said that a mail service and Post-office have been organized for the North Arm.

The work of constructing the Puget Sound telegraph is progressing rapidly. The line will cross Hood's Canal with a span of one mile and three-quarters, said to be the longest in the world.

Specimens of heavy tin stone, or cassiterite, were discovered a few months since on the northern shore of Lake Superior, near Neepigon Bay. The deposits are said to be extensive and valuable.

Application is to be made to the Quebec Parliament for power to build a railway from Metapedia, in connection with the Intercolonial, to New Carlisle and Paspebiac, with power to extend to Gaspé Basin.

Mr. Wilmot, of Newcastle, Ontario, well-known in the work of artificial propagation of salmon and other fish in the Dominion, has arrived at St. John, for the purpose of selecting sites for the introduction of this new industry into that Province.

At a meeting of the Levis Town Council a resolution for a bye-law to place the Corporation in a position to impose a special tax for the payment of the interest on the subscription of \$50,000 of the Levis and Kennebec Railway was unanimously passed.

The contractors of the Kingston and Pembroke Railway, under the superintendence of Mr. Joseph Upper, commenced work last week. They intend soon to have five hundred men at work, and expect to have about thirty miles ready for the rails before winter.

The track-layers on the Canada Air Line (Great Western) expected to reach St. Thomas by the 13th. The line, it is expected, will be ready for traffic from Glencoe to St. Thomas by December. The wire and material for the Montreal Telegraph line over this route has arrived at Glencoe.

Mr. Frank Giles, formerly an engineer of the European and North American Railway, has recently purchased an extensive bed of iron ore near the Pictou Coal Fields, and intends erecting smelting mills for reducing the ore, and rolling mills for preparing the iron for railways, shipping, and other purposes.

The shipment of planks and boards from Ontario and Quebec have more than doubled in the past five years, the export of these articles now reaching the annual aggregate of seven millions of dollars. The exports of timber are nearly three times the aggregate value of the sawn lumber sent abroad. For four years past the value of these exports has increased at the rate of a million dollars annually.

The Newfoundland correspondent of the Halifax *Chronicle* says Sir Hugh Allan has arranged the details of the new contract for our oceanic steam service, which commences at once. The terms are £600 sterling per round trip as subsidy, eight months of the year on the outward and homeward trips. The ports in Britain will be probably Liverpool and Glasgow alternately, the Liverpool line going from here to Halifax, the Glasgow line to Montreal. We anticipate a great benefit to the trade from this new arrangement; our mail communications will be quickened, and the facilities of travel multiplied.

A meeting in the interest of the Hamilton and North Western Railway was held at Barrie on the 3rd inst. The meeting was addressed by the Hamilton delegates, Mayor Chisholm, Messrs. Emilius Irving, Young, and Saunders, and Messrs. Sewey, Boys, Perkins, MacConchy, and others. The utmost unanimity prevailed, and a committee was appointed to arrange for the necessary bonus. At Thornton a meeting was held on the following day, when addresses were delivered in favour of the road by the Chairman, Mr. Davis, Warden of the county, and other gentlemen, and a resolution was carried unanimously pledging the township of Essa to a bonus of \$5,000 per mile.

A correspondent of the St. John *Telegraph*, who recently made an inspection of the work, writes that the Company who have undertaken to construct a railway from Fredericton, N.B., to River du Loup, on the border of the Province of Quebec, are making good progress. Already about 15 miles of the line are ready for the sleepers and rails, and it is expected that twenty miles will be in running order before the snow falls. For ten miles above Fredericton the line keeps close along the bank of the river. As it proceeds it leaves the St. John and strikes off into the rich fertile lands. The experiment of bringing out Shetlanders to work upon the railway proved a failure. Most of them soon broke their agreement with the Company, and went elsewhere to seek other employment.

## HARBOR GRACE, NEWFOUNDLAND, Dec. 9th, 1871.

JAS. I. FELLOWS, Esq.—Dear Sir: We are receiving orders almost daily from the Outports for your invaluable Syrup of Hypophosphites, and the sale is steadily increasing. I firmly believe it has done more good than any medicine yet discovered, in the cure of Consumption, Bronchitis, Asthma, Whooping Cough and kindred diseases. It is the only medicine we have which cures these diseases by strengthening the Nervous system; and as it is also what we call a sound chemical preparation, I predict for it a more extended demand than any other remedy in existence. Yours very truly,

W. H. THOMPSON.