

found on Victoria Bridge, that stupendous triumph of engineering skill, reckoned among the wonders of the age. One has no idea of the immensity of this structure unless he travels through it. After ten minutes travelling over this bridge, the train, having emerged from the entrance on the south bank of the river, shows the beautiful city in all her glory. The harbor, city and environs of Montreal are indeed, from this point, a panoramic view no where else to be witnessed. From this point to St. Johns, the run of an hour or less is through a quiet country, where farming is pushed with much vigor. The landscape is even, and patches of timber show the mark of the woodsman at every mile. Reaching St. Johns, commences the line of the South Eastern Railway; and crossing the beautiful Richelieu, that connects Lake Champlain with the St. Lawrence, we enter a country whose scenery is unrivalled for beauty and romance. The tourist glides along through a perfect bewilderment of forms and landscapes, beyond the power of mortal to paint or describe. We here reach in succession the romantic villages of West Farnham, Brigham, Cowansville, Sweetsburg, West Brome, Abercorn, Richford, and Mansonville, where are destined to reside, in the near future, many of our prominent citizens. The time is not far distant when Montreal will have outgrown her facilities for furnishing private residences to her leading citizens. Already, a residence of two or three miles from the business part of the city is rendered compulsory, and this means a delay of an hour in reaching places of business. The facilities which the South Eastern Railway's arrangements are to afford, in connection with the Montreal, Portland and Boston Railway (St. Lambert's to West Farnham), will, when complete (about Aug. 1st), set the merchant or business man down in Montreal in an hour or a little more from

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