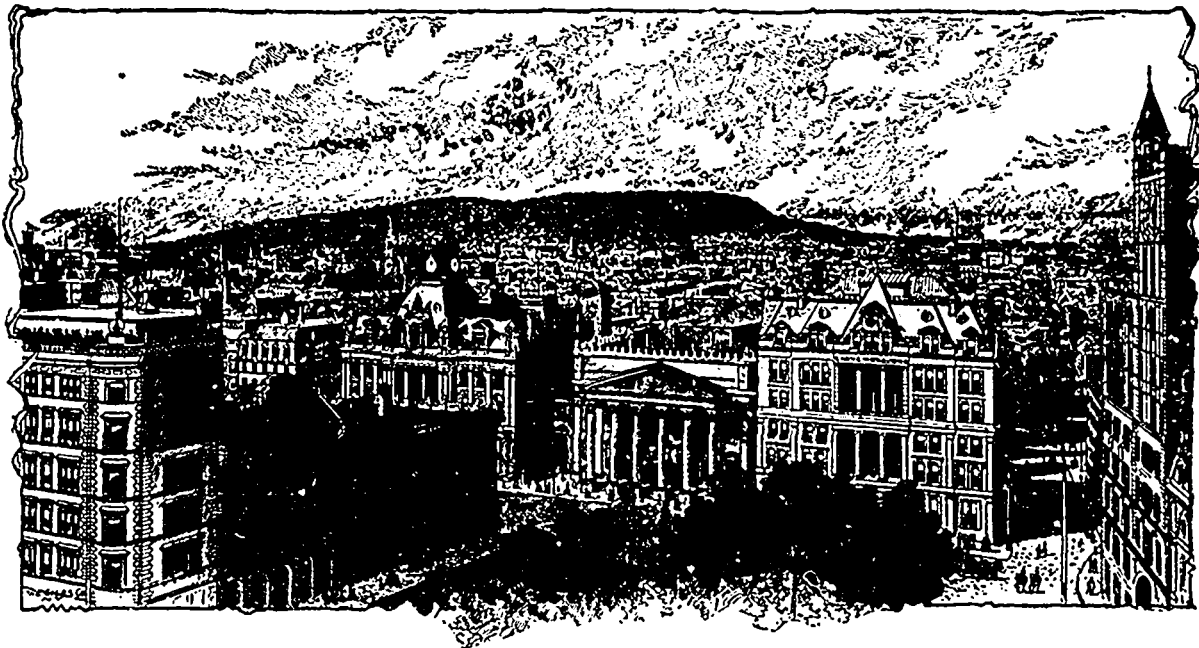




CITY OF MONTREAL.

of Burma police. The engine driver proceeded very cautiously, as the exact spot at which the attack would be made was not known. He was, at length, compelled to come to a sudden standstill, just as the engine had cleared a small bridge, leaving its tender and the carriage hanging behind on an incline, the bridge having completely bent beneath their weight. It was here that the dacoits had intended to surprise us. They had tampered with the bridge, planning to entirely remove it; but the special train arriving sooner than they had anticipated, they had only had time to extract the bolts and rivets. Even this would, I fear, have been quite sufficient to wreck a train travelling with any speed.

Directly the dacoits, who had been concealed behind innumerable hedges and shrubs, perceived that the train had stopped, making sure that it was the mail, they rushed forward, firing several shots; but they were surprised, I imagine, at their warm reception. The police attacked them before they had time to recover themselves; several were killed, and more were wounded, while the remainder fled as fast as their legs could carry them into the jungle. I heard from an eye-witness that there must have been quite two hundred in the dacoity party.

When we arrived, danger, for the time being, was over, but we were, one and all, extremely thankful when bright daylight appeared, and an escort was sent to the nearest station towards Prome for another train to be despatched to our assistance. This arrived some hours later, and, the passengers and luggage being transferred, we continued our journey, reaching

Prome—as far as I was concerned—in a most exhausted condition. I had nothing whatever to eat or drink since I started; and no refreshments of any kind could be obtained at that time, at the various railway stations, for love or money.

EASTWARD ON THE "C.P.R."

THE Canadian Pacific Railway has done an immensity for Canada in the way of affording easy and expeditious journeys. When the Intercolonial Railway was built it was looked upon as opening up a new era in Canadian travel, when the cities of St. John and Halifax could be reached by rail. But it involved a journey to Montreal, and from there to Quebec, from which a long, circuitous route was taken by the Gulf of St. Lawrence to Moncton, from which either St. John, New Brunswick, or Halifax, Nova Scotia, could be reached. This journey has been greatly curtailed ever since the C.P.R., a few years ago, opened up the "Short Line." It is true that in order to get a short cut to New Brunswick it is necessary to go through a portion of "Uncle Sam's" territory, but this is only an offset to what thousands of Americans are continually doing with us, for Canadian territory is continually used as a short cut from Suspension Bridge to Detroit and the west. Besides, a little jaunt into American territory adds somewhat to the variety and pleasure of the journey.

Leaving Montreal, which is the real starting