

in America, and the Canadian Pacific is no exception to the rule. The metals or lines are simply laid along ties without any chairs or supports, and are kept in place by spikes driven in at each side. At some places the primitive arrangement of points, sidings, &c., is decidedly not comfortable to think about when rushing over them. An average speed of 20 miles an hour, including stoppages, is supposed to be obtained, but I believe really the actual speed averages about 18 miles an hour. The carriages, or "cars" as they are termed, are a decided improvement on our system. They are open from end to end, and are well warmed and ventilated. The only drawback to the stove system of heating is that, in case of accident, the cars are nearly sure to be set on fire. There have been several bad accidents in America lately, and in nearly every case they have ended up with fire. There is supposed to be one class only, called 1st class, but there is also an emigrant car and a Pullman sleeping and parlour car attached to each train, so that they really correspond to our 1st, 2nd, and 3rd classes. The locomotives are very uncouth looking things after our engines, the wide top smoke-stack having an arrangement to prevent sparks setting fire to the woods and immense prairie tracts. The second morning after leaving Montreal (about 870 miles), the shores of Lake Superior are reached, and for a whole day the line runs on the margin of this vast inland sea. This is the last constructed section of the line, and as it is not yet properly balasted, the travelling is very slow. Here it strikes one more than ever how lightly the line is constructed; the bridges over rivers and canons being on timber trestles, which appear too light for the heavy weights passing over. One bridge about here is 900 feet long and 100 feet high. On the margin of the lake one notices the steep gradients more than usual. At one time you are rushing along a narrow ledge at a height of 100 feet overhanging the lake, and within five minutes you are down on a level with the water. The Marquis of Lorne, in his book on Canada, says "that one of the toughest jobs the Pacific Railway has to encounter is to be found on the rock-bound and precipitous coast on the north of Lake