

of engineering skill, which has raised to imperishable renown the name of Robert Stephenson. Every plate and piece of iron were fabricated in England under the direction of his relative, Mr. G. R. Stephenson, and when sent out, were fastened together as directed in detailed instructions. For the information of some of your readers, I extract the following from "The Scientific Annual" for 1860: "The Victoria Bridge with its approaches is only about 60 yards short of two miles, being five and one-half times longer than the Britannia Bridge across the Menai Straits. The bridge proper consists of 24 spans of 212 feet each and one in the centre of the river,—itself an immense bridge of 330 feet. The spans are approached by a causeway on each side of the river, each terminating in an abutment of solid masonry, 240 feet long and 90 feet wide. The causeway from the north bank is 1400 feet long and that from the south bank 700 feet. The iron tubes, within which the road runs are 60 feet above the high water level of the St. Lawrence and the total weight of iron in the tubes is upwards of 100,000 tons." I experienced a strange feeling creeping over me, when dashing into this dark shaft, two miles long, suspended 60 feet above the foaming river. Surely man in these days is attempting too much! Apertures in the tube at intervals upon each side alternately threw into strange lights the countenances of the passengers and I confess without shame that I was very glad after an interval of 7½ minutes to bolt out of darkness into the Montreal station.

#### MONTREAL.

The appearance of this fine city has long been admired by travellers, especially when approached from the right bank of the St. Lawrence. It is situated upon an island 4½ miles long by ten broad, situated in the same latitude with the harbour of Pictou. This island is said in point of fertility to be the garden of Lower Canada. The situation of Montreal, looking down from the slope of a rather commanding hill (certainly *not a mountain*) is favorable to health and beauty. The drainage and water supply of the city ought to be comparatively easy. This city having been founded and settled by the French about 200 years ago, still presents many French features. The admixture of a foreign element is evidenced in the style of its buildings especially in the older parts of the city. As British enterprise gets the upper hand it will undoubtedly sweep away every vestige of feudalism that may at present retard the progress of the community. There are many fine public buildings in this commercial capital. As for Roman Catholic edifices, nunneries, monasteries, seminaries, &c., &c., there is no end of them. I should think that there must be an hospital for every ill that Roman Catholic flesh is heir to, and a retreat for every cluster of drones that choose to associate themselves into an order. To me this was the plague-

spot of Montreal. The enormous revenues of the priesthood enable them to carry out all their sacerdotal plans and gratify their silly vanity, by converting the revenues extorted from the industry and energy of all classes, but especially the wealthy Protestant merchants, into vast masses of stone and lime, contributing not to happiness and improvement, but to the perpetuation of darkness and fanaticism. No stronger evidence can be adduced of the buoyancy and strength of those elements, which sustain the prosperity and advancement of this city, so highly favoured by nature, than the fact, that such a set of sponges have not sucked out its whole marrow.

There are more splendid churches in Montreal than in almost any city of this continent. St. Andrew's Church (Dr. Matheson's) is a most spacious and substantial Gothic building. In size it is said to be 70 by 65 feet, and to accommodate a thousand people. What is better than stone and lime, the congregation is a very numerous and influential body. The Episcopal cathedral was, to my taste, the finest specimen of ecclesiastical architecture in Montreal. It is 132 by 80 feet, and accommodates about 3000 people. The area inside is very extensive, and everything is got up in the extreme church style. I could not but think that much of all this was a waste. The cost of it would build 70 good churches in Nova Scotia. The most commanding and massive building of all, is, however, the famous Notre Dame cathedral—opened in 1829. The two high square towers, after the model of the old edifice of Notre Dame in Paris, are the first objects that attract the eye of the distant spectator. It is intended to arrest the attention of the devout Catholic in every part of the city and surrounding neighbourhood, and remind him of his faith, while it proclaims to all heretical strangers that the power of the ancient church is still swayed over the consciences of men in the new world as in the old. The church is 235 by 134 feet, and the towers are 220 feet in height. In the church my attention was arrested by the apparent devoutness of the worshippers, who seemed as if they could never stop gazing, kneeling, crossing, and the endless number of pictures and confessional boxes.

The view from the top of the towers of Notre Dame is very impressive. On a fine day the eye rests on a scene of singular beauty and sublimity. Having been in such situations before on the highest spires on the continent of Europe, I think I was in a position to do full justice to its superiority to most views of the kind. Looking in a southerly direction, one could discern the green hills of Vermont, rising in the distance upon the borders of vision, their verdant declivities forming a most beautiful contrast to the long level plain dotted with shining villages, and streaked with the silver courses of innumerable streams. Beneath is the great St. Lawrence, rolling along his mighty flood, as he