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We met with a paragraph the other day which is very describitive of this grand thoroughtains of the world, and now give it for the benefit of the Canadian public:

is very descriptive of this grand theoronians of the Canadian public:

"The railways here, that is in England, are not better than our own. Either the English roads have detector: tad, or classourown havenup recated. I assume that the firstest train on the direct flue between Liverpool and London may be taken as a fair sample, and compared with similar trains on the New York, and Eric Railway at home with which I am most familiar. From Liverpool to London, two hundred and twenty unles, through first-class fare is thirty-live shillings—say him deliars. On the New York and Eric, from New York to the west end of Suspension Bridge, in Canada, distance upwards of four hundred and fitty miles, in drawing room canch, the fare is nine dollars and twenty-five conts. We ride in by far the most elegant coaches on the Eric than here in England, and at only one half the cost. We ride as fast, too, on the Eric as in England, about thirty-ino miles in ofther case. In smoothness there is no comparison, Motion on the New York and Eric is like rolking on oil; but here we rattle in our seats like the pails in a wheelbarrow. Here there are four wheels under a coach, on the New York and Eric is like rolking the first of the New York and Eric study of Here one wheel failing necessitates disaster; on the Eric we can spin of from one to sky and, if judiciously selected, the coach is still mobile and not a week. Here it is difficult to talk, and impossible to write; on the Eric I do both intelligibly. I am proudly surprised, after an absence of some years, we find an English railway no longer superior to others in the world in nit matter of dust and ashes."

Travellers' Guide.

ORA	ND THU:	er east.	3	
	A.M.	P.M.	P.M.	P.)
Depart	.5.37	12.07	5.37	7.0
		A.M.		
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Western States				3,00
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