

DAILY FASHION NOTES

A PLEASING WAIST WITH CHEMISETTE.

The guimpes and shield effects are so popular this season that one often finds difficulty in getting a design which is not like those worn by everyone. For this reason, the home sewer will be glad of a new idea for such a waist which is unlike those to be purchased in the shops. Tucks at either side of the front lend breadth to the shoulders and fullness to the front. Those in back are stitched to yoke depth, and then



drawn down softly into the girdle. The sleeves may be in full or elbow length. The trimming band finishing the edges of the front is of excellent style and may be of silk or broad cloth in the same color as the waist. The medium size of this waist calls for 2 7/8 yards of 27-inch material. The chemisette and cuffs should be of lace or a plain color silk.

SOME SMALL PAJAMAS.

It is the pajama age, and not alone for grown-ups but for the small folk as well. Mothers find them very practical for little girls, and boys, because they are warmer than night-gowns, and cannot be so easily kicked off on cool nights. The pajamas sketched here are very simply made



and yet quite attractive. The upper part has seams under the arms, and on the shoulders, and then buttons snugly to the throat. They may be made of gingham, madras or outing flannel, and a plain cotton or wool broad makes a pretty finish for the edges of neck and front. For the medium size 4 1/4 yards of 36-inch material is needed.

AN OUTFIT FOR THE SMALL MISS.

Tiny maids need new outfits quite as much as older ones, and if mother can find time to fashion the little garments at home they will seem all the more attractive. Here are coat, cap and dress, all of the latest style, and not elaborate. The dress has a round yoke, and small bishop sleeves, being suited to development



in the wide embroidery or any white washing stuff. The coat would be pretty if made of white eschamere or broadcloth, while red and blue are advisable. A silk or washable fabric may be used to trim it, and the lining should be silk or a soft

durable material. The cap is very pretty if made of a soft silk, the crown and headband, being embroidered in white. For the medium size, 2 5/8 yards of 27-inch material are needed for the dress, 2 7/8 for the coat and 1-1/4 for the cap.

FOR THE YOUNG GIRL.

Many pretty gowns for young girls are being made up with yokes or yoke effects, and the chemisette, especially attractive. Three tucks at either side of the front and back provide a graceful fullness which is girdled neatly at the waistline. The



sleeves are finished with narrow pleatings of silk, while velvet forms the trimming of the skirt and waist. Narrow tucks form a yoke effect in the skirt and retain the fulness to below the hips. The sleeves may be full length if preferred. A cashmere, serge, challis or silk may serve as material for the dress. The medium size calls for 4 1/2 yards of material 44 inches wide.

A SMART REEFER FOR A GIRL.

Cold weather makes the warm coats look most comfortable and attractive and one which will please the small wearer as well as mother is shown. A heavy Scotch tweed in plaid was the material used, with no adornment except for the stitching and buttons. An inverted pleat ap-



pears at the centre of the body back, while the skirt pleats hang free. The neck closes singly at the throat, with a high turnover collar, while the double breasted effect in front gives a warm sturdy appearance. Any of the warm fabrics may be used or the coat. The medium size calls for 1 7/8 yards of 54-inch material.

AN EMPIRE DRESSING SACK.

The modes of the empire have proven themselves so fetching that Miladi makes use of them on every possible occasion. Here is sketched an attractive little negligee in em-



brodered French flannel, which shows forth the style to perfection. The deep yoke is of sateen material, with broad bands of lace as trimming. The sleeves are of short foot-

ing style, but they may be handed as shown in the smaller drawing if desired. The sack is very simply put together, the yoke being in one piece and the skirt portion and vest being in one. Any soft fabric may be used, the washable silks being especially suitable. For the medium size 4 1/4 yards of 27-inch goods are needed.

ONE OF THE NEW SUITS.

The new street suits are very trim and attractive and should prove becoming to any wearer. The model shown is in light weight broadcloth of a dark red shade, and set off very attractively by the dainty embroidered collar. The coat is fitted in back and of loose pony shape in front, ending just above the hip line. The skirt is a nine piece circular one and of excellent shaping. The top fits perfectly over the hips and hangs with increasing flare. Both coat and skirt are of simple construction and would cause the amateur little trouble in the making. For the medium size the coat requires 1 1/2 yards of 54 inch material and the skirt 4 1/4 yards of 44 inch goods.

A PRETTY CHEMISE NIGHT-DRESS.

The chemise nightdresses are great favorites because they can be made so much more attractive without the front opening to interrupt the scheme of decoration. Here is one of unique design which provides for the use of two different materials in the yoke. A plain embroidered material may form the shaped yoke band, while the gusset yoke may be of some finely tucked material or lace. The sleeves may be in bishop style or flowing, and are of three quarter length. A fine nainsook or lawn may be used for material, and any amount of elaboration will be possible. For the medium size 5 1/2 yards of 36-inch material are needed for the medium size.

VERMILION NOTES.

Vermilion, Nov. 6.—The Vermilion Lodge A. F. and M. was instituted on Saturday evening last by Dr. Wader, the District Deputy Grand Master. The following officers were appointed: A. W. Roseborough, W.M.; M. A. Brinacone, Senior Warden; W. F. H. Thompson, Junior Warden; J. A. Roseborough, Senior Deacon; E. M. Brown, Junior Deacon; W. Gibson, Senior Steward; W. B. Cameron, Jr., Steward; Dr. Ryan, Secretary; O. Baker, Treasurer; W. M. Arthur, Chaplain; J. W. Graham, Tyler.

After the institution ceremony, a banquet was held in the Brunswick hotel. The first regular meeting is fixed for Tuesday next. A regular meeting of the Town Council was held last evening at the usual hour, the mayor, Councillors Brown, Cameron, and Ryan being present. In response to the advertisement for a town crest, only two designs were sent in, and it was decided to submit one or more designs for consideration. Several by-laws were discussed, and one respecting order and morality read and passed. The by-law granting a franchise to the Alberta Power, Light and Supply Co., was read three times and duly passed. It was further decided to employ a town constable.

Mr. Harry Bowtell left last night for Lloydminster, en route for Onion Lake, where he is to be married tomorrow to Miss E. A. McCleghnan of Lloydminster. M. A. Brinacone accompanied him on the trip, to furnish the support necessary for the occasion.

FOUND DEAD.

Haleybury, Nov. 7.—Two men have been found dead in a shack here. One was Thomas G. Porter, formerly editor of the Tribune, publisher of several papers at Mattawa; the other was George White, a stone mason. Porter was well educated, and was once a Church of England clergyman.

EDMONTON MARKETS.

City market.—Hay, slough grass \$10 to \$12 a ton; Upland prairie hay \$10 to \$12 a ton; Timothy \$14 to \$18; green feed \$8 to \$7 a ton; straw, \$4 a load. Coal, \$4 per ton. Potatoes, 25c to 35c per bushel. Oats, 20c to 25c per bushel.

PRODUCE.

White and Co. quote eggs at 25c, butter prints 25c per pound; tub 20c; Gariepy and Lessard quote eggs strictly fresh at 30c a dozen, butter prints 25c, tub 15c to 20c; McDonald and Secord quote eggs at 27 1/2c a dozen, butter in prints 25c to 28c, tub 14c to 15c; Hudson's Bay quote strictly fresh eggs at 27 1/2c, butter in prints 21c to 22c, tub 20c; Revillon Bros. quote for strictly new laid eggs 30c per dozen, butter in prints 25c, tub 20c; Edmonton Produce Co. quote eggs at 20c, butter 15 to 15 1/2c.

LIVE STOCK AND POULTRY.

Best 2 1/2c for steers, cows 1 1/2c; pork \$9.25 per cwt., mutton 5 1/2c. Poultry.—Chickens 10c live weight, geese and ducks 10c live weight, turkeys 10c live weight. Any dressed poultry offered by farmers should be dry picked as it is worth from 1s to 1 1/2c more per pound, and keeps longer. north battleford — HT 3) 4 &&&

RETURNING FROM THE EAST

Tells a Winnipeg Newspaper of Conditions in the North Country.

Winnipeg, Nov. 6.—The Rt. Rev. W. D. Reeve, bishop of Mackenzie river, was in the city yesterday, on the way back from London, Ont., where he attended the annual meeting of the executive committee of the general synod of the Church of England.

During the past summer Bishop Reeve, who is widely known throughout the church, as the veteran missionary bishop of the Anglican communion, made a most extensive journey through the great Northwest, travelling by steamer, canoe and on foot, a distance of over 5,000 miles. The long journeys by steamer were somewhat pleasantly and easily made and the wide territory of the north was quickly passed through. The canoe trips on the contrary and the tedious portages, involved constant and long continued exertions and the progress made was slow.

"We left Athabasca Landing," said the bishop to the representative of the Free Press, "early in the month of May. Before leaving the Landing, I had ordained Rev. H. C. Winch, who accompanied me on my journey as far as Fort Norman, where he is now located.

"From Athabasca Landing we went by the Athabasca river and the Lesser Slave river to Lesser Slave lake. From the lake we made a portage of 80 miles to the Peace river.

"On this journey, in the diocese of Athabasca, I visited the missions at Lesser Slave lake, Whitefish, Peace River Crossing, Vermilion, and at Phippsway. At the latter point I ordained Mr. Roberts to the diaconate. To reach the diocese of Mackenzie river, I was compelled to travel 400 miles by canoe. In this diocese, which is properly my own, I visited the missions of Hay river, Providence, Fort Simpson, Wrigley, Norman and Fort McPherson. At the latter point I had the privilege of confirming be-

lieving thirty and forty natives and at Fort Simpson I confirmed about a dozen additional. In all I administered the Lord's Supper to about 100 Indians. Those at Fort McPherson and at Fort Simpson both belong to the Tena family but speak a somewhat different dialect. All the natives visited appeared to be in good health and are I think increasing in number to a considerable extent. "At Vermilion, on the Peace river, I ate bread made from flour grown and ground at that point, 700 miles from the railway. Wheat is grown at Vermilion every year and has been grown there for many years. There is no doubt that wheat can be grown in a considerable portion of this northern country. The summer frosts prevail to a considerable extent, but it is anticipated that these frosts may cease as the country becomes settled, just as they have in the province of Manitoba. The altitude of the country is considerable, it is true, but it is not believed to be so great as to prevent the successful growing of grain. The banks of the Peace river in its upper stretches are very high, from 700 to 1,000 feet. At Vermilion the height of the bank is not as great, the greatest height being from 75 to 100 feet there is a strip of land along the water's edge on the Peace river where the summer frosts are not felt, but this strip is inconsiderable in extent. Our missions along the river are intended for the Indians, but there are some white settlers and our missionaries visit these settlers, and conduct services where it may be possible.

"There is a considerable portion of the north which I would have visited, if time had permitted. If I had attempted, however, to go to all the points which I desired to see, I would have been unable to do so. It was the first of the year and it was essential that I should cut out. Among stations that I desired to visit but could not were Spirit River, Duvagan, St. Johns, Herschell Island, etc. Our mission at Wapuskow I expect to visit in January, travel to this station being easier in the winter season than in the summer. To reach Wapuskow we drive 300 miles, using horses for the journey and carrying food for ourselves and the horses with us.

"Travel through the northern country is not as difficult as it was. The Hudson's Bay company operate three steamers on the Athabasca, Peace and Mackenzie rivers, and information regarding the best methods of travel and the routes to take can be secured. The journey to our most northerly missions is, however, a long one. As you are aware, I have in my diocese the most northerly of all missions, those, namely, at Fort McPherson and at Herschell Island. Mr. Fraser is now at Fort McPherson and one of the native Eskimo is doing some teaching at Herschell Island, where Mr. Whittaker, now on furlough, had been in charge of the mission for the past ten years.

Bishop Reeve has been in the west for the long period of thirty-seven years. He was ordained a deacon by the late Archbishop Machray in the year 1869 in this city, and as priest in 1870 in the city of London, England. He was ordained a bishop at Fort Simpson, in 1874. He labored chiefly at Fort Simpson, and on the division of the diocese, was chosen as the first bishop of Mackenzie river in 1891.

GUELPH RADIAL RAILWAY

The question of the municipalization of the street railway is one of absorbing interest with the citizens of Edmonton at the present time.

Yesterday the bulletin interviewed Mr. P. E. Butchart, who spent the summer in Ontario, and visited his old home in the city of Guelph. During his visit there Mr. Butchart gave a careful study to the operation of the Guelph Radial railway. Guelph is a city of the same area and population as the city of Edmonton, and what is feasible in Guelph Mr. Butchart thinks is equally so in Edmonton.

Mr. Butchart found that the railway had been in operation for a number of years under private ownership and control. It was also found that there was continual friction with regard to the street. It was partly with the aim of regaining these that the City Council entered into negotiations for the municipalization of the system, which was done for a valuation in 1903.

The result has been a marvellous development and change in the interests of the ratepayers, both in the rate and the efficiency of the service. A civic pride has been created, a deeper interest in municipal administration has been engendered, and the street railway popularized.

The city operates six and a half miles of track, with a plant where the power is produced solely for the operation of the railway. Yet it has been so successful that after paying all running expenses and charges on capital account, during the present year, there is a net profit of 7 per cent on a capital investment of \$106,000. This is done practically at a 4c rate per fare, and the council are giving the people of Guelph a 3c rate to those who desire it. The rates are eight limited tickets for 25c; six tickets for 25c or 100 tickets for \$3, the latter two being unlimited. The ordinary fare is five cents.

The success of this scheme has favorably disposed the citizens to further municipalization of public utilities, and they now control the electric lighting and gas plant.

Mr. Butchart considers the street railway a natural monopoly, that is, it is such a public utility so expensive and of necessity operated in the public streets that no competition is possible.

We here append the financial statement of the Guelph Radial Railway Company for the last year, submitted by the manager to the directors, which tells the story of its success:

Guelph, Oct. 11th, 1906. To the directors of the Guelph Radial Railway Company, Guelph, Ontario: Enclosed herewith find accounts of the Guelph Radial Railway Co., duly audited, for the year ending September 30th, 1906, as follows:

Statement of assets and liabilities. Profit and loss account. The amount of cash on hand is \$30, and in bank \$9,832.57. Total, \$39,832.57.

The net gain on the year's business is \$9,340.62, from which we have written off \$282.52 accident claims for 1906, and \$570.82 expenses in connection with Guelph and Goderich Crossing, also maintenance charges of \$5,079.00, leaving net balance to be placed to the credit of profit and loss of \$7,487.28.

The capital account has been increased \$6,170.44 on real estate, park cars, turn-out, new car barn, toboggan slide, rink, etc.

The passenger receipts show an increase of \$3,998.39 over 1905. The total number of passengers carried was 616,046, an increase of 90,454 over 1905.

Coal consumed, 666 tons. Respectfully submitted, J. J. HACKNEY, Mgr. THE GUELPH RADIAL RAILWAY COMPANY.

NEFF & POSTLETHWAITE, Auditors.

October, 1906: Q kApngDd rPnkup lpy8 etioan she Comparison.

	Passenger receipts.	Pass. receipts.	Gross receipts.
1900	288,965	212,250.28	212,250.28
1901	326,833	232,607.25	232,607.25
1902	355,461	250,098.10	250,098.10
1903	397,018	283,939.99	283,939.99
1904	405,649	271,123.62	271,123.62
1905	525,562	322,933.11	322,933.11
1906	616,046	350,064.43	350,064.43

Profit and loss account for year ending 30th Sept. 1906. Earnings. Passengers.....\$25,306.43 Freight.....1,513.33 Advertising.....375.00 Rent of hotel, Puslich lake 171.69 Rent of power.....178.00 Park receipts.....202.50 Bank interest.....156.95 Sundry receipts.....9.75 Total earnings.....\$28,509.65

Expenses. Car barn maintenance.....\$2,827.74 Track maintenance.....1,240.35 Line maintenance.....336.30 Power house maintenance.....1,461.53 Passenger operating wages.....6,563.94 Freight operation.....389.89 Oil.....198.36 Coal.....2,647.46 G. T. Ry. crossing.....340.76 Painting and upholst. cars.....116.49 Office and salaries.....1,330.00 Stationary.....198.20 General expenses.....92.05 Legal.....51.06 Audit.....120.00 Taxes.....342.28 Insurance.....542.23 Band.....56.24 Rink expense.....306.85 Total expenses.....\$20,180.03 Total earnings.....\$28,509.65

Gain on year's operations.....\$8,340.62 Accident claims, 1905 \$282.52 Legal and other exp. re crossing G. & G. 570.82 853.34 Balance.....\$7,487.28 NEFF & POSTLETHWAITE, Auditors.

A further letter from the manager to Mr. Butchart indicates the improvements and means adopted to popularize the railway. Guelph, Oct. 11th, 1906. To the directors of the Guelph Radial Railway Company, Guelph, Ontario: Enclosed herewith find accounts of the Guelph Radial Railway Co., duly audited, for the year ending September 30th, 1906, as follows:

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Balance Sheet, 30th Sept. 1906. Assets. Cash in bank.....\$ 9,832.57 Cash in hand.....30.00 Accounts receivable.....448.48 Construct and equipment.....100,258.37 New car barn.....226.82 Cemetery extension.....36.19 New equipment.....2,442.11 Feeder, Edinboro road.....333.12 Park.....606.51 Rink.....506.71 Toboggan slide.....614.23 Coal siding.....32.00 Flora Road turn-out.....613.30 Real estate.....753.15 Total.....\$106,428.81

Liabilities. Stock, trails, wire, etc. for switches.....1,085.30 Stock on hand as per inventory in car barn.....1,043.30 Insurance unexpired.....118.12 Total liabilities.....\$2,250.72 Total assets.....\$106,428.81

Profit and loss account. Balance forward.....\$118,781.67 Debit, Sept. 30, 1906 \$463.09 Gain as at 30th Sept. 1906.....7,487.28 Total.....\$118,805.40 Premium account.....\$1,781.21 Total.....\$120,586.60 Audited and approved.

VOICE OF THE ASSEMBLY.

The records of the Department of the Interior show as follows:

Entry for the N.E. 1-4, 25, 5, 2, 5, was granted to H. G. Clarke on 13th August, 1902. On June 15th, 1903, cancellation proceedings were instituted, and Clark's entry was cancelled on 14th August, 1903. Entry was granted G. Pearce, 18th April, 1906. The land was vacant and available for re-entry between August, 1903, and April, 1906.

CIVIC ACCOUNTS.

(Wednesday's Daily)

The following accounts were passed by the city council Tuesday:

City Coal Co., coal.....\$1,534.21 Monthly pay sheet, salaries 4,654.78 Imperial Bank, debenture.....10.00 J. W. Costello, insp scales.....641.03 Union Bank, debenture.....571.87 W. Footer, estimate.....2.40 E. Owens, fire calls.....544.75 E. J. Taylor Co., contract.....2.20 Cairns & Bro., caps.....63.16 A. Kemp, salary.....58.19 C. N. Teleg-aph Co., tels.....30.00 Can. Rubber Co., mules.....25.00 John Vanville Co., tools.....3.00 G. J. Bell, meter seals.....81.00 Cash ac. tel. toll calls.....80.00 Wills & Lehman, grading.....31.75 N. F. Harbottle, meter insp.....88.05 A. H. Green & Co., ac. cont.....6.25 C. N. R. Express Co., exp.....13.65 W. G. Ibbotson, duty.....1,457.00 Bank of Commerce, interest 1,000.00 Edmt. Board of Trade, grant 25.00 C. P. R. Co. freight.....25.45 W. G. Ibbotson, duty.....17.50 A. Gurney, hay.....1,163.60 W. J. Graham, ac. contract 50.00 Potter & McDougall, bus.....7.48 J. T. McMillan, cartage.....4.35 N.W. Elec. Co., supplies.....4,000.00 Imper. Bank, alderman notes 45,000.00 A. T. Cushing, lot 25-10.....3,000.00 West. P. & P. Co., printg.....4.00 Pickering Bros., vet. servs.....9.00 St. Elmo hotel, board prisoners 82.46 C. P. Ry. Co., freight.....8.88 Hardisty Bros., freight.....280.00 A. Lehman, excavating.....68.95 Whitehaw Co., merchandise.....2.00 C. E. McDonald, expenses.....70.50 Ben Hardy, castings.....21.75 John Co., advertising.....247.50 Can. Westinghouse Co.....5.65 Jas. A. Stovel, hardware.....20.90 Latta & Lyons, blacksmn.....2.00 N. N. Davidson, doctor's fees 1.00 W. J. Walker, linen.....8.75 Hamilton & Son, bran.....76.50 W. H. Clark & Co., poles.....18.00 Bell Tel. Co., brass.....15.00 McInnis & Lyons, shaving.....21.15 K. W. MacKenzie, staly.....62.00 T. M. McLeay, nurse.....23.00 Mr. Irvine, nurse.....62.00 Wm. Longmore, laundry.....49.77 J. O. Sullivan, nurse.....34.50 G. Breckenridge, milk.....\$92,226.04 McManus Bros., insurance.....

P. P. S. BOARD.

(Friday's Daily)

The regular meeting of the Protestant Public School board was held last night in McKay avenue school. Accounts to the amount of \$3,336.34 were passed. Principal Russell reported a balance of \$39.75 in the recent public school concert.

Mr. John Copp asked for the withdrawal of a specialist graduate of the Alexander Taylor public school on Jasper avenue. Accordingly the contract was awarded to Mr. McCallister.

Supt. McCaig was authorized by the board to engage a room in the Bulfinch to be used as his down town office.

A request by Dr. McQueen on behalf of the Home Mission Board of the Presbyterian church that leave be granted to hold church services in Norwood was refused.

The question of salaries which has engaged the attention of the board for some time, was referred to the school management committee and the superintendent to prepare a report.

A recommendation from Principal Ross of the high school was submitted requesting the engagement of another male teacher, a specialist graduate for the work of the high school.

This board decided to erect a frame addition to Norwood school suitable for a school room.

The superintendent's report for October and November was laid on the table. The attendance is as follows:

Queen's avenue.....1127 1140 McKay avenue.....475 498 St. Andrew's.....371 372 Sydenham.....172 164 Norwood.....107 113 Total.....1127 1140

The high school has an attendance of 55 in Standard VII, 25 in Standard VII, and 6 in Standard VIII, making a total of 87. The total school population is 1227.

Calgary Herald: The Canadian Pacific railway announce the completion of traffic arrangements with the Spokane International railway whereby better through rates are given on some classes of merchandise interchanged between points reached by the way of Spokane and Alberta than could heretofore be obtained. There is not at present very much inter-traffic between Washington state and Alberta, but the new route making a shorter mileage and lower rates will tend to promote trade in a time become of considerable importance to merchants doing business in this province.

A Novice

(By W. H. Footner)

The Peace River! When we hear of it years the most romantic has been clustered about the north. Returning in and traders have had such stories to tell of the beauty, fertility of that far-off land and its glorious climate, it has been considered a sort of arctic Dorado, and no young man until he has seen it. He faces north with the feeling hot on the track of the Romance which is always before the advance of steel telegraph wires.

Athabasca Landing is a thing of place; this is the telegraph wire, and the wire here the good-byes are said "in," and here you are as you come "out." Here, adieu to the last luxuries of life in the shape of barbed wire, billiard tables, and spring beds; the north; I have heard of them made here for a while. One is struck by the strange smallness of this vast it is a point of pride for everyone here, and while doing. Away up in Fort Mc-

ton, they speak of "town" were five miles off. At the Landing the main north divide. You go Athabasca to Lesser Slave Lake, Peace River country on the Peace, or down the river to the posts on Lake Athabasca, Slave Lake and the Mackenzie the other. Through the passes all the freight for the Hudson's Bay Company, the Pelican Rapids, a hundred miles the Landing and the Lesser Slave River, 75 above. From the latter point intended to carry passenger freight by wagon around the 2000 have another steamer on the balance of the river across the Lake. A little wheeler, christened Northern was built by young Captain at the Landing for this purpose the water in the smaller stream exceptionally low all summer Northern Light could not get up.

How to get through was the problem. However, the M. Sur came up the river in a dory, and I engaged passage for the "warehouse" at the Little River, as the Lesser river is always called in dist to the Athabasca, which is the river.

The Midnight Sun is about 1000 miles long. The accommodations passengers would hardly be called luxurious "outside," but by comparison with the usual hardships of the north side is a veritable little vessel. There are several rough stations on the deck with bunks into which passenger puts his own bedding, meals are excellent.

For fellow passengers I had San Franciscans, who having fled through the earthquake of 1906 to seek a new fortune in the Peace River country. They were an ex-masseur and anthropologist young companion had been a car conductor. They were quite accustomed to roughing it, and outfit excited open ridicule the crew. One could not help being the lot of their bewildering ex-cab horses from Vancouver accustomed to smooth city streets and plenty of cars. They had wagons loaded with all manner necessary articles, such as a bedstead, an enormous tree trunk, heavy wooden doors, etc. of their wagons was a high affair which shortly afterwards sized against a stump, nearly a week's going forty miles were undaunted, however, and for the winter, determined to forward in the spring.

The Midnight Sun left the Landing one afternoon, and after a few miles against the current it was up to the bank for the night