

closed down upon them and left them to secure supplies elsewhere, though it was difficult for the "tender-hearted one" not to give them *carte blanche* with our stores.

About 8-30 on Sunday morning we reached Smith's Falls, the junction for Toronto, and here were joined by another special train conveying passengers from the *s.s. Ottawa* which had sailed on the 18th. Full Service was held in two cars, addresses being given by two of the catechists, who spoke well and with conviction. In the afternoon Service was held in each of the cars on the train, six catechists taking part in each. On Sunday evening at North Bay on Lake Huron, we organized an open air meeting on the *Depôt* platform. The *Depôt* being a favourite rendezvous for Canadians there was soon a big congregation listening to the proclamation of the great Evangel, but the conductor's cry of "all aboard!" brought the Service to an abrupt conclusion, and most of us joined the train on the move. Evening Service was held in two cars, and at our suggestion, though after considerable hesitation, a collection was made, which resulted in seven dollars being handed over to the Widows and Orphans' Fund of the Diocese. To an Association Secretary a Service or Meeting without a collection seems distinctly incomplete.

We passed Chapleau, (the home of a C.C.C.S. clergyman, and the scene of a terrible railway accident a few weeks before,) early on Monday morning, and by noon were skirting the northern shore of Lake Superior, the greatest body of fresh water in the world. The track is laid along the edge of many rocky promontories, and follows, more or less closely, the sinuous coast line