

hold two and arranged *vis à vis*, the seats sliding together in order to form the lower berth for rest at night. Overhead is a shelf which can be drawn into a horizontal position, and forms the upper berth. Partitions are provided, (but are usually missing when an attempt is made to find them), which divide off the top berths, and curtains may be purchased at several stations, but though we had travelled over a considerable part of Canada we had never seen any of them. We secured the lower berth, hung one blanket up as a curtain, and after intimating that physical force would be called in to procure the ejection of any passenger making a noise, we dozed off to sleep. The hard boards and constant jolting were not conducive to sound slumber, and early on the Sunday morning we were out and about.

Each car is provided with a kitchen containing stove and sink, with just enough floor space for one person. The congestion when the whole car wishes to prepare breakfast at the same time can be imagined.

We were unable to ascertain whether fuel was provided for a Colonist car, and so had to pick up all the stray lumber we could come across at each stopping place.

Luxurious living is not the rule on an emigrant train, the ideal method of feeding is to balance a tin of sardines on one knee, a box of soda crackers on the other, and, as an Irish catechist said, a cup of coffee on the third.

In our car were several who had made no provision for the journey, and to these we gladly gave a share of our victuals, supposing that they had omitted to do so through inadvertence. But when opportunities for purchasing supplies passed unnoticed by these people, and they bought only picture post-cards and tobacco, we