

tinned milk and oats. Each man had his outfit with him, and these were piled here and there in the cars, which had soon the appearance of a country store. Our first stop was at McAdam Junction, near which the C.P.R. line enters the State of Maine, U.S.A., and we were supposed to be bonded through. It was a great relief to some of our number to find that this was not the terrible ordeal that had been pictured to them. Six miles further was Vanceboro, where we put back our watches an hour, having passed from "Atlantic" to "Eastern" standard time. At Brownville a stay of twenty minutes was made, and all the passengers rushed to the store to purchase as their fancy lead them. A striking feature about this general store was the large display of patent medicines, indicating one of the tendencies of the American people. The State of Maine presents an abundance of rough but most picturesque scenery, with plenty of water and suggestive of good sport. The hills were still covered with snow, and everything seemed bleak and inhospitable. The Penobscot River which we crossed at Mattawamkeag, is a favourite resort of sportsmen. Skirting the shores of Moosehead Lake, a magnificent stretch of 40 miles still covered with ice, we passed out of the United States at Boundary. Night was falling when we reached the famous Lake Memphremagog, which is dotted with many islands, and surrounded by rugged, heavily wooded hills. Two lofty mountains, Orford and Owl's Head, are most imposing.

The Colonist car in which we travelled was not unlike the carriages on the Southport line of the L. & Y., a passage right down the middle, seats on either side, to