

Toronto
June 12th 1911

My dearest Lois,

There has been another change of scene. Here I am in Toronto having left Porcupine on Saturday night - spent Sunday in Cobalt Sunday night on the train and Monday in Toronto. I'm afraid your letters have been temporarily ^{lost, having been} mis-directed ~~and~~ to a new mining camp which I had intended to visit. I am in a fever to get back to Montreal but can't seem to get away from Cobalt. I have got to go back there again for a little while, but may be able to work in a trip to Montreal in the meantime.

You never saw such a rush in your life. I bought a state-room for my customer & me on the train to Toronto so that he could not get away.

I have been more successful than usual so far this month.

I enclose a beautiful (?) picture of myself on the road to Porcupine - carrying a suit case & a catalogue case tied together by a rope and cushioned on my shoulders by 2 pieces of sackings. The walk was 8 miles over muskeg which had

been dried and tramped into some semblance of a path in only a few places. A good deal of the way was treading along on a newly piled up clay surface which was greasy + wet.

We did this walk in 2 1/2 hours

The other pictures show the wharf, the main street looking towards the wharf and the mail carrier. In case you should think that wheels are common I may say that practically all the teaming is done on wide wooden runners and I have seen one of these pulled for about 200 yards through such deep water + mud that the stuff on the sled was getting wet on the bottom.

Coming down the Porcupine River we saw a cow moose standing in the water up to her knees and evidently eating things from the ~~to~~ river bottom something like you sometimes see a duck doing.

We went quite reasonably close to it on our way down and although it took several good long looks at us, it was not afraid of us or of the "putt-putt" we were in.

I have got to run, as usual,
with piles of love and hoping to see you in a few days

Yours lovingly Edward J. W.

been tried and transferred into some semblance of
fathoms a few places of good deal of the way
was trucking along in a sandy field up clear
surface which was green & wet.
we did the work in 2 1/2 hours
The other picture shows the wharf the train
street looking toward the wharf and the road
corner. To the right of the wharf that which
the corner to the right that factually all the
tempering is done in with wood runners and
have seen one of these factories which also
through good deep water + wharf that the staff
the creek was getting wet at the bottom.

Among them the 1800 ft. level in some cases
those standing in the water up to
and under the water for the river bottom
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we went quite near about there to it in our
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long look at it, it was not a good part of the
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