

1904

1911

# CHRISTMAS GREETINGS

**W**E wish you all a MERRY CHRISTMAS and ask your further patronage during the next year. Our stock is large, prices low and we'll Guarantee to please you.

A new and novel feature of our store will be the appearance of

## A Real, Live Santa Claus

at 10 A. M. Saturday, December 23rd

and he will have something for every little boy and girl present at that time, under twelve years of age. BE ON TIME, as Santa don't stay long in a place---he's busy now.

Please Remember that we can supply your wants for Christmas Presents---our store is full of them.

# HOFFMAN & ALLEN CO.

## AN INTERESTING LETTER FROM AFAR

(Continued from last week)

Almora, India, July 2, 1911. School closed on the 27th of April, and on the 1st of May Ina and I left Lucknow to swelter in a heat of 117 in the shade and 176 in the sunlight while we enjoyed the cool breezes and the magnificent scenery at Almora in the foothills of the Himalayas. Our journey was of a little less than 250 miles. The last 39 miles was on a bridle path through the mountains. It sounds like an expensive vacation for a missionary to go so far, but traveling is cheap in India. For our railway tickets for a distance of over two hundred miles, we paid \$3.18 each. I will tell you later on of the expenses of the last 39 miles of our journey. Most of the time we were on the railroad it was night, and as we were in a sleeper we slept. We woke up in time to catch the first glimpse of the snow peaks in the distance and to enjoy the landscape with its great herons, its jackals, deer, lumbering elephants, great ox-carts, mud villages, razor-backed hogs, ugly camels, and scrubby horses. We reached Kathgodam, the terminus of the railway, at about 11 a. m. on May 2.

At Kathgodam the really interesting part of our journey to Almora, the road crosses a narrow suspension bridge and all the rest of the way is a true bridle path, there being no wheeled vehicles whatever. Not one mile of the way is level. People who travel here must walk, ride ponies or ride in a dandi, (pronounced dandy). A dandi is a sort of chair and footstool so mounted on a framework of wood and iron rods as to be carried by four men. The dandi frame is boat shaped and over each of the pointed ends is fitted something almost exactly like a neck yoke. At each end of each neekyoke stands a dandi coolie, who carries his load on his shoulder. One grown person is a load for a dandi, although a woman and a baby, or two children may ride together. Four coolies work at a time, but each dandi has from four to eight coolies who work in relays. The number varies with the length and difficulty of the journey and the weight of the load. Six is the most common number. The regular wages for coolies is four annas (8¢) per day, and they furnish their own board and lodging. We had intended that Ina should ride in a dandi, but we found that no dandi coolies were to be had. We also needed some bojh coolies. A bojh is fifty pounds—a legal load of baggage for one coolie. Some men carry as much as 120 pounds over from eight to sixteen miles of rough mountain road in a day. A man who carries more than 50 pounds gets extra pay. For fifty pounds or less a man gets 8 cents per day; for 50 to 80 pounds 16 cents; for 80 to 120 pounds, 24 cents. We had two steel trunk that weighed 176 pounds. Each of these was carried by one man, 39 miles in 3 days. One other explanation and we will be ready to start from Kathgodam. Mountain roads in the Himalayas are divided into marches, one march being the distance between two government rest houses, called dak bungalows, and being supposed to be one day's journey. As the distance between bungalows varies from 8 to 13 miles, people frequently make two marches and sometimes even three marches in a day. Now for the journey.

(To be continued)



Dr. Semones, Oculist and Homeopathic Physician, 217 First St., Ind. Phone 311. Forest Grove.

The Vancouver school is closed on account of scarlet fever and Miss Gladys Todd has taken advantage of this vacation to visit home this week.



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2-10x6-10	5 x Panel Fir 1 3-8	2.00	Cedar—4 Panels		
3-0x7-0	5 x Panel Fir 1 3-8	2.25	2-0x6-0	1 3-8	1.40
			2-0x6-6	1 3-8	1.60
			2-6x6-6	1 3-8	1.60
			2-8x6-8	1 3-8	1.65
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