

CORRESPONDENCE

[This department is a meeting-place for ideas. If you have any suggestions as to new methods or successful methods, let us hear from you. You may not be accustomed to write for publication, but do not hesitate. It is ideas we want. Your suggestion will help another.—Ed.]

A TRIP FROM C. T. P. TO CIVILIZATION.

Sir,—We completed our final location on the 31st of September, and then had to lay up until the 5th of October, waiting for the tug to take us down Lake Nepigon. We got pretty restless and impatient waiting, and you can hardly blame us.

Let me assure you there were no laggards in the crowd that loaded the steamer with dunnage and grub that day. We got away about twelve o'clock, noon, and laid up that night at Nepigon House, a Hudson Bay post half way down the lake. Here we had a feast on canned pears, peaches and lobster. Early the next morning we got a good start and by noon reached Virgin Falls, the foot of the lake, where we disembarked and had lunch.

To start with we had about a half mile portage, then we loaded our five canoes and were off down the Nepigon River for Nepigon. There were four in our canoe, with blankets, dunnage, etc., some of the canoes had five. Two of us carried all the dunnage and the other two the canoe, so that we had to make only one trip. You see we worked some. We got well down the river that afternoon and camped in the open that night with the result that our blankets were covered with a white hoar-frost the next morning. We had a beautiful day for our trip, the sun came out cloudless in a sharp crisp air, so that every thing sparkled. The scenery along the Nepigon River is magnificent at any time, but on this beautiful morning, to us with the thoughts of home and friends before us, it seemed doubly so. At noon we lunched on our last portage (two miles long) just twelve miles from Nepigon. Our canoe was the first off at just one o'clock, we were now on the home stretch as it were, with only twelve miles of straight paddling ahead of us, so we dug in. At three exactly our canoe shot into a little ripple that runs under the C.P.R. bridge at Nepigon. It had just taken us two hours with a loaded canoe against a head wind to make the last twelve miles. When we had all landed each man shouldered his pack and started for the hotel. We were a motley looking outfit I can tell you.

We straightened out our business at the office that afternoon, and that evening the chief, transitman, draftsman, topographer, and myself took the one o'clock train for Port Arthur in order to procure the necessities to make our bodies fit subjects for a trip East.

In order to pick up the thread of civilization where it was broken it seemed to us we should resort to the dining car, so we marshalled ourselves in order and entered with a lowly mien as befitted our apparel. It was no use, however, a white-shirted dignitary kindly but firmly pressed us out into the vestibule to wait a more seasonable appearing. Here we waited in darkness and coldness, the pangs of hunger reminding us of the good lunch we had out of our abundance left on that lone portage, now miles away, until driven to despair we entered in a body, seized upon two empty tables and figuratively speaking demanded to be fed. The head waiter came with the dispatch that would flatter the most exacting, but lo! when he arrived it was ourselves he would dispatch. The chief, however, in a few fitting, well chosen, phrases pointed out to him the error of his way, and after a little desultory firing from both sides we remained in possession. Say, talk about eating, well, we were making up for a sixteen months' fast.

I am very sincerely yours.

RAILWAY CROSSOVER.

Sir,—The following is the solution of the above:—

Given the angle of divergence, N , the initial P.C. at G , the distance GH , and the radii R , r , to find the central angles A and B :—

$$GK = GH \times \tan N.$$

$$KC = GC - GK = R - GK.$$

LC or $EF = KC \times \cos N$, the line CF being drawn parallel to LE .

$$\cos B = DF \div CD = (r + EF) \div (R + r).$$

$$\text{Angle } A \text{ manifestly} = B + N.$$

In "Rodman's" problem:—

$N = 20^\circ 10'$, $GH = 450$ ft., and both R and $r = 573.68$.

$$GK = GH \times \tan N$$

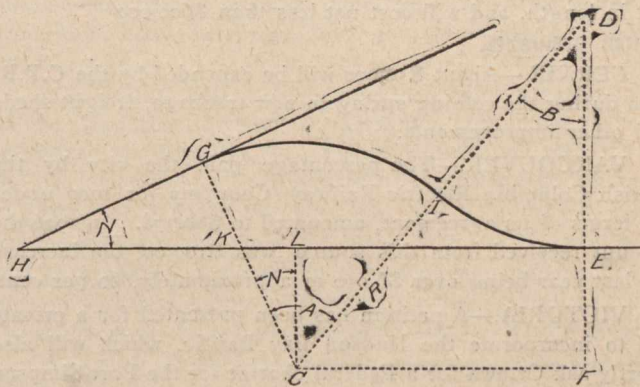
$$GH = 450 \text{ ft.} \dots \dots \dots \log 2.653213$$

$$N = 20^\circ 10' \dots \dots \dots L \tan 9.564983$$

$$GK = 165.27 \text{ ft.} \dots \dots \dots 2.218196$$

$$KC = R - GK = 573.68 - 165.27.$$

$$KC = 408.41.$$



$$LC \text{ or } EF = KC \times \cos N$$

$$KC = 408.41 \dots \dots \dots \log 2.611096$$

$$N = 20^\circ 10' \dots \dots \dots L \cos 9.972524$$

$$EF = 383.37 \dots \dots \dots 2.583620$$

$$\cos B = (r + EF) \div (R + r)$$

$$r + EF = 957.05 \dots \dots \dots \log 2.980934$$

$$R + r = 1147.36 \dots \dots \dots \log 3.059714$$

$$B = 33^\circ 29' \dots \dots \dots L \cos 9.921220$$

$$B = 33^\circ 29', A = B + N = 33^\circ 29' + 20^\circ 10' = 53^\circ 39'.$$

Yours truly,

Transit.

Footes Bay, Ont.

(Continued from Page 114.)

correct error made in plan, profile and book of reference covering located line of railway between Brownsville and Oliver's, B.C.

4293—Feb. 1—Approving Standard Passenger Tariff, C.R.C. No. 86, of the Kingston and Pembroke Railway, making rate of three cents per mile.

4294—Jan. 30—Amending order dated December 10th, 1907, in connection with the transfer of passengers and mails between trains of the C.P.R. and G.T.R. at Brockville, Ont., so as to require the two railways to fully provide for this connection on or before March 1st, 1908.

4295—Feb. 3—Authorizing the Dominion Car and Foundry Company, Limited, at Montreal, to lay water pipe under the track of the Lachine Canal Bank Branch of the G.T.R.