

renders the climate of Victoria so mild, causes a greater degree of severity farther inland. The warm water at the coast of necessity produces a great deal of moisture, which, as it moves inland, is successively caught by each of the mountain chains and is condensed and deposited in the form of snow or rain, according to the altitude, on the western slope of each range. This process, going on for ages upon ages, has produced a powerful modifying effect on the physical aspect of the country, and it is not improbable that it is to the influence of the Japan Current, analogous to the gulf stream in the Atlantic Ocean, that the skill of the engineer has been taxed to a somewhat greater extent in the Kicking Horse Pass and the valley of the McMillan than in the valleys of either the Bow or the Beaver Rivers.

Yale, B. C.

A. O. BROOKSIDE.

A Popular Superintendent.

At Parrsboro, N. S., on Friday, 18th Feby., the employees of the Railway Department, Cumberland Railway and Coal Company in a body invaded the residence of Mr. J. Gresham Aikman, the popular Superintendent. Mr. Aikman was found comfortably seated, surrounded by his family, reading the latest election news, and was very much surprised indeed at the appearance of such a large body of men. Visions of strikes and surprise parties flashed across his mind. However, he smilingly greeted the men and bade them be seated.

Mr. Fred Loashy produced a paper and proceeded to read the following address:—

PARRSBORO, N. S.

TO J. GRESHAM AIKMAN, Esq., Superintendent
C. R. & C. Co..

SIR:—We, the employees of the Railway Dept., C. R. & C. Co., have assembled here this evening for the purpose of showing in some manner the mutual confidence and kindly feeling existing between us and appreciation of your many good qualities as our superintendent. Although in the past we have not been unmindful of your many acts of kindness, yet we have never shown our appreciation of you in any marked or tangible form. Since you became superintendent of this railway those who have served under you can testify to your unfailing courtesy and careful management.

We ask that you accept the accompanying salmon rod as a mutual good will offering, and we trust that you may long be spared and have health and strength to wield it with pleasure and success.

With the best wishes for the continued happiness of yourself and family.

We are, Sir, yours respectfully,

FRED LOASHY,

H. H. MCCLELLY,

and forty others.

Mr. Aikman, who was taken entirely by surprise, made a feeling reply: he thanked the men very heartily for their expressions of good will and said the efficiency of the railway depended largely upon the good understanding existing between employers and employees, and he felt confident that the C. R. & C. Co. would compare favorably in that respect or any other with any branch railway in the Dominion.

The salmon rod was made to order by Mr. Joe Dalzell of St. John, N. B., is of the latest

pattern and what is known as the Dalzell Combination rod, being composed of sectional strips of lancewood and greenheart, and cost over fifty dollars. The mountings are of solid silver and bear the following inscription:—
“Presented to J. Gresham Aikman, Esq., Superintendent C. R. & C. Co., by the employees of the railway department, as a token of respect and esteem.”

The Location of Railways

Mr. Wood, the representative of North Hastings in the Ontario Legislature, has introduced a Bill in that body to amend the law relating to Provincial Railways. Mr. Wood proposes to add to section 20 of the General Act, which section deals with the expropriation of lands, arbitrations, etc., the following clause:—

“Any party feeling aggrieved by the proposed location may within fifteen days after receiving the notice aforesaid, apply to a County Court Judge of the County where said location has been made, by petition setting forth his objections to the route designated, and the said Judge may, if he considers sufficient cause therefor exists, appoint three disinterested persons, one of whom must be a civil Engineer, Commissioners to examine the said proposed route, and after hearing the parties, to confirm or alter the same as may be consistent with the just rights of all parties and the public, but no such alteration shall be made except with the concurrence of the Commissioner who is a civil Engineer. The determination of the Commissioners shall, within thirty days after their appointment, be made and certified by them and the certificate filed in the office of the Clerk of the Peace for the said County. The said Commissioners shall be entitled to the same fees as Arbitrators, and such fees shall in the first instance be paid by the person applying for their appointment, but if the proposed route is altered or changed by the Commissioners, the Company shall refund to the applicant the amount so paid.”

The Bill was read the second time on Friday 18th inst., and referred to a Special Committee consisting of Hon. T. B. Parlee, Messrs. Meredith, Clarke, (Wellington), Creighton, Murray, Clancy, Morin, Hudson, Leys, Preston and Wood.

Stock Jobbers at Work.

The following appeared in the New York Tribune on February 1st:

THE CANADIAN PACIFIC BLOCKADE—TRAINS STOPPED BY SNOW, ETC.—DEAD ENGINES ABANDONED IN DRIFTS.

(Special.)

MONTREAL, Feb. 17.

“The Canadian Pacific Railway has been completely blockaded with snow for the past three weeks. It has been impossible to obtain exact information in regard to the extent of the obstruction, for everyone connected with the management preserves the closest reticence, but so far as can be learned from careful inquiry, the blockade is practically complete. The road west of Winnipeg has been blocked for twenty-three days, and especially in the Selkirks and west of Calgary. The snow sheds there have failed to afford protection in consequence of heavy land slides which have demoralized them in several places. The portion of the road running through the

Fraser river valley is blocked by snow and rock and landslides. For some time the Fraser river has been frozen up at the mouth, so that vessels could not reach Vancouver Island. To add to the difficulties of the company the supply of coal at many points has been exhausted, and the blockade prevents stocks from being replenished. It is reported that a large number of “dead” engines have been abandoned in the Selkirk range on both sides of it. General Manager Van Horne is at Huron, or rather he expected to arrive there yesterday; he started with a party of gentlemen who wished to go over the line, but on account of the obstructions to travel, they backed out, and he finally went on alone. He is making strong efforts to open the railway in the course of the next few weeks, but it is believed to be doubtful if he will be able to run trains regularly much before the first of May. In substance it appears that the whole line west of Winnipeg, and perhaps from that place east to Port Arthur on Lake Superior, is blocked with snow.”

The same day Mr. Van Horne sent the following telegram to the Tribune:

MONTREAL, Feb. 18, 1887.

To the New York Tribune, New York.

The special telegram from Montreal in this morning's Tribune reported snow blockades, land slides, dead engines, and other difficulties on the Canadian Pacific Railway, is a malicious falsehood from beginning to end. The Canadian Pacific trains are not only running through from Montreal to the Pacific every day, but they are running on time. There is not a dead engine on the line, and not a foot of it is blocked, nor is there any shortage of coal. Only one blockade has occurred during the entire winter, and the greatest delay to any train by this was ninety hours.

W. C. Van Horne,

Vice-President Canadian Pacific Railway.

The fearful weather of a week ago caused a further block, but this was “raised” with a little more delay than the other. The Canadian Pacific has made as good a record as any other line of equal length.

Legislature Railway Committee.

The following gentlemen form the Railway Committee of the Provincial Legislature of Ontario now in session.—Messrs Allan, Armstrong, Awrey, Balfour, Ballantyne, Biggar, Bishop, Blezard, Blyth, Bronson, Chamberlain, Chisholm, E. F. Clarke, (Toronto), H. E. Clarke, (Toronto), Clarke, (Wellington), Conmee, Craig, Creighton, Cruess, Drury, Dryden, Evanturel, Fell, Ferguson, Field, Freeman, Garson, Gilson, (Hamilton), Gilson, (Huron), Gilmour, Gould, Guthrie, Hammell, Harcourt, Hess, Hilliard, Ingram, Kerns, Lees, (Lanark), Leys, (Toronto), Mack, Marter, Master, Meacham, Meredith, Metcalfe, Miller, Monck, Morgan, Morin, Murray, McKay, McLaughlin, McMahon, Nairn, O'Connor, Ostrom, Parlee, Phelps, Preston, Rayside, Robilliard, Ross, (Huron), Snider, Stewart, Stratton, Towley, Wildfield, Willoughby, Wilnot, Wood, (Brant), Wood (Hastings), and Wylie. Nine members of the Committee form a quorum.