

mail should go forward, and that the dogsleighs should carry our wrappers and necessary luggage in place of the paper and parcel post.

Early on Sunday morning, January 3rd, we wished those passengers who preferred remaining with the train Good-bye, and started off. Our party consisted of the mail agent, three passengers including myself, one brakeman, and also Narcisse and two other Hudson Bay voyageurs. The conductor, of course, remained with the passengers in the train. How long it was before they were dug out I do not know. Up to the time I left Montreal, they had not arrived; although the line was reported clear and open between Winnipeg and Montreal.

The first day we made only about seven miles, the travelling, even behind the dogsleighs, being a little fatiguing for those who had no snow-shoes.

At night we camped out. We found a number of empty cabins and shanties by the side of the railroad as we journeyed along, which had been used during the construction of the line. We did not, however, go far enough the first