

been surveyed, starting at mile 33 from Clinton, which gives a route 4 miles longer than that through Bonaparte Canyon. On this route there would be little trestle work, no steel bridges, and the pusher grade would be 4.6 miles long. There would, however, be a heavy cutting at Ashcroft of 140,000 cu. yd., and 3,000 ft. of tunnelling at the top of the pusher gradient.

The Lieut.-Governor in his speech at the opening of the British Columbia Legislature recently, said: "Construction of the P.G.E. Ry. northward from Clinton has been prosecuted vigorously, and an agreement has been entered into for the completion of it to Fort George during this year." In the Legislature on Feb. 13, the Premier agreed to a motion for a return of all correspondence relating to the agreement for the construction of the extension to Fort George. On the following day a delegation from British Columbia board of trade waited on the government to press speedy construction of the extension, and is reported to have been informed that it would be impossible to continue construction to Fort George this year, as necessary construction and other equipment could not be obtained.

As to the Ashcroft-Clinton cutoff, the Premier pointed out that it was a strategic point for railway building and any corporation that secured the route would control the whole traffic of the P.G.E. to Fort George and Peace River. Therefore the government last year had made surveys and secured this key, which it could use whenever it became necessary.

A bill was introduced in Mar. 5 providing for the issue of \$4,800 of securities to retire the note of the P.G.E.R. Co., guaranteed by the province in 1919. This note is held by the Bank of Commerce, which has as security \$6,000,000 of the company's capital stock. A second bill before the Legislature asks for authority to raise \$4,000,000, to be advanced by way of a loan to the P.G.E.R. for the construction, equipment and operation during the building of the company's railway. The loan is to be secured upon a mortgage of the undertaking, ranking next after the security given to the government under the acts of 1912, 1914 and 1916; the loan to bear interest at the rate at which it is placed with the public, and any instalments of unpaid interest are to be charged with compound interest at the same rate; the loan to be repaid in 1926.

Brakeman's Seats on Locomotives.

General order 293, April 26, as follows:—Re application of Brotherhood of Railroad Tramen for an order requiring railway companies to provide suitable seating accommodation in locomotive cabs for front end brakemen on freight trains, who are required to ride the engine: Upon reading what is filed in support of the application, and on behalf of the Railway Association of Canada; and upon the report and recommendation of the board's Mechanical Expert, concurred in by its Chief Operating Officer, it is ordered that all locomotives of railway companies subject to the board's jurisdiction be equipped with a seat for the brakemen. That the seat provided by of a comfortable design, and, where practicable, equipped with back and window arm rest. That such seating accommodation be provided by May 1, 1921.

Recollections of Early Surveys for the C.P.R.

By F. Houghton, Montreal.

During the summer of 1881, we were locating and running trial lines for the main line of the Canadian Pacific Railway along Nosbonsing Lake and down the Vase Creek towards Lake Nipissing. A Mr. Hegan was in charge of the party, that glutton for work, E. J. Duchesnay was transitman, and Emile Tetu leveller. At that time there was but one settler on Nosbonsing Lake, and what fishing there was in it!

While we were camped along the lake we used a lumberman's red boat to take us to and from our work, when we invariably trawled with a hand line and common spoon. I recollect while rowing to work one morning, Duchesnay trawled. I sat looking on. Suddenly there was a tremendous tug at the line. Uttering an exclamation Duchesnay began hauling it in, but it was no easy matter. 'Twas evident he had hooked a big one. Fortunately, however, the line was a stout one and the fish securely caught. After a brief and desperate struggle on the part of the fish, he was brought alongside of the boat. The question then was, how to get him on board, for we had neither gaff nor landing net. At his belt, Duchesnay carried a neat little 32 caliber Smith and Wesson revolver. A brilliant idea occurred to me. "Shoot it, Mr. Duchesnay," I called out. Promptly acting on my suggestion, at a range of a couple of feet or so, he broke his back with a bullet, killing him immediately and a maskalunge of 32 lb. weight—weighed on our return to camp in the evening—was lifted into the boat without any trouble.

The following Sunday morning Duchesnay and I took a bark canoe and went trawling. We had but one line and took it turn about to fish and paddle. I do not recollect how many we caught, but I do remember that after fishing for only a portion of the morning, we brought back to camp more black bass and dore than the whole party of about 22 healthy men could eat, before a good part of the catch went bad and had to be thrown away.

I do not know how many settlers may now be living about the lake, or how much fishing has been done since those days, but unless it has been much fished it should still well repay a visit of any enthusiastic disciples of the gentle art. Recollect we had but one common, large red, and silver spoon. How the fish must have swarmed in the lake, then. What sport might not expert fishermen have today, with rods and proper tackle? Where could they find finer camping grounds, either, or lovelier wild scenery of lake and woods?

When we had left the lake a few miles with our survey we got into the undulating brule country along the Vase Creek. What a paradise that country was for sportsmen, then, before its world old silence had been disturbed by the locomotive's whistle. Moose, bear, lynx abounded. Never a day passed that we did not see fresh tracks of them. The bear and lynx we never saw. What animals are more shy or wary? A moose occasionally we did. One day, while running the line along a side hill, in the open brule country, we saw six magnificent moose. But, of course, no rifle was ever carried on the line and we could only watch them trot away. What strides they took, with what ease they nego-

tiated fallen timber!

It was about midsummer, if I remember rightly, of 1881, somewhere along the Vase. We had gone out to work as usual, I was a rodman on that survey; that morning, however, one of the chainmen was laid off, for sickness or something, and I was told to fill his place. As usual, that morning, Duchesnay set up his transit, and as usual the axemen lolled about, lighted their pipes, or gave a final touch with whetstones to their axes, while they waited for line. In a few moments the transit was in readiness and Duchesnay turned to me. "Get a good stout 4 x 4 in. 4 ft. dry stake, like a hubstake, blaze it like a hub stake, and mark on it with red keel, in big letters, 'C.P.R. Station O.' From now on this line will be known as The Canadian Pacific Railway, not The Canada Central." He turned to the men. "All right, boys, stick up a picket and get line now."

Thus I had the distinction of making and driving in the first station stake marker, C.P.R. I think there is a station now somewhere about there, called Calendar.

Canadian National Railways Earnings.

	1920	1919
January	\$ 7,726,562	\$ 6,787,517
February	6,516,059	6,265,562
March	7,761,326	7,160,086
	\$21,544,947	\$20,213,115

Approximate earnings for three weeks ended April 21, \$5,458,837, against \$4,615,570 for same period in 1919.

Canadian Northern Railway System.

	1920	1919
January	\$4,200,700	\$4,026,000
February	3,862,300	3,363,800
	\$8,063,000	\$7,389,800

Canadian Pacific Railway Earnings, Expenses, Etc.

Gross earnings, working expenses, net earnings, and increases or decreases, from Jan. 1, 1920, compared with those of 1919:

	Gross	Expenses	Net	Increases or decreases
Jan...	\$13,914,569	\$13,328,628	\$585,941	*\$967,571
Feb...	13,557,104	12,848,231	713,873	*\$67,242
	\$27,471,673	\$26,171,859	\$1,299,814*	\$1,234,813
Incr.	3,979,178	4,613,992		
Decr.			\$1,234,813	

Approximate earnings for March \$15,489,000, and for three weeks ended April 21, \$10,876,000, against \$15,127,000 and \$8,826,000 for same periods respectively 1919.

*Decrease.

Grand Trunk Railway Earnings, Expenses, Etc.

Gross earnings, working expenses, net earnings, and increases or decreases, from Jan. 1, 1920, compared with those of 1919:

	Gross	Expenses	Deficit	Increase
Jan. \$	5,054,034	5,867,445	\$813,411	\$7,406
Feb.	4,660,807	5,159,640	498,833	188,756
	\$9,714,841	\$11,027,085	\$1,312,244	\$286,160
Incr.	1,224,453	1,510,613	286,160	

Approximate earnings for March, \$5,756,872, and for three weeks ended April 21, \$3,795,770, against \$5,513,593 and \$3,786,346 for same period respectively 1919.

The Gulf of St. Lawrence Shipping & Trading Co's s.s. Guide, commenced a regular service between Pictou, N.S., and Magdalen Island, Apl. 19, leaving Pictou on Mondays and Thursdays after the arrival of the Canadian National Rys. trains from Halifax.