

Tuesday 4.
cool
cloudy
windy

After enquiry from Clarke's Crossing whether he had a battery for the Prince Albert branch line that he could put on at night to strengthen the main line we learned that he had none, that is for the branch line, and also that the 20 cells which he has for the main line & which I supposed were on, have it been on for a month though some notion of his. His excuse was that the line acted strangely one day so he thought he'd take off his battery to improve & let it off. — A line of 600 miles with 202 cells at most & then to take off 20 cells to improve it, was ever a more insane act done. And where is the Superintendent and his usefulness to allow such a state of affairs. — Clarke's Crossing promised to fix up his battery & have it on for use by tonight.

The night was cloudy hazy & very windy & I only got my first set of transits & three pairs. — Tonight the line works well & we mutually get exchange of signals. A great deal of the success of working was undoubtedly due to the fact that I had 20 more cells on (at Clarke's Crossing).

Wednesday 5
cloudy

Busy computing — The sky was totally clouded so that I could not observe but we got exchange of signals. —

Thursday 6
pleasant
cloudy

Busy computing — In evening we got the regular fortnightly mail and all was well. — Observed at night & got exchange of signals.

Friday 7
fine
night 32° F.

Drove with Mr. G. G. Mann to Ft. Pitt this afternoon to attend to various errands. After arriving there I soon found that Ft. Pitt was in a semi-demoralized state. The mail conveyance had brought in a "permit" yesterday for McDonald the operator. Super McKay H.B.C. had gone off duck shooting to drive off some of the fusel oil, R. J. Hart H.B.C. was sleeping in a lounge — the stove being locked, old Dufresne was about but under the influence & McDonald altho' up was the worst of all.