

Swinomish, in Washington Territory, U. S. These cables (16½ miles long in all) were seven-eighths of an inch in diameter, and each contained seven copper wires. From Swinomish land lines ran to Matequi on the Fraser River, and to Hope, Yale, Lytton and Quesnelle. From the last named place a line 52 miles long ran to Barkerville in the gold region of Cariboo. The revenue of these Government lines during the year was \$7,367.

By the month of April, 1878, the telegraph was completed and ready for operation from Fort William to Edmonton, between 1,100 and 1,200 miles. It had not, however, been brought into use beyond Battleford, a distance of 970 miles. A branch from Selkirk to Winnipeg was at this time working. The section between Edmonton and the British Columbia telegraph system had been let more than four years previously to a contractor, who was to build 550 miles in two years, "but at the end of four and a half years," says the Blue Book, "about 80 miles only are completed." The connection with the seat of Government was then obtained via the branch line to Winnipeg and by lines through the United States. It is important to recall that at the date mentioned the line of the C. P. R. in Manitoba and Keewatin was located farther to the north than to-day, namely, north-westward from Selkirk, between Lakes Winnipeg and Manitoba to Fort Pelly, and thence nearly due west to Battleford and Edmonton. East of Fort William it was proposed to form connection with the telegraph system of Ontario by cables across Lakes Superior and Huron to Tobermory, at the north-west point of Bruce county, with intermediate land wires across the peninsula at Sault Ste. Marie and Manitoulin Island. But this was never carried out.

The official report, dated April, 1878, gives the distances over which the telegraph was in operation as 113 miles from Fort William to English River, also between Keewatin and Selkirk, 112 miles. "The line is erected and in operation between Selkirk and Livingstone, 271 miles, but where it crosses lakes, ponds and marshes a number of the poles require to be more permanently secured."

Difficult as the route often was, through broken and rocky country, forest alternating with stream, the builders of the line, Sefton & Glass, R. Fuller, Oliver & Davidson, and others, made shrewd use of natural advantages. Realizing that to drill holes in the abundant rock, into which to place the butts of telegraph poles, was not practicable, and while not forgetful, perhaps, of the method of line building pursued in the rocky parts of Nova Scotia (namely, planting the pole on top of the rock and building a cairn of stones around it to keep it up), they adopted neither of these plans. Stripping away the leaves and branches of selected trees along the route, they placed the pins and glass caps upon some denuded bough of each, and thus made the trees, whose roots had fast hold in earth or rock, bearers of the wire. The pioneer line from the Pacific coast of British Columbia to Cariboo was of a peculiar character. According to the graphic description of Mr. W. T. Jennings, now of Toronto, who was one of the engineers connected with the C. P. R. construction from 1874 to 1880, "the wire was strung, for a great part, from tree to tree—and such trees! big firs, the trunks six feet diameter, and huge Douglas pines—the pins being fastened to the trees in lieu of poles. The Cariboo line to the gold mines is still of this character, and still, I believe, being operated. The maintenance of the line was looked after by the operators, who were stationed at inter-

vals of some thirty miles. Towards Lytton the operator was in the habit of riding a pony when he went out to discover "faults" or correct them, his tree-climbers strapped on his back and the rest of his repairing tools distributed round his pony. The man at Soda Creek, I remember, whose name was Yates, carried a gun with him on his trips, and got an occasional shot at a deer, a partridge or a snipe." It may be imagined that to maintain insulation over such distances in such a desolate and broken country was no small task. Wind, flood and lightning combined to make the task of the line repairer one of constant difficulty. And it is not to be wondered at that there were frequent breaks in communication.

FOR GENERAL STOREKEEPERS.

A proposal has been made by a Stratford merchant that may commend itself to storekeepers in large towns, if it cannot be made attractive to farmers and those who live "out of town." The proposal is to start a bargain day and to run it in conjunction with a second market day—say Tuesday—in hope of lessening the rush on Saturdays and profiting the country people who have produce to sell. The *Herald* thus comments on the suggestion: "If the Tue-day market day were developed, it would be hardly less popular with the city people than the Saturday market. City people would buy more produce—especially during the summer when many articles are perishable—if they could go on the market twice a week, than they would buying only once a week, for they often are disinclined or feel that they cannot afford to invest in a whole week's supply at one purchase."

To those merchants who employ milliners the following list of salaries earned by the employes of a London dressmaker may prove of interest. It must be understood, that the establishment in question is one of the first in London, but about the same salaries are paid by most of the big firms: Lady managers get \$2,500 per annum, with board and lodging, etc.; first assistants \$1,500; second assistants, \$800; two third assistants, \$400 each; one accountant, \$2,500; and six showroom women, salaries ranging from \$400 to \$600 per annum. In addition to the above there are about one hundred workmen who earn from \$3 to \$6 per week.

Readers of that delightful story of "Little Lord Fauntleroy" will recall the picture of the grocer's shop in New England which the little lad used to frequent before he knew he was a lord, and they will be reminded of the store loafer. Some one has said that the store loafer is a distinctively American institution. At any rate times and seasons make no change in his habits. You find him in summer ventilating his person and opinions astride a barrel or in spinal proximity to a dry goods box. In winter he is only invisible when mud or snow blockades the road, but where a rabbit can walk or a squirrel jump, the foot of the loafer approaches the grocer's store. Here he whittles and rotates tobacco, evaporates steam from his clothing, and adds the knowledge of his neighbor's business to what he has forgotten of his duty and his debts. He absorbs caloric from a stove burning another man's coal; the tobacco he reduces to ash and nicotine is largely borrowed, while for the corner he occupies he pays no rent except in spots on the floor and observations made on sugar, beans and politics.

The *Age of Steel* hits the store loafer off well when it says that in a personal and social sense the store loafer is nothing less delicate than a

public nuisance. "Everybody but himself is cognizant of this three-storey fact, and we know of nothing that can make him so excepting conversion or admonitory shoe leather. Few men in business but would rather tolerate a white-faced hornet than a chronic loafer. It is certainly one of the missing planks in modern reform that store loafing should escape criticism and slow death and be allowed to associate itself with dry goods and groceries to the hindrance of business and injury to the public stomach, to say nothing of the scandal and gossip that has an artesian well in the wrinkled vest of the loafer. There are but few evils in a country town, except a want of sidewalks and sewerage, that can discount the nuisance of store loafing."

Thos. Cross, an old Dundas boy, who learned the dry goods trade with Mr. Cantwell many years ago, is now, according to the *Dundas Banner*, a partner in a wholesale dry goods jobbing house lately started in Minneapolis.

SHOE AND LEATHER NOTES.

A tanner from the East wears russet shoes, and when a friend chaffed him about wearing them in March, he replied that he knew enough about leather to know that all leather that has grease in it will draw the feet. The russet finish contains no "stuffing," and for hygienic reasons he tried a pair. "They don't hurt my feet as black shoes used to; they are easily cleaned, have a light and cheerful appearance."

It is to be hoped that the publicity of the details of the sole leather combination will not be deferred, says the *Review*, until April 1, as the day is not an auspicious one for anything so serious.

Novelties in rubbers are destined to become as distinct a feature of the trade as in shoes. There are thousands of people who will not wear a common rubber, but will pay liberally for a shoe of original design. For instance, an extreme of fashion in a leather shoe calls for a rubber to correspond.

There is practically nothing being done in the general line of rubber goods as yet, says the *Leather Gazette*. None of the companies, either in or out of the combine, are prepared to close contracts. The price list is out, but the discount sheet will not be put out till after April 1, and till that time all orders are in abeyance.

A new lasting machine has appeared in the Boston market. It promises to be a success from the start. It embodies some new principles, which may be given a wider application. It is a machine to last women's shoes, especially Goodyear welts.

Here is a hint to a shoe merchant, says an English contemporary. He should hand this to his customer: The first pair of shoes you try on after you take off the old shoes you have been wearing is likely to feel too small, because the foot is slightly swollen. After trying on a number of pairs the foot cools down and loses its sensibility, and herein arises the danger of getting shoes that afterward will be too small. You should stop at the second pair. If they seem to fit take them and you won't have to change them. Remember your foot is in its normal condition at the second pair. Before and after it isn't reliable.

To make shoes water tight, warm a little beeswax and mutton suet until it is liquid, and rub some of it slightly over the edges of the sole where the stitches are,