

1877.....789 vessels of 640,489 tons.
 ".....92 steamers of 134,265 tons.
 Lower Provinces.. 79 vessels of 19,243 tons.

1877—Total 960 793,997 tons.

1878.....575 vessels of 446,766 tons.
 ".....117 steamers of 170,673 tons.
 Lower Provinces..112 vessels of 20,844 tons.

1878—Total 804 638,283 tons.

It is thus seen that the total tonnage reaching the harbor from sea this year is less than last by 155,714 tons. But the steamers have increased in number and tonnage, so have the lower Ports arrivals, in which are included the Gulf ports steamers. The ocean vessels were smaller this season, averaging 777 tons each against 812 tons last year. The steamers were as nearly as possible of like measurement in both seasons.

—Edison thinks he has hit upon a feasible process by which he can drive gas out of streets and houses, and give the electric light in its stead. The new light, he contends, besides being much more brilliant, will be a great deal less expensive than the old one. Moreover, the same wire is to bring power and heat into the house as well as light, and be as available for cooking or for running a sewing machine as for illumination. If Edison is not deceiving himself, we are on the eve of surprising experiences. Maybe this has something to do with the fall in gas-company shares which has recently taken place in England. But we remember a somewhat similar fall when the Jablochhoff electric candle was invented some months ago.

—Mr. Vennor has completed the geological structure of the Phosphate portion of Ottawa County, and finds that the *productive belt* of rocks extends sixty-five (65) miles northward of Hull. It will thus be seen that the mineral may be expected, on the one side, through the townships of Hull, Wakefield, Denholm, Hincks and Northfield; and on the other, through McGill, Bigelow, Portland and Buckingham.

—The plague in the Southern States happily shows some sign of abatement. In New Orleans, where on the previous day there were 68 deaths, from noon to six p.m. on the 18th instant, there were but six deaths, and the weather was clearer. In Memphis, the reported number of deaths, on the same day, was 38 to noon, a perceptible decrease. In Louisville, the treatment of patients has been remarkably successful of late days.

Correspondence.

THE MIDLAND RAILWAY.

General Offices, Port Hope,
September 17, 1878.

To the Editor Monetary Times.

SIR,—I beg to refer to the very encouraging article in your issue of the 13th inst. more particularly to correct an impression based upon a

paragraph in my circular, which, I am sorry to find, admits of being misconstrued.

I submit that the circular conveys the fact that it is quite beyond the ordinary resources of a line so impoverished in every department as the Midland Railway, to deal with a floating debt now exceeding \$400,000, and to construct three miles of railway; and I indicate therefore, after referring to the Act of last session, that "all available means" must be provided, in the cause of the bondholders, to recover from the effects of the long sustained diversion of earnings, and not only so but that in the meantime the continued forbearance of creditors must be relied upon to bring the payment of wages up to date, and the line into fair order by the repair or renewal of rails, rolling stock, station buildings, workshops, and fencing.

The paragraph in which I do advocate, as the first object, the prompt payment of wages does not refer to the floating debt nor to the extension, and the "proposition" had reference wholly to the manner in which the men, many of whom had lost credit, should be relieved in the meantime. I am happy to be able to report, however, that the reduction of the arrears, under the new policy, has already been so steady and self-evident that the men show they are quite content to await the gradual improvement promised; and any disposition to take advantage of the rights they obtained at the close of their last strike has died away.

Although some unforeseen troubles have already disturbed our calculations, I have great hope that we shall soon earn the confidence sought, but, if we do so, it will be owing, in an eminent degree to the consideration extended by the larger creditors under the most exasperating circumstances, and to the continued endurance by small creditors of distresses brought upon them by the failure of Midland Railway engagements.

Your obedient servant,
CHAS. PERCY,
General Manager.

COMPARATIVE TELEGRAPHIC FACILITIES.

To the Editor of the New York Times:

The editorial on "International Telegraphy," which appeared in your edition of last Sunday, gave a wonderful perfect view of the progress of this important element of civilization all over the world from the few figures at command. I venture, however, to draw your attention to the fact that in claiming for the United States, as compared with other countries, a superiority in telegraphic facilities, you did, unwittingly, injustice to our neighbours in Canada. Notwithstanding that in the Dominion the population is largely agricultural, the distances great, the country sparsely settled, and not by any means rich, telegraphic interests have been so judiciously fostered and so sagaciously managed that better service, cheaper rates, and greater facilities exist in the Dominion than even in the United States or elsewhere in the world. Permit me to give you some figures which justify this rather large claim. First as to the mileage of wire in proportion to population:

| Country. | Population | Miles of Wire. | Proportion to persons. |
|--------------------|------------|----------------|------------------------|
| Great Britain..... | 32,000,000 | 113,000 | 1 mile to 282 |
| United States..... | 40,000,000 | 267,000 | 1 " " 150 |
| Canada..... | 4,000,000 | 30,000 | 1 " " 133 |

The above figures are sufficiently suggestive; but as to the number of offices in operation the same comparison holds good:

| Country. | Population. | Number of Offices. | Pr portion to persons. |
|--------------------|-------------|--------------------|------------------------|
| Great Britain..... | 32,000,000 | 5,375 | 1 office to 5,950 |
| United States..... | 40,000,000 | 7,500 | 1 " " 5,333 |
| Canada..... | 4,000,000 | 1,400 | 1 " " 2,857 |

It is claimed in your article that the Western Union Company has an office for every 5,333 inhabitants. Let it step aside—big as it is—and give place to the Montreal Telegraph Company, which affords an office for every 2,857 persons in its bailiwick.

Then, as to rates charged, it can be claimed that the Montreal Company has enabled Canada to make a step in advance of all other countries. What it took all the power of parliament in Great Britain to accomplish, and what the wealth and executive ability of that great Government as yet failed to make profitable, the remote Province of Canada has demonstrated can be both effectually and profitably; done for it is a fact that a message can now be transmitted over the full extent of country covered by this Canadian company for 25 cents and one cent for each additional word. From Sackville, New Brunswick—the eastern limit of the lines of this company—to Sandwich, the extreme western limit, is 1,200 miles, yet for this immense distance a message can be sent for 25 cents. The regular rate of 25 cents per message in England for all distances, would average far less per mile in Canada, where the distances are greater, but as compared with the rates prevailing in the United States the advantage in favor of Canada is very remarkable, as the following will illustrate:

| | Between | Distance in Miles. | Rate for ten Words | Additional Word. |
|--------------------|-------------------------|--------------------|--------------------|------------------|
| United States rate | New York and Baltimore | 500 | \$0 50 | 3 |
| Canada rate. | Quebec and Toronto | 500 | 25 | 1 |
| United States rate | New York and Mobile | 1,200 | 1 00 | 7 |
| Canada rate | Sackville and Sandwich | 1,200 | 25 | 1 |
| United States rate | New York and Birmingham | 150 | 35 | 2 |
| Canada rate. | Montreal and Quebec | 150 | 25 | 1 |

In France and Germany the rates are much higher than in the United States, and no where, except in England, does the comparison of rates at all approach the cheapness of the Canadian tariff. But even in England greater facilities are not afforded, for though 20 words can be transmitted for 25 cents, the charge over that number of words is 3 pence, or 6 cents for every five words, while in Canada it is only one cent per word for each additional word. Again, in England there is no rate less than 25 cents, while in Canada between places 12 miles and under apart messages can be transmitted for 15 cents each. No rates so cheap as these exist elsewhere in the world.

But to show that these great facilities are afforded with a positive benefit to the company as well as to the people at large, I append some figures showing the capital stock, at different intervals, of the Montreal Telegraph Company, and the dividends paid:

| | Capital. | Miles of Wire. | Cash Dividend. |
|-------------|-----------|----------------|----------------|
| 1847.....\$ | 60,000 | 500 | 10 per cent. |
| 1850..... | 60,000 | 700 | 10 per cent. |
| 1860..... | 370,000 | 1,900 | 9 per cent. |
| 1870..... | 1,000,000 | 22,400 | 10 per cent. |
| 1875..... | 1,925,000 | 20,000 | 10 per cent. |

It is but fair that the man who has achieved such success in a field so important should be known. Those familiar with the subject will not hesitate to say that Canada is more indebted for its cheap and effective telegraphy to Mr. H. P. Dwight, the Superintendent of the Montreal Telegraph Company at Toronto, than to any other person. Sir Hugh Allan, the President of the company, with his shrewd, far-seeing vision and quick appreciation of the demands of business, has always been ahead of the times in telegraphy as in navigation and in other material progress, while Mr. O. S. Wood, in his time, and Mr. James Dakers, in his life-long