

light greens, and the same may be said as to ribbons, whether failles, satins or moires. For ladies' and misses' blouses, tartan and plaid silks are *en regle*. Women are to wear short veils, it appears, and the fashionable color thereof is to be purple. Shades of grey and fawn divide with black the claim to govern the color of gloves; and while black hose are still quite proper, there is a disposition to introduce tan color. Of hats and bonnets we have not room to write to-day.

TIMBER ABROAD.

The annual importation of wood to Great Britain is about eight million loads, the value of £16,000,000 sterling. It is true that the British timber market lays under contribution every country of the world. An object lesson which illustrates this is given by the *Timber Trades Journal*, of London, in its special issue, dated 11th February. A map on Mercator's projection outlines the various countries of the world and shows the main wood product of each. For example: Australia, Kauri pine, jarrah, karri; Borneo, cedar; Siam and Burmah, teak; India, ebony, padouk, sandalwood; Persia, boxwood; Asia Minor, Black Sea walnut; Madagascar, rosewood, ebony, yellow wood; Africa, mahogany, barwood, ebony; Italy, walnut; France, oak and pit wood; Austria, ash, oak, Hungarian maple; Germany, red and white fir, beech and larch; Russia and Finland, red and white fir, oak and aspen; Sweden and Norway, birch, larch, aspen, red and white fir, flooring and mouldings. Then coming to our American continents, there is obtained from Brazil, ironwood, rosewood, tulipwood and brazilletto; from British Guiana, greenheart and zebrawood; from Honduras, mahogany, cedar and lignum vitae; from Mexico, cedar and mahogany. It hardly needs to add that the list of goods from the United States is a long and varied one, sixteen kinds being named, thus: black walnut, hickory, maple, oak, pitch pine, sycamore, white wood, pencil cedar, ash, rock elm, Columbian pine, cottonwood, lancewood, cherry, butternut, sequoia, redwood. Canada sends Oregon pine (and they might have added cedar), yellow pine, white oak, spruce, elm, birdseye maple, basswood, tamarack and butternut, besides sending joinery and mouldings.

But the special issue from which we have taken the above is deserving of special notice. Accompanying it, on a special lithographed sheet, are portraits of twenty-six Swedish ship-pers of timber, and handsome men most of them are. Again, there is a minute and admirable map of the Atlantic coasts of Denmark, Sweden and Norway, the Baltic, the Gulfs of Bothnia and Finland and the White Sea, with enlarged charts of the Gofte, Sundswalls, and other timber-shipping districts in the Gulf of Bothnia. Then the paper itself—more properly described, the book itself, for it is a quarto of 260 pages—contains statistics of trade at all wood ports of Great Britain, "Timber Trade faces and places" in plenty, advertisements of machinery, views of docks, mills, workshops. In short, it is a wonderful collection of facts, figures and circumstances connected with the wood trade, and typographically is excellent.

Boston had a particularly warm January. Property to the enormous amount of \$2,100,000 was destroyed, resulting in a loss to the insurance companies of \$1,500,000. Upwards of 150 alarms were sounded.

TORONTO BOARD OF TRADE.

At a meeting of the council of the Toronto Board of Trade held on Wednesday, the railway transportation committee reported against further Government aid to the Ottawa, Arnprior and Parry Sound Railway. This road has already been subsidized to the extent of \$868,400, part Dominion, part Provincial. It is said to pass through a portion of country worthless for agricultural purposes and without even mineral value, although rocks abound. The committee is further of the opinion "that the completion of this line to Parry Sound will not increase the prosperity of the Georgian Bay country, but merely throw into other channels the trade now served from Toronto and Western Ontario." It also contends that the existing railways within the district this side of Brockville will be adversely affected by the proposed road, as the trade will be diverted to Ottawa, Montreal and eastern channels.

LINDSAY BOARD OF TRADE.

The annual meeting of the Lindsay Board of Trade was held on Tuesday evening, 21st inst. The president, Mr. John Kennedy, presented the annual report, which was adopted. The report dwelt upon the part the board had taken in furthering the interests of the town during the past six years, and advocated unity of action in matters affecting the general interest as necessary to success. It referred also to the assistance rendered by the board to the town council when the water works were mooted and were afterwards under construction. The question of an improved system of sewerage is at present engaging the attention of Lindsay's citizens, and on the invitation of the town council, a committee of this board has been co-operating in considering it. "In view of the possible approach of cholera it is to be hoped that matters may be arranged to have operations begun early in the coming season. In the meantime, it becomes the local board of health, which has done such excellent work in the past, to exercise the strictest vigilance that sanitary laws and precautions may be duly respected."

The board regards the construction of the Lindsay and Pontypool railway as being important to the progress of Lindsay, as the commercial centre of a large district, and as tending to the increase of manufactures in her midst. A bonus has been voted to it by the citizens, who think now that the Dominion Government ought to give it a grant. The question of increased fire protection, and its bearing upon the cost of insurance, was discussed at some length, and the suggestion made of the purchase of a chemical fire engine by the town.

Officers were then elected as follows for 1893: President, Mr. John Kennedy; vice-president, Mr. F. C. Taylor; secretary-treasurer, Mr. J. D. Macmurohy. The council of the board for 1893 is composed of Messrs. E. Flood, R. Sylvester, A. F. D. Macgachen, G. W. Beall, J. H. Sootheran, D. Ray, J. B. Knowlson and Col. Deacon.

The committee on sewerage was re-appointed and Messrs. Kennedy, Deacon, Taylor, Macgachen and Sam Hughes, M.P., were appointed a railway committee.

Mr. Charles Masters has resigned his position as inspector for the Maritime Provinces of the London and Lancashire Fire Assurance Company, and accepted the position of Inspector for the Maritime Provinces and Newfoundland of the Equitable Life Assurance Society of the United States.

THE TELEGRAPH IN CANADA.

XXVII.

As any reader of these papers may have seen, the early days of the electric telegraph in Canada were days of small things, of rude methods, of limited business. They were days of difficulty on the part of promoters and doubt in the minds of the commercial public—doubt of the efficacy of the marvellous communication, doubt of its extension into general use. Some doubted their own eyes, even, and hesitated to trust the mysterious mechanism to send their messages, at the very time that they were compelled to admit its valuable services with respect to those they received. There was something in the hollow, echoing sound of the big registers of the early days that seemed uncanny. There was a dread in many minds lest the "chained lightning" with which this machinery of brass and zinc and iron was believed to be connected might some day break loose and rend the operator and his customers limb from limb. The thing was pronounced accursed and in the last degree dangerous by some who first witnessed, in Ontario, the vagaries of a "spat" of lightning in a telegraph office or the "burning out" of a relay. And, as some anecdotes we have published show, ignorant folk, even other than colored peopled or *habitants*, had as much dread of telegraph poles or the wires over which was flowing a placid current, born of bluestone solution in a porous cup, as the man of 1893 exhibits when approaching an electric light wire charged with a high tension current from a dynamo.

The early companies in the United States used copper wire upon their poles. This was done by the first Magnetic Telegraph Company of Morse, Swain, Vail and Amos Kendall, which used No. 14 copper wire in 1845 on its line from Philadelphia to Fort Lee; the first relay magnet used on this line weighed over 100 pounds. But in the winter of 1845-6 disaster came to the line by a sleet storm: the "two wires looking like fairy necklaces glistening in the beauty of the morning dawn," as Reid relates in his delightfully flowery way. Rain had fallen one night through a cold atmosphere and had frozen upon the wires. "In an hour or two a sharp breeze came up from the ocean. The wires swayed awhile to the music of the wind and looked more beautiful than ever. The wind stiffened—a moment more and forty miles of wire went down as by a breath—every length broken short off at the pole. Part of it was stolen by the Arabs, who are always around ruins; the remainder was sold as old copper." Iron wire soon took the place of copper; Henry O'Reilly built a single wire line from Philadelphia to Baltimore in 1846, and coated it with tar. Goodness knows why. Among these earlier companies which struggled with the elements and with rude appliances, was the Montreal Telegraph Co. and the Western Telegraph Co., which ran from Baltimore to Wheeling and Washington, afterwards extended to Pittsburg, and the Atlantic and Ohio line.

Very different were the conditions under which the Canadian Pacific Telegraph began its work, ten or a dozen years ago. The science of electric telegraphy has long passed the experimental stage. Mr. Van Horne himself, in early days a telegrapher in the West, had firmly fixed in his mind the idea that every railway company should own and operate its telegraphs, and he proceeded to illustrate that idea in his own energetic way. In the year 1880, the present C. P. R. company took charge of the railway as far as it was then