

sumed £2,869,595 worth. The English average consumption was 36 gallons of beer per head of the population, the Scotch 13½ gallons, and the Irish 8 1-5 gallons. The English drank nearly three times as much beer per head as the Scotch, and the Scotch drank more than twice as much spirits as the English, for Dr. Burns tells us that the inhabitants of England and Wales consume 90 gallons of spirits per head, those of Scotland 1·85 gallons per head, and of Ireland 1·18 gallons per head. With regard to the expenditure for intoxicants in each of the countries, Dr. Burns has this to say:—"From the above division of expenditure, it appears that in England it amounted to £4 1s. 6d. per head, or £20 16s. 8d. per each family of five persons; in Scotland to £8 5s. per head, or £16 5s. per family of five persons; and in Ireland to £2 2s. 4d. per head, or £10 11s. 8d. per family of five." Is it not the sad truth that much of this money, which ought to have been expended upon the necessities and comforts of life, was by the drinkers withheld from themselves and their families in order to satisfy the unnatural cravings for intoxicants.

Thus the Scotch and Irish people's average expenditure was below the average, while the English people's was much above it. When one considers how many persons there must be who do not use malt or spirituous liquors at all, and how many more there are who use but very little, one is amazed at the quantity that some families must use to make the tremendous average given above. It is probably impossible to ascertain to what class of persons those belong who use most of the liquor, but, as we have already said, there is some indication that it is not the richer but the poorer classes who increase their spendings upon liquor. Indeed, on reading a little further, we find Dr. Burns following out this same train of thought:

"The principle of averages is liable to abuse, and it is abused when the estimated consumption and cost of drink per head is taken to show how little is actually drunk and spent by each individual daily. Millions, in fact, consume no intoxicating liquors at all, and millions more consume very little, while the actual consumption and expenditure of others indefinitely vary, amounting in the case of multitudes to many times the actual average."

THE TELEGRAPH IN CANADA.

CONTINUED.

It was natural, when electric telegraphy had been found practicable for purposes of commerce, that various organizations should arise for carrying on the new business. As a matter of fact quite a number arose in the United States about 1850. In the Northern States there were soon half a dozen. In order to prevent confusion or to avoid excessive competition, a division of territory was made among these six companies, and all north of a line drawn from Whitehall, at the lower end of Lake Champlain to Oswego, on Lake Ontario, was allotted to the Montreal Telegraph Company. This company proceeded to cover that north-eastern third of the State of New York with wires through the Adirondack

Mountain region and along the south side of the St. Lawrence. It also built lines along the route of the Rome and Watertown Railway, and the total extent of its construction in this region is represented by 155 offices, and hundreds of miles of wires, all of which are maintained by its lessee, the G. N. W. Telegraph Company, at the present day. Following the construction of the Grand Trunk Railway, the Montreal company built a line of telegraph all the way from Richmond, in the Province of Quebec, to Portland, Maine, following the railway track which traversed portions of Vermont and New Hampshire. This was in 1853 and 1854. We may let Mr. Wm. Cassils' sketch take up the story at this point:

"The Montreal company having contracted to build a telegraph line along the entire length of the Grand Trunk Railway, had, by the month of September, 1853, completed a section from Longueuil to Island Pond, and I was sent to open offices between these points; having opened at Longueuil and installed an operator, I proceeded to St. Hyacinthe, Que. Finding on my arrival there that the train from Island Pond, Maine, was two hours late—the delay having been caused by a washout at Waterville—I placed a relay on the outer sill of a window, attached the main line, finding a ground connection in a neighboring mud hole, and reported to Longueuil the delay and its cause. This was, I believe, the first Grand Trunk Railway telegraph message.

"Mr. Unsworth was station master at St. Hyacinthe. His son 'Jim' was to be the operator there, but he had to be taught. Fitting up the office as quickly as possible, I began to teach my student the Morse telegraph alphabet. I think he *did* look at the letters once or twice, but he had a fine ear, and preferred learning by sound, which he did after a fashion, within a fortnight, but 'his heart was not in it'; indeed he kept a banjo close by and at short intervals took a turn at that, instead of the other less tuneful instrument. Within a year he had organized 'The Grand Trunk Minstrels,' and with his company gave negro entertainments throughout Canada; a little later he went to the United States, where he became chief of 'The Unsworth Minstrels,' in which capacity he revisited Canada, giving capital entertainments; later still he and his troupe performed for a long time in London, England. And I remember reading with some interest that on visiting Paris his company had been invited to perform before Napoleon III., and had succeeded in delighting for the time that unhappy emperor. By the end of October, Richmond and Island Pond offices had been opened, when I was recalled and sent to Quebec to replace Mr. Geo. W. Purkis, who had been appointed Superintendent of Grand Trunk Railway Telegraphs.

"In 1852, Mr. I. D. Purkis had resigned his position at Prescott and removed to Quebec as superintendent of the lines of the British North American Telegraph Co. This company was organized in 1848, and had in that year built a line from Quebec to Father Point, with the view of reporting vessels passing up or down the lower St. Lawrence. Ocean steamships had not then begun to run to Quebec or Montreal, and but few masters of sailing vessels took the trouble to report themselves by telegraph; the Government paid no subsidy, and the company had no revenue to speak of, and no prospect of improvement in that respect. In 1851 the line between Rivière du Loup and Father Point was taken down, the wire being used by Mr. John A. Torney, in the construction of a new line from Rivière du Loup to Woodstock, N. B., where a connec-

tion was made with a line to St. John and Halifax.

"Previous to Confederation, commercial intercourse between Canada proper and the Maritime Provinces was very limited; each province of what soon became the Dominion imposed duties on goods entering from every other province. With this clog on commerce the British North American Telegraph Company had a poor territory in which to operate: its tariff was high, but messages were few in number. Under these circumstances its directors felt justified in trying to earn a dividend in a new field, and were just completing a new line to Montreal in opposition to the Montreal company, when I took charge of the Quebec office, on November 7th, 1853. It seemed at that time as if Quebec city would have ample telegraphic facilities, and the Montreal company abundance of opposition, for in addition to the western extension of the B. N. A. line, there was being built from Montreal to Quebec via Sherbrooke what was called the Grand Trunk Telegraph line. It had no connection whatever with the Grand Trunk Railway, although having a similar name, and was to extend from Quebec to the extreme western part of Upper Canada. There were a few shareholders in Quebec, and from these a local board was chosen."

The Grand Trunk Telegraph Company used the Cap Rouge ice for a crossing that winter—they never needed another. With the departure of the snow in the spring, the line, built through a wilderness, succumbed to constitutional weakness, the poles fell down, and no one learned what became of the wire. The B. N. A. opposition to the Montreal Telegraph Company was not so easily overcome. The line had been fairly well built, and the shareholders were the principal merchants of Quebec; but from the first the tariff had been reduced by the new company to a non-paying basis. The walls of Quebec and Montreal glared with posters announcing 7½d. (12½ cents) tariff between the two cities. The Montreal Company had to follow suit (minus the posters). Neither line earned a living; it was a case of "survival of the fittest," and as the Montreal company had paying lines elsewhere, the weaker company, after a gallant fight of three years, threw up the sponge in the fall of 1856, their property passing into the hands of their opponents, and Mr. William Cassils was placed in charge of the lines east of Quebec. Mr. W. J. Graham, afterwards telegraph manager at Montreal, held a position in the Montreal office of the B. N. A. Co. up to the date of the transfer of the line.

Allusion has been made above to the construction of a line to Father Point by the B. N. A. Co., and its removal in 1851 as a non-paying enterprise. It had been built a few years too soon; the supply was ahead of the demand. In the fall of 1853 steamships began to ply between Liverpool and the St. Lawrence, the "Sarah Sands" being the first arrival of the McLean McLarty line. In 1854 the "Canadian," the first vessel of the Allan line, reached Quebec; during the next four years the vessels of this company, carrying the mails, ran fortnightly; they brought latest European despatches for the New York Associated Press. In 1859 this steamship company began to run a weekly line, and it became a matter of much importance to the Montreal Telegraph Company to secure the business of forwarding, both outward and inward, the latest press and commercial despatches; a line was accordingly built to Father Point, which was also constituted the pilot station for steamships. A lighthouse was built there,