

ATLANTIC AND PACIFIC CABLES.

The first cable in America was one between New Brunswick and Prince Edward Island (1852). The first cable across the Atlantic was laid in 1858 between Ireland and Newfoundland, but it was not a commercial success until 1866. Now there are fourteen cables in the North Atlantic, eleven of them landing at Newfoundland or Nova Scotia. From the initial rate of \$5 a word the commercial rate has been gradually reduced to the present figure, 25 cents a word.

As a result of the Colonial Conference in 1887, an agreement for the construction and maintenance of a trans-Pacific cable was entered into by Great Britain, Canada, Australia, and New Zealand. This cable, which was laid in September and October, 1902, starts at Vancouver Island, runs 3,653 miles to Fanning Island—the longest continuous cable in the world—thence 2,181 miles to Fiji, thence 1,019 miles to Norfolk Island, where it divides, one line extending to Brisbane, and the other to New Zealand. The total length, including the two branches from Norfolk Island, is 7,693 miles.

CANALS AND CANAL TRAFFIC.

The magnificent natural highway of the St. Lawrence is the greatest of its kind in any country. In order to facilitate transportation, canals have been built wherever the rapids obstruct navigation.

There are six canals between Montreal and Lake Ontario, the Welland Canal between Lakes Ontario and Erie, and the Sault Ste. Marie between Lakes Huron and Superior.

The Rideau Canal connects Ottawa, on the river of the same name, with Kingston, on Lake Ontario. It passes through a number of picturesque lakes and through the Rideau and Cataraqui rivers.

A third system, called the Trent Valley, is now under construction, and will, when completed, connect the eastern portion of Lake Ontario with Georgian Bay.

The channel of the St. Lawrence has been deepened so as to allow the largest ocean steamers to sail up to Montreal. Above Montreal, vessels of fourteen feet draught can ascend to Lake Erie, and from Lake Erie to Lake Superior twenty feet of water is available. By this route a vessel can load at an upper lake port to over fourteen feet, lighter to this draught at the east end of Lake Erie, and carry the remainder of her cargo to Montreal, 1,230 miles from Fort William.

The traffic through the canals is steadily growing. In 1901 26,494 vessels with a tonnage of 6,462,538 tons and carrying 190,428 passengers and 5,665,250 tons of freight passed through the Canadian canals. In 1903 the canals were freed of tolls and as a result Montreal exported more grain than any other port in America. Although only open for part of the year, the tonnage

passed through the Sault Ste. Marie canals (Canadian and United States) was more than double that through the Suez Canal. In 1902, 3,708 vessels with a tonnage of 11,248,413 tons passed through the Suez and 22,659 vessels with a tonnage of 31,955,582 tons through the Sault Ste. Marie canals.

RAILWAY CONDITIONS.

First-class railway fares are 3 cents per mile; but excursions at low rates are run every little while for both tourists and settlers. Dining cars are attached to the principal trains, and there are railway restaurants at important stations. The through coaches are converted at night into convenient sleeping cars.

TELEGRAPH AND TELEPHONE.

No place of importance in Canada can long do without the click of the telegraph to keep it in touch with the rest of the world. All the railways have their telegraph lines, and there are commercial and Government lines as well. The Great Northwestern Telegraph has 17,838 miles of line in Ontario and Quebec. The Western Union has 2,642 miles in the Maritime Provinces, while the wires of the Canadian Pacific Telegraph Company stretch across the continent and include branches in Ontario and Quebec (9,736 miles in 1902). The Dominion owns and operates 5,481 miles of land line and 275 miles of cable. One of the Government lines runs from Ashcroft, B. C., to Dawson in Yukon (1,826 miles). In

1902 there were 35,972 miles of telegraph line (including 336 miles of cable) in Canada, as against 47,786 in Great Britain.

The telephone has spread through all the more settled parts of Canada. There are many local telephone companies in the rural districts, and in some cases the farmers unite in a co-operative telephone service. In 1902 there were fifty com-

panies, with 1,816 offices and 15,362 miles of poles. The messages sent approximated 213,000,000.

CANADIAN POSTS.

In 1902 there were 9,958 post offices; total revenue, \$5,158,408; expenditure, \$5,240,784; amount of mail subsidies, \$624,956; 213,628,000 letters and 26,343,000 post-cards were carried; 1,446,129 money orders for an aggregate of \$23,549,402 were issued; there were 938 Government and post office savings banks, with 211,762 depositors and deposits aggregating \$58,438,188. The cities have a free house delivery.

In 1898 an inter-imperial rate of postage of 2 cents per half ounce was established, the following portions of the British Empire joining in establishing this rate, viz.: Great Britain, Canada, Australia, New Zealand, British Africa, British West Indies, India, Gibraltar, Malta, and Hong Kong. The rate between Canada and the United States is 2 cents per half ounce, letter postage.



Country and Village Schools in Western Canada.

