

Money Order Changes.

Among the changes to be made in the management of the Canadian Money Order Department beyond the extension of the system to foreign countries, about to take place on the 1st of July next, is one which will be appreciated by all who are in the habit of receiving remittances from the United Kingdom in that way, or who have occasion to send money in that way. Heretofore, the "advices" of all orders exchanged either way between Canada and England have had to pass through the head office at Ottawa, thus causing the "advice" of an order on England to follow only by a later mail and in like manner preventing the payment at its ultimate destination of an order from England, until after a delay of at least twenty-four hours. For the future the "advices" of all money orders, either for or from the United Kingdom will centre on Montreal, thus entirely obviating the delays attending the system prevailing up to the present, and doing away with the time unnecessarily spent in reaching and returning from Ottawa. The Montreal Post Office will also be the distributing point as regards money order business with France, Germany, Italy, Switzerland and Belgium.

The International Boundary Line.

Most people imagine that the boundary line between the United States and Canada is only an imaginary one, and few are aware that the line is marked by stone cairns, iron pillars, earth mounds and timber posts at intervals of one mile apart. A stone cairn is 7½ feet; an iron pillar, 8 feet high, 8 inches square at the bottom and 4 at the top; timber posts, 5 feet high and 8 inches square. There are 382 of these between the Lake of the Woods and the base of the Rocky Mountains. That portion of the boundary which lies east and west of the Red River valley is marked by cast iron pillars at even mile intervals. The British place one every two miles, and the United States one between each British post. They are hollow iron castings, three-eighths of an inch in thickness, in the form of a truncated pyramid, eight feet high, eight inches square at the bottom and four inches at the top. They have at the top a solid pyramid cap, and at the bottom an octagonal flange one inch in thickness. Upon the opposite faces are cast in letters two inches high the inscription, "Convention of London," and "October 20th, 1818." The inscriptions begin about six inches from the base and read upward. The interior of the hollow posts are filled with well-seasoned cedar posts, sawed to fit, and securely spiked through spike holes cast in the pillars for the purpose. The average weight of each pillar when completed is 55 lbs. The pillars are all set four feet in the ground, with their inscription faces to the north and south, and the earth is well settled and stamped about them. For the wooden posts, well seasoned logs are selected, and the portion above ground painted red to prevent swelling and shrinking. These posts do not swell, but as the Indians cut them down for fuel, nothing but iron will last very long. Where the line crosses lakes, monuments of stone have been

built, the bases being in some places 18 feet under water and the tops projecting 8 feet above the level surface at high-water mark. In forests, the line is marked by felling timber a rod wide and clearing the underbrush.

Canadian and American Vessels on the Lakes.

A Washington despatch, dated the 25th ult., pretty clearly defines the position of the American government with reference to Canadian competition on the lakes. It reads thus: "The Treasury Department has been informed that a Canadian firm propose to run a line of Canadian steamers between Chicago and Montreal, calling at Cleveland and Detroit. The department was asked if it would be permissible for the vessels of this line to carry passengers from Cleveland to Detroit and Chicago, or from the last named to the first named points. Until last year it was held that the transportation of passengers by foreign vessels between port and port in this country made such vessels virtually liable to a tax of \$1.30 per ton. The Attorney General has since, however, given an opinion that there is no bar to such transportation. The Canadian firm above referred to has been notified of these facts, and has also been informed that the Treasury Department looks with no favor upon the transportation of passengers between our own ports in Canadian bottoms, especially as it is known that the laws of Canada do not extend a similar privilege to vessels of the United States. The firm has been further informed that although the Treasury must concede that there is no legal force in the statute upon which it has hitherto relied to prevent such transportation of passengers in foreign bottoms, it would not hesitate to apply, in prevention of it, any provision of the statutes that might be found legally sufficient for that purpose."

Waste in Sawdust.

In the vast country extending from Lake Superior to the Rocky Mountains, in parts of which timber is plentiful, and in other sections of which fuel is scarce, the question of utilizing the enormous quantities of sawdust produced in the lumber districts as a source of fuel supply is one deserving of attention. The immense lumber cut of our mills every season will produce a quantity of sawdust, which if it could be made subservient as fuel would go a considerable way towards solving the problem of how our western country is to be supplied. Upon this subject the *Lumberman's Gazette* of Bay City, Mich., says: "The timber converted into sawdust by the circulars on the Saginaw river is a very important consideration, and amounts annually to millions of feet, and any invention which would be successful in saving any considerable portion of it and still compete in the amount of lumber produced would be a rich bonanza to the inventor, equal to an interest in the best flowing oil well or the richest silver mine in the country. Necessity is said to be the mother of invention, and as the forests disappear and timber becomes scarce, the necessity for economy becomes more and more apparent, and it is not beyond the range of possibility that great accomplishments in this direction are in store for the future."

Adulterated Teas.

The United States government seems determined to prohibit the importation of adulterated teas, as will be seen from the following circular issued by the Treasury Department at Washington to collectors of customs, "The department has been informed that attempts may be made to violate the Act 'to prevent the importation of adulterated and spurious teas,' approved March 2nd, 1883, by means of importations from Canada. The attention of the customs officers upon the frontiers is, therefore, especially invited to the matter, and in case of doubt they are instructed not to deliver teas imported into their districts until proper samples shall have been sent to the nearest United States officer appointed under the provisions of the said Act, and his report thereon shall have been received. Or, in case the circumstances justify such action, such officer may be invited to come to the port of entry and aid the revenue officer in such examinations."

The North-west at Amsterdam.

The Canadian Pacific Railway Company have displayed commendable enterprise in taking advantage of the International Exhibition now in progress at Amsterdam to display to the best possible advantage the products of the North-west. This cannot fail to be fraught with very profitable results in directing attention to the country and giving a very perceptible impetus to emigration towards Canada in preference to the United States. The numerous visitors who will visit the Dutch capital during the summer will, by inspecting the exhibit, gain a knowledge of the advantages of the Dominion, which will be widely disseminated. Advantage has also been taken of the opportunity of circulating emigration literature, and pamphlets descriptive of Manitoba and the North-west, prepared by the company in Dutch, Norwegian, French, German, Swedish, and these, along with the publications of the Dominion Government, are gratuitously distributed on a large scale to patrons of the exhibition. The section set apart for Canada has been utilized to the best advantage.

The Value of Mines.

The discovery of gold and silver in any locality, truly says the *Mining Review*, has always been a beacon set in the midst of darkness to attract attention to its hitherto unknown resources. We may claim, with good reason, that the Golden Gate of the Pacific coast might yet have been rusting on its hinges, if the gold miner had not attracted the attention of the world to the marvelous deposits of mineral wealth to be gathered upon the hitherto unknown shores. To the credit of mining industry, in addition to its output of indestructible treasure, must be added the wonderful advancement of the Western Territories, upon the eastern slope of the Rocky mountains. A new and almost neglected country, strangely so, considering its proximity to the great centres of commercial activity, which will now probably be brought next into prominence, and receive the benefit to which it is entitled, by virtue of its