

reason to know that it used to act thus. Fancy 'threading the needle' scores of times a day, and climbing a pole every blessed time to do it! Fred Tubbs did not reach Chicago until my advent there. As there was a 'bang-up' operator at St. Louis, Robert Clowry, the Caton people determined to match him, so Tubbs was placed on that circuit. And the way 'the fur flew' on that wire was a caution. Fred afterwards became chief, then manager, and so on upward. Al. Seymour succeeded Marvin Hughitt and I succeeded Seymour. The office was at that time on Lasalle street, near South Water in Chicago. The Western Union had but four wires, the principal being No. 1 House Line, terminating at Cleveland, where George Williams held down the key. George recently resigned the superintendency of the Nickel Plate Railroad, to retire from business for the rest of his days, having amassed a competency."

Line repairing has its fatigues and dangers. The French-Canadians, who are for the most part employed in that laborious work in this country, appear to endure well the one and for the most part to escape the other. But there are compensations in the "more free and open life" that Lowell tells us of, and that these simple-minded folk enjoy. And sometimes, to the man who can perceive it, there is amusement to be had while out repairing.

"I remember, when I was stationed at Hamilton," says Mr. A. B. Smith, Electrician and Construction Superintendent of the G. N. W. Company, "that Charlie Jamieson was our steadfast repairer. He was somewhat of a character, and often used a strong semi-prophane expletive. For example, when out working on the line in a storm and the lightning would strike [a wire which he was hauling, Charlie was accustomed to say: "Gosh dang it! it burns." On one occasion a break was reported on the old Great Western Railroad, between Bronte and Oakville, and Mr. Smith was sent out with a repairer to restore communication. The break was in a belt of woods, where several big trees had blown down across the telegraph wire. The train they were on slowed up; the repairer, who had ridden on the locomotive, jumped off, and Smith, who was riding on the passenger car astern, jumped off also. He waved his hand to the conductor, the conductor waved his hand in reply, and away went the train round a curve. The solitude was deep, the silence profound, and two wayfarers, who thought themselves alone in the woods, were slowly walking along the track. Suddenly there smote upon the air a gleeful laugh from a darkey by the road side: "H'yah, h'yah, h'yah yah-h! You fellahs got frowed off'n de train—haint no money to pay yo' fa'r—conductor done frowed yo' off!" Then, he added, with a more sedate air, "Say, boys, yo' gwine walk to Toronto? I'se gwine wif you."

A discussion arose on the subject of Electrical Measurements, a paper on which was read by Mr. George Black, of Hamilton, before the second convention of the Canadian Electrical Association in this city in January last. After some remarks by Mr. L. B. Macfarlane, of Montreal, on the importance of insulation, Mr. Hugh Neilson, the well-known Bell Telephone manager, took part in the debate and gave some reminiscences of testing telegraph lines in the early days of the art. Said Mr. Neilson:

"The paper brings to mind many incidents connected with my telegraphic experience. I am probably the oldest telegraph operator present, and I remember the time, away back in '54, when men who talked about testing

lines were simply considered humbugs. I can remember when I first obtained a galvanometer, and tested some lines of the Dominion Telegraph Company. First, we had a 'ground' on the line from here to Hamilton, and, with fear and trembling, I announced that it was somewhere near the Humber River. A man drove out there, and found about half a mile of the line floating in the lake, so we were quite satisfied with the test. Another day we discovered a 'ground' on the line between here and Oakville. The test showed that the 'ground,' measured in the ordinary way, was away up past Hamilton, so I then used the loop test, after which I announced that it was a little bit this side of Oakville. We sent out a first-class lineman, but he could not find it, and drove back again, with the same result. The general manager and myself drove out again, and found the difficulty was caused by a cross with the wires of the Montreal Telegraph Company this side of Oakville, and that company, with their usual kindness in such matters, had immediately grounded their line at their Toronto office, so you can see how the measurement was obtained. I remember another instance where I tested a wire, and announced that the 'ground' was twenty miles east of Toronto. A Frenchman went out, and when he came back he could not express himself fully enough on the wonderful ability of 'dat machine' (the galvanometer). He said, 'I find it jus' at de mile post.' He considered that that beat anything in the way of a test he ever heard of."

MONTREAL SHIPPING REPORTS.

"The spring time is making itself felt around our harbor," says a Montreal letter of Tuesday last; "men are at work on the wharves and soon we shall have the ocean steamers and coast vessels in harbor. Last spring the season opened earlier than this, for on the 13th an R. and O. steamer came up from below, and on St. George's Day we had an Atlantic liner. This year, I am told, the steamship companies have good cause to expect a much increased European immigration. You will have seen how the steerage folk have been pouring in by way of Halifax already. Then there will doubtless be a goodly number of people from the British Islands and possibly from the Continent as well, come via Canada to visit the Chicago Exhibition.

"The Allans are expecting their first St. Lawrence steamer of the present season, the 'Mongolian,' to arrive by the end of this week or the beginning of next, and the Dominion Line has a steamer leaving Liverpool on Friday coming. Then the 'Lake Huron' of the Beaver Line sailed on the 14th for Montreal, with between 600 and 700 passengers. I am told that the Hamburg-American Packet Company, that Munderloh used to represent, is to have a weekly service, with Tuesday as the regular sailing day. Reford's line of steamers to Aberdeen, Leith and London, do not begin to leave here till the 1st of May. The papers say that the present year is to be a good cattle season for Canada, but of that I have no means of judging.

"You will know, perhaps, whether the projected new line of lake and river steamers, in opposition to the Richelieu and Ontario Company, will become anything more than a project. Certainly, if it did and were cleverly managed, the old company would have to 'clean house' and improve its boats, and especially its table. I see that the 'Black Diamond' line is to despatch the 'Coban' for Newfoundland on the 2nd May and another

steamer for Gulf ports on the 4th, while the Quebec Steamship Company starts the 'Miramichi' on April 29th for Gaspe, Pictou, etc. Vipond's new steamer for the West India trade you have already noticed; she is to arrive, laden mainly with fruit, about May 10th. I am told she can make fifteen mile an hour."

A PROMISING CONCERN.

Any one who reads the Nova Scotia papers has heard of Rhodes, Curry & Co., of Amherst, who seem to have been taking contracts and making erections all over that province of recent years. And every one having anything to do with mechanical work in Canada, must have heard of James Harris & Co.'s foundry and car works at St. John. Well, the firm last named were forced to remove through the Government having taken their property for railway purposes; and so they determined to go to Amherst. At that place they join interest with Rhodes, Curry & Co., and form a joint stock company, which was organized on April 11th under the style of The Rhodes, Curry & Co., Ltd. The directors elected are: President Nathaniel Curry; Vice-President, N. A. Rhodes, Directors, J. C. Robertson, of James Harris & Co.; T. R. Black, J. T. Smith and S. M. Townsend, Q. C.; Sec.-Treas., John M. Curry. The work clearing the land apportioned for the car works site and the erection of buildings is begun. We learn from the prospectus that \$170,000 out of the total capital of \$250,000 has already been subscribed for at par: \$90,000 by Rhodes, Curry & Co.; \$40,000 by James Harris & Co.; about \$40,000 by residents of Amherst and vicinity; \$40,000 is offered to public subscription, and the balance of \$40,000 will be held as treasury stock, and issued from time to time, as may be required for the extension of the business. Messrs. A. F. Riddell and James Jack, accountants, report that both concerns show by their books good earning capacity. It is certainly a feature that should commend the undertaking to investors, that the proprietors of both concerns accept payment for their real and personal property in stock of the company, and that nothing is included for goodwill. There is much reason to believe that the 8 per cent. which the company expects to pay will be more than earned.

FOR GROCERS AND PROVISIONERS.

Maple syrup is plentiful, and is worth in Toronto 75 to 80 cents per gallon.

A Charlottetown, P.E.I., firm is advertising for 500,000 dozen eggs for the English and American markets.

St. John, N.B., is to have another butter factory. Mr. M. McLaughlin is the projector.

The Calgary Tribune says Norris & Carey, of Edmonton, N.W.T., wholesale and retail grocers, announce that they are retiring from business.

J. C. Stewart & Co. is the name of a new grocery firm in Moncton, N.B.

At a sale of fruit in New York the following prices were received: Sorrente and Alama oranges, \$1 to \$3.25; 1,000 do. lemons at \$1.62½ to \$3, and Florida oranges at \$1.15 to \$4.50.

The Sussex Dairy Company of St. John, N.B., are enlarging their accommodations and have put in a vat with a capacity of 7,000 gallons.

Eggs are packed in layers in a suitable wooden or metallic vessel, all the intervening spaces being filled up by pouring over each layer a thick fluid mixture of lime, litmus and