

The decimal system of coinage and weights is in force in Canada.

In money, all transactions appear in dollars and cents. 100 cents make one dollar. The dollar is worth 4s. 2d., so that, practically, a cent is equivalent to an English halfpenny. The coins in use are the 1 cent (copper), 5 cent, 10 cent, 25 cent, and 50 cent pieces. Bills are issued by the Government for amounts between 1 dollar and 5 dollars. These bills are convertible into gold on demand, and therefore are equivalent to gold. They are, in fact, preferred to gold for common use. For sums exceeding 5 dollars, the banks (subject to restrictions) issue their own bills. English gold is used in the Dominion, but silver coin is subject to a small discount.

**MEANS OF COMMUNICATION.**—Canada has an extensive railway system. There are about 8000 miles in operation, affording means of communication from the province of Nova Scotia to the western portions of Ontario; and again from the western shores of Lake Superior into Manitoba and the North-West Territory. The Canadian Pacific Railway—one of the greatest national undertakings of the age—is being rapidly constructed. It is already in operation from Thunder Bay on Lake Superior to Winnipeg, and 500 miles west of that city; and from Winnipeg south to the international boundary, where it connects with the United States railways. It is confidently expected that in 1886 there will be a railway from the Maritime Provinces to the Pacific coast entirely through Canadian territory, the importance of which to the country and to the British Empire it is impossible to exaggerate. The Canadian Pacific Railway deserves special mention. Prior to 1880 the work of making a connection between the Atlantic and Pacific coasts was being carried out by the Government; but in that year it was transferred to a syndicate, which is now engaged in rapidly constructing the line. There are 1000 miles of it in operation at the present time, and the track has been laid during the past season at the rate of between two and three miles per day. It is now open to within 300 miles of the Rocky Mountains, and the difficult work in British Columbia, and on the northern shore of Lake Superior, is also being accelerated as much as possible. The line, when complete, will be 2600 miles long. This does not include the branches which will be inevitable. The public importance of the railway will be understood when it is stated that a subsidy for completed works, equal to nearly eleven millions sterling, and twenty-five million acres of land, was voted by the Canadian Parliament to enable the contract to be carried out.

The inland navigation of the Dominion has cost a large sum of money, but it is a work of which the country may well be proud. Vessels of 600 tons can proceed from the western end of Lake Superior, and from the United States ports of that vast inland sea, to Montreal by way of lakes Michigan, Huron, Erie, and Ontario, and the river St. Lawrence—a distance of nearly 1,300 miles. The locks on the Welland Canal connecting lakes Erie and Ontario—rendered necessary by the Niagara Falls—have recently been enlarged, and are now 270 feet long, 45 feet wide, and 14 feet deep. Vessels of a still larger size will therefore be used to carry produce direct from Western Canada and the United States to the St. Lawrence route, which will tend to cheapen the cost of transport. The Canadian route from the lakes to the ports of transshipment, compared with that to New York and other American ports, possesses some advantages. Take, for instance, the distance from Chicago. It is 150 miles less to Montreal than it is to New York, *via* Buffalo and Erie Canal, and there are 16 more locks and 89½ feet more lockage by the American than by the Canadian route. In addition, Montreal is 300 miles nearer to England than New York. To show the improvement that has taken place in the navigation of the St. Lawrence, it may be stated that in 1850 the channel between Quebec and Montreal was only 11 feet deep; it has gradually been increased to 26 feet. Atlantic steamers of 5,000 tons can now be moored alongside the wharves at the latter city.