

and Buffalo iron wire was used. There was at this time only one telegraph office between Hamilton and what is now Suspension Bridge: this was at Queenston.

Mr. J. T. Townsend, who is termed, and not without reason, one of the Old-Timers in Canadian telegraphy, since he was in the business as far back as 1849, has seen its development in Western Canada. He had charge in succession at Queenston, St. Catharines and Brantford, and from him we obtain some particulars about early telegraph lines other than the Montreal:

Snow and Dwight—the latter no connection of our Mr. H. P. Dwight—were the builders of the Grand Trunk telegraph line. They were also active in going round and getting stock taken up for short circuits, and thus built several telegraph lines in Prince Edward county, also up about Berlin, &c. The Grand Trunk Telegraph Co. had no chartered right to use the Bain method of signalling beyond this province, so to make the needed connection of St. Catharines with Buffalo, in 1852 they were obliged to use the House system, more complicated and expensive. The House Telegraph produced Roman letters on the paper tape. The mode employed by Bain was to use moistened and chemically prepared paper, which the armature discolored as it touched, and so produced the letters of the Bain alphabet, which differed from the Morse.

Henry Izard was stationed at Woodstock, going thence to Stratford; after which he became Superintendent of the old International Telegraph Line, which got into the hands of Judge Weller of Cobourg. Speaking of Cobourg reminds me that J. L. Curry, afterwards long chief operator at Toronto, was stationed at Cobourg in 1860, and that Mortimer Duperow, in 1863 one of the company's electricians, was at that office in 1870. At Hamilton office, I remember first Jno. Phippen and J. D. Irwin, then C. H. Whitney, and next George Black. The last-named gentleman went from Brockville, where he had been stationed in the early days, to Hamilton, about 1858. He has lived there ever since and is much respected. Mr. Black has patented a mode of utilizing telegraph wires for telephoning. Mr. Irwin, who was an operator in Toronto thirty years ago, is now the familiar Canadian Express agent in Toronto.

H. D. Morehouse went from Kingston to London about 1857. W. Furniss, now of London office, used to be C. J. Brydges' secretary in the Great Western Railway, and is an operator of old standing. Furniss went to London office about 1866 or '7. Michael Fleming, a prominent citizen of Sarnia, and Robt. Cooper, of Bowmanville, then of Chatham, both still residents, were in charge some twenty years ago or more, at Sarnia and Chatham respectively. Another esteemed "old-timer" in the company's service is J. B. Fairbairn, of Bowmanville, while Geo. A. Cox, of Peterboro, thirty years ago a bright young telegrapher, is now a prominent railway man, insurance director and bank president, in Toronto.

When the line was first built from Toronto to Suspension Bridge there was no office at St. Catharines, so her residents guaranteed the company against loss if they would build to St. Kitts by 1854. A company in which T. R. Merritt was a director built a line along the Welland Canal. A telegraph office was opened in Clifton in 1854, and Edward Kilmer, afterwards the Brantford manager, and since a successful merchant at various points, went to Clifton from Trenton to take charge of it. The connecting lines across Niagara

River were iron wires on masts, just as used to be those at Lachine; from Niagara to Toronto the line was of copper wire, small size.

I remember that Stanley Patterson went from Montreal office to Port Hope about 1862. He is at Port Hope to-day, one of the leading men of the place. A few years later, Chas. R. Hosmer, who had been employed by the old Provincial Company, came into the employ of the Montreal Telegraph Company. He was afterwards chosen by the Canadian Pacific Railway Company to be General Manager of its telegraph. The late T. C. Elwood was appointed manager of the C.P.R. telegraph at Toronto. G. N. Asselstine, also one of the operators who came over to us from the Provincial, was at Gananoque about that time, and is there yet. D. H. Van Nostrand, of Watertown, and D. Dow, of Plattsburg, divisional superintendents of the M. T. Co.'s lines in New York State, both date back as operators from twenty to thirty years. Van Nostrand is since dead, but Dow is very much alive.

Colin Fox, an old newspaper proprietor—he was a young one when first he tried the fourth estate—was an operator in Amherstburg, Toronto, and Detroit, for many a day, and rose to be in charge of combined American and Canadian business in the Detroit office. Horace McDougall was long stationed at St. Mary's, Ont., before removing to Manitoba, where he became manager of the lines of the G.N.W. Co.

## CHICAGO AND THE WORLD'S FAIR.

### EDITORIAL CORRESPONDENCE.

"If you want to see a genuine wonder, go out and see those buildings and grounds, as they are now. Don't wait. It can be done quite easily, comfortably, cheaply, between Friday afternoon and Tuesday morning; you will have Saturday and Monday to look around and Sunday to rest."

Such was the advice given me by some people who had gone to Chicago from Toronto by rail in this present month of May, and had seen enough to enthuse them afresh over that noteworthy city. To such purpose did they talk that I went on Friday morning and made enquiry about terms. I found that an expenditure of \$21 for railway fare and \$7 for sleeping cars and meals would take one out and back. So taking a companion with me and selecting the Canadian Pacific to Detroit, and the Wabash thence westward, we began the journey at three in the afternoon and were landed in Chicago at seven next morning. The main purpose of the visit was to see the World's Fair grounds and buildings. Two letters had been given me, whose aim was to afford admission to the premises, but we found that neither of the parties to whom we were consigned was at home. However, what letters and "influence" could not do the payment of a quarter dollar at the gate accomplished—thus quickly do those Americans "get down to hard pan."

What first strikes one who enters the Jackson Park and looks about him is the marvellous quickness with which the grounds and buildings have been got into their present stage of construction. In October last they were fixing sites for the buildings. To-day it seems as though, as Mr. Van Brunt says in an excellent paper in the *May Century* on the architecture of the Fair: "The chief of construction rubs his wonderful lamp of Aladdin in his office at Chicago, and the sudden result is an exhalation—a vast phantom of architecture,

glittering with domes and towers and banners, like the vision of Norumbega." Here, in so short a time, is a space a mile and a quarter long, half a mile wide, already laid out into major and minor courts, colonnades, lagoons, canals. Here is the skeleton dome of the Administration Building, its spans curving like slender wires 275 feet in the air. There are the great steel arches over the central part of the Main Building, arches 200 feet high and 387 feet span. The great extent of this building may be grasped by those accustomed to measurements when I say that it is 1,687 feet long and 787 feet in width. But though these two are the most striking in their extent or height—as we were, oh, so often, reminded during the day, for the average American does like to express a sense of proprietorship in the "tallest" and "biggest" things—they are not, and I dare say will not be, the most beautiful of the buildings. Machinery Hall facades are noble and satisfying, the towers recalling the cathedral of Mexico; and the Horticultural Hall is admirable, its low dome graceful to a degree. The Transportation Building, the Electricity Building, the Agricultural Hall, the Mines Building, each has its appropriate design, and these main structures are grouped around a central court.

We could boast but slight acquaintance with architecture, and were therefore happily unfitted to be proper critics of the various designs, all the more that they were unfinished buildings. But one does not require to be up in the orders to perceive a harmonious appropriateness in the general scheme. And my companion, who has been abroad, ventured the opinion that critical Europe, when it came over and saw these structures, the product of American brains and muscles, would applaud them to the utmost limit of good Old Country form. Skirting the Lagoon in passing northward one passes Uncle Sam's house, as the Government Building is called, but there is nothing very striking about it, 300 ft. by 400 ft. though it be. The fisheries and annexes, however, are really striking in detail. A small army of Italian workmen in a shed alongside, were turning out of moulds hundreds, perhaps thousands, of pillars, capitals, cornices, flutings, corbels, into or around which were wrought the most fantastic groupings of seaweed, sea-flowers, lobsters, frogs, eels, and lake or ocean fish that ever artist wove into structural forms. These were meanwhile all in white stucco, but when finished with their appropriate colorings, no Jules Verne of architecture could imagine, surely, a more quaint and daring style of ornamentation.

Most forward of all is the Women's Building, and when we got inside that, behold a group of thirty or forty women, unattended by a male, save one clerical looking spectacled personage who seemed to justify Sydney Smith's humorous division of the human family into men, women and clergymen. We concluded at once that this was a meeting of the Women's Committee, and so we rather hastily withdrew. Last of the structures at the north end, excepting the Art Galleries, which are of brick, was the Illinois State Building, across the north Lagoon from the stations of Brazil, Japan, and other foreign nations. The main art gallery has a frontage of some 500 feet, while its wings half encircle a space of perhaps 1,000 feet, behind which are the spaces allotted to the different States of the Union. If dimensions occur somewhat frequently in this letter, your readers must please remember that we heard them very often repeated. The Chicago man's mind has a tenacious grasp of figures—if they are big