

## GEOGRAPHY.

**DIRECT CABLE CONNECTION FOR CANADA.**—The Canadian Pacific Railway Telegraph Company has just completed the line between Montreal and Canso, N.S., where a direct connection is made with the main Atlantic cables of the Commercial Cable Company. By this means the C.P.R. get a direct cable connection throughout Canadian territory.

**AFRICA.**—The railroads of Africa are becoming quite a factor in its civilization and development. The Portuguese are now constructing a railroad in the province of Angola, from Loanda to Ambacca, a distance of 250 miles. The work is progressing rapidly. Several locomotives and cars have already arrived. A railroad is also planned to go around the Congo Falls, on the south side, some distance from the river, where the ravines and mountain gorges are not so difficult of passing as near the river.—*Missionary Review.*

THERE are now ten cables across the Atlantic, and their location and condition is about as well known by those who have to do with them as though they were exposed to view for the entire distance. It has been said of Captain Trott, the well-known cable fisherman, that he knows the mountains and valleys, lanes and avenues of the ocean as well as the cabman knows the streets of London. Crossing the Atlantic on one occasion with his repair steamer, and realizing that he was in the vicinity of the spot where a stretch of cable had been lost by another company's steamer some time previous, the captain set to work, picked up the cable within an hour or two, and delivered it to its owners on his arrival in port. There are now throughout the world

over 116,000 miles of submarine cables. Everything is said to have its parasite, and the cable at the bottom of the sea is no exception. Cables have been taken up from a depth of a mile and a half with the hemp covering badly eaten away, and at a depth of over half a mile strong currents of the ocean have rasped the armoured wires on the rocky bottom. Experience has not yet determined the full lasting qualities of electric cables. Specimens have been taken up which show no signs of deterioration after having been in the water for more than thirty-five years. Water, and especially salt water, seems to be a preserver of insulating compounds.

**FREING THE DANUBE.**—The Minister of Public Works in Hungary touched off recently the first of the mines which are to blow up the famous Iron Gates of the Danube. That bar, formed by rocks, almost showing their heads in summer, but well hidden during autumn and winter under a torrent of foaming water, has formed a real cataract. Merchandise and passengers coming from or going to the Black Sea had to be transferred to lighters, dragged along close to the banks, and a few miles below or above the Gates they were again put on board the Danubian steamers. Such an obstacle has always prevented the Danube from playing its part as a great commercial artery. It formed, indeed, two rivers, one without any issue, the other flowing by many mouths into the Black Sea. The Romans, despairing of breaking that obstacle, were compelled to turn it by building a military road around it. But dynamite has made easy a task which they could not accomplish; and within a few months steamers will be able to go from Vienna to the