

market of the Canadian article. At present the large houses in the trade which use graphite draw their supplies from mines in which they have personal interests, and the Canadian article has to fight this opponent before it can be successful."

THE TELEGRAPH IN CANADA.

TWELFTH PAPER.

There was no such rush to take advantage of that wonderful invention, the telegraph, fifty years ago in the United States, as has been exemplified in the history of the telephone on this continent. It is only fifteen years since an enthusiastic telegraph inspector in Toronto, Henry Moysey, invited a number of ladies and gentlemen to his dwelling on Sherbourne street to be witnesses—and auditors—of the marvellous demonstration that it was possible to talk to the Asylum officials on Queen street, and hear vocal replies, through a wire. Then came the Bell Telephone Company of Canada, which in a year or two after its opening had 2,000 subscribers. This year of grace, 1892, the company has in all, we are told, 29,121 subscribers in Canada; and of this great number 5,872 are in Montreal, 3,965 in Toronto, 1,160 in Hamilton. Not only have business and professional men found it a necessity in their offices, but householders use it, and people of fashion make their appointments by means of it.

Contrast with this the distrustful hesitancy shown by statesmen and capitalists about the magnetic telegraph, its future usefulness and money value. Professor Morse, when he had proved the practicability of his invention, offered it to the United States Government for \$100,000. But the offer was declined, the American postmaster general of that day stating that the operation of the telegraph between Washington and Baltimore had "not satisfied him that under any rate of postage that could be adopted its revenue could be made equal to its expenditures." And when Amos Kendall, the agent of Morse and his partners, determined, in 1845, to build a line between New York and Philadelphia, the leading commercial cities, it took some months to raise the necessary \$15,000. J. D. Reid, in his *Memorial of Morse*, relates how, to aid in securing capital for this venture, Ezra Cornell, and his brother-in-law, O. S. Wood, went to New York to exhibit the machinery, twenty-five cents a head admission being charged to see the telegraph at work. "There were not visitors enough to pay expenses. Everything indicated poverty. The exhibitors were so poor that one of them was glad to use a couple of common chairs for his nightly rest. It was a strange sight, certainly, to see the future princely founder of Cornell University making his breakfast out of the proceeds of a York shilling picked up from the sidewalk of Broadway." And when, in November, 1845, the first link, 14 miles in length, from Philadelphia to Norristown, was completed along the ordinary wagon road—for the railways refused the right of way along their tracks unless at rates that were prohibitory—Alfred Vail, James D. Reid, and two others were the first operators and managers. "None of us had any money, neither had we any salary." "But, adds Reid, "it was all glory then. Even the poverty which pinched us had in it a heroic element."

Very gradually the public mind awakened to the commercial value of the new invention, and in the States a dozen companies came into existence in a very few years, following the lead of "The Magnetic Telegraph Company,"

whose managers and directors included Wm. M. Swain, Amos Kendall, B. B. French and Thomas M. Clark. Attracted by the importance of Southern trade, the Washington and New Orleans Company was organized; then the Western Telegraph Company, the Atlantic and Ohio, the South-Western, the Illinois and Mississippi, the Erie and Michigan, the North-Western, and various others entered the field. In 1846, as we have already seen, Canada had taken up the Morse Telegraph, and a line was built from Toronto to Niagara. During the next year the Montreal Telegraph Company was organized with a capital of \$60,000, and O. S. Wood, who had built the first business line between Buffalo and Lockport, and was well qualified for his post, was appointed its superintendent. Mr. Wood had been Professor Morse's first pupil, understood the theory and practice of the business, and had been taught by experience to avoid the errors and waste that created difficulties for various companies in the States. He had discovered the value of substantial poles, well set in the ground, and knew, too, that copper wire conductors were not adapted to the rigors of the North American climate. Furthermore, Mr. Wood had learned that it was of great moment to the success of any line that it should be built by contractors who knew their business and would do their work thoroughly, and so Livingston and Wells, of New York, were engaged to build the Canadian line.

"The result of all these favoring facts," writes Mr. Reid, in *The Telegraph in America*, "was that the line of the Montreal Telegraph Company, when completed, was the first on the continent which united in it from the very start the conditions of success." The poles, of large cedar, were placed five feet in the ground, thoroughly tamped, and five rods apart. Wooden brackets of white oak, with glass insulators, were affixed to the poles, and No. 9 English galvanized iron wire, the first of the kind to be used in America for this purpose, was adopted. The recording instruments with which the offices were fitted were of the Morse apparatus, made by S. W. Chubbuck & Son, of Utica, N.Y., for "taking by sound" had not at this date been introduced.

As has been stated, the original line of the Montreal Company was well built, but being on the highway the wire was constantly coming in contact with branches of trees, thus causing considerable ground connection, especially during wet weather. Consequently a rain storm became a matter of much interest to operators: it meant close "adjustment," to use a technical term, and not unfrequently the repetition of messages. It was early discovered that when the wind at Montreal was from the east or north-east, rain storms travelled from the west, and the stronger the land current, the faster came the rain from the opposite direction. Such observations as these have been turned to good account by "Old Probabilities," Vennor, Wiggins, and other weather prophets twenty-five years later. The Troy line was poorly insulated, and as a rule it was with difficulty that Montreal and Troy offices could work direct with one another; the operators at Burlington and Rutland, Vermont, were frequently called on to repeat messages from either end of the line. This defect was removed early in 1853, when Mr. Luther C. Dodge, who was in charge of the line, personally superintended the reconstruction of the most defective section.

Thirty-eight years ago the only railways in operation in Lower Canada were those from Laprairie County to St. Johns, and from Mon-

treal to Lachine; but a new era was dawning which was to afford increased railway facilities to the country, and open up new and extensive fields of usefulness to the Montreal Telegraph Co. Towards the autumn of 1853 the Atlantic and St. Lawrence and St. Lawrence and Atlantic Railways, extending from Portland, Me., to Longueuil, C. E., were approaching completion; a fusion of interests had taken place, and the entire road was now known as a section of the Grand Trunk Railway of Canada, the next section of which was at that time under construction between Montreal and Kingston. The general commerce of the country was active and apparently healthy, and this prosperity met with no check until the serious commercial depression of 1857. The business of telegraphing shared in the common prosperity and developed rapidly: the Montreal Company had acquired, by purchase or amalgamation, most of the lines that had been built by other and smaller companies throughout the country. In view of a fast-growing business, more operators were needed. Among the new hands that had recently learned to operate in the Montreal office were James and Stanley McNider, John McKenzie, Stanley Patterson, Lawrence Longmore, Robert McPhie and A. B. Dean, some of whom are still connected with the company.

DRY GOODS ITEMS.

In the cities of the United States the dry goods houses are selling fancy hose freely, sometimes harlequin hose. Finely striped stockings in black and tan, deep violet and pale lilac, white and rose, cream and gray, pale ecru and terra cotta, etc., are designed to be worn with low shoes. But preference lies decidedly on the side of the colors in monochrome, black still taking the lead. Black silk boots with fancy uppers are in constant demand. Handsome dress shoes worn with the onyx black silk hose are made of finest undressed French kid vamps. This is one of the most elegant and ladylike styles of footwear.

In an article on the industrial situation the New York *Dry Goods Chronicle* notes that four of the leading manufacturing industries—cotton, woollen goods, boots and shoes, and iron show—a steady increase for the past six months. The output of cotton cloth has been 8 per cent.; woollen goods, 16 per cent.; boots and shoes, 5 per cent., and pig iron, the product of the blast furnaces, 36 per cent. more than for the corresponding period of 1891.

A London journal says of the color and style of men's wear now in vogue there, that gray is the color, and prevails in almost everything not black among the better class of dressers—most often in conjunction with it. It cannot be said, however, that some spots of color cannot be found in London.

Under the heading of "Novelties" in ladies' dress or under-clothing the *Dry Goods Chronicle* has the following:

Cotton cord is once more employed for the waists of low bodices, and also for drawing up the material in the sleeves and yoke; for this it is rather coarse.

White surah sashes having a heavy knotted fringe sewn on the ends, which are to be worn shaped like a pointed girdle in front and with ends and not loops at the back.

Many white dresses for summer are made up over yellow silk, with wide yellow sashes at the belt, or yellow silk girdles, while Spanish yellow ribbons of either silk or velvet are used as a garniture for cream, white wool or silk gowns.