

to light important unknown or imperfectly recognized sources of wealth, such as the great new coal fields of the North Western plains or the petroleum deposits of the Athabasca. The work done in these regions is necessarily of an incomplete character, and the maps and reports published, while in themselves important advances in knowledge, must eventually be superseded, as settlement progresses, by others of a more complete and final kind. It thus happens that a considerable proportion of the energy of the survey has necessarily been directed to geographical work, and the surveyors engaged in these remote districts, through which no recognized means of communication exist, have frequently to contend with both hardship and danger in their progress.

Of work of this class carried out within the last twenty years, and which has largely added to our knowledge of the topography of the Dominion, may be mentioned Dr. Selwyn's explorations in British Columbia in 1871 and 1875, and in the North-West Territory in 1873; Dr. Dawson's explorations on the mainland of British Columbia, in the Queen Charlotte Islands, from the Pacific Coast to Manitoba by way of the Peace River, and in the Rocky Mountains and elsewhere; Dr. Bell's explorations in the country between Lake Superior and the Hudson's Bay, on the Lower Athabasca, Nelson and Churchill Rivers, the coast of Hudson's Bay and other adjacent regions; also explorations by Prof. Macoun on the Peace River, Messrs. Richardson, McOuat and Low, north of Lake St. John, in the vicinity of Mistassini Lake and on the Rupert River, together with work by Messrs. Ellis, McConnell and Tyrell in various parts of the North-West Territory; by Mr. Bowman in British Columbia and Mr. Lawson on and around the Lake of the Woods.

In the Eastern Provinces, above alluded to, consecutive and more finished work is possible, and already the greater part of New Brunswick, the whole of Cape Breton and other portions of Nova Scotia, Quebec and Ontario have been geologically mapped in considerable detail.

While Canada already makes a respectable showing in the matter of mineral products, its development in this respect is by no means commensurate with the extent and value of its actual mineral wealth, a fact due not only to the lack of capital for the extraction and elaboration of the minerals, but also to the want of experience with which many of the attempts in this direction have been undertaken. The operations of the Geological Survey are supplying as rapidly as possible a trustworthy knowledge of the fundamental structures of the more important regions, while the examinations of special mining districts and the statistical information, which the survey has now undertaken to procure and publish, will tend still further to inspire confidence in foreign capitalists.

The Beaver Line.

The Canada Shipping Company, or as it is popularly called, the Beaver Line, owes its origin to William Murray, of Montreal. The line had its beginning in 1868, to run between Liverpool and Montreal during the summer

season, and in winter time to New York or one or other of the cotton ports. *Lake Ontario*, 5,300 tons, was the pioneer of the fleet; next came *Lake Erie*, *Lake Michigan*, *Lake St. Clair*, *Lake Champlain*, *Lake Nipigon*, *Lake Megantic*, each of the last three being of 2,300 tons, *Lake Manitoba*, *Lake Winnipeg*, each of 3,500 tons register; *Lake Huron*, 4,100 tons; *Lake Superior*, 5,000 tons.

The Canada Shipping Company seeks to give comfort to its steerage passengers, and in the most recent ships, besides smoking, recreation and reading rooms, a large playroom for the children is provided, in which the youngsters, of whom there are often large numbers on board, can enjoy themselves with impunity without their parents having any fear of hearing the startling cry of "man overboard."

These steamers have all the recent improvements for the safety and comfort of passengers. A skilled doctor and competent stewardesses are carried by each steamer to attend the wants of women and children, and families can be berthed together, which adds very much to the comfort of an ocean voyage.

The cattle trade of late years has been a ve one to Canada, and the "Beaver Line" was the first regular line to go into the horse and cattle trade, and has been a great favorite with "live stock" shippers, and can show best records for successful carrying, for it bestows every attention to secure it.

Evans & Sons.

A marked sign of progress in Canada is found in the establishment of Evans & Sons, wholesale druggists of Montreal. The firm was established over 60 years ago in Europe, and for 25 years has held a branch business in Canada. Mr. A. B. Evans has for years been the successful manager of the Canadian branch of the firm. Their headquarters are at London and Liverpool, and in almost all principal points throughout the world their branches are to be found. Twenty-five years ago, when in its infancy, the Canadian branch of the firm had but little prestige, but with the advance in age of Confederation and its success, the business of Evans & Sons has grown to large dimensions, and to-day is one of, if not the leading wholesale drug house in Canada. No further mention of this celebrated firm and its progress is needed.

T. W. Ness, occupy the 5th flat, building 644 Craig street, Montreal, and are manufacturers of all kinds of electrical supplies, annunciators, bells, batteries, door pulleys, push buttons, electric gas light apparatus, experimental electrical apparatus, incandescent lamp shades and fixtures, four different styles of telephones, the Bundy electrical cash register, speaking tubes, whistles, etc., etc. They have the Dodge wood split pulley, which is separable, can be put on shaft without taking it down, and when used with the patent Bushing system, one pulley can be made to fit several sizes of shaftings. Mr. Ness uses the first floor of this building as a show room, the second is occupied by the Dodge wood-split pulley, and the third as a workshop. A large number of hands is kept constantly employed.