

quisite on every writing-table, was unknown. Every desk had its sand-box, filled with fine, dry sand, which the writers sprinkled over his sheet to absorb the ink, and sometimes, in a pinch, would use ashes. The goose quill was the only pen. There was not such a thing, I suppose, as a steel pen in the Province, though Gillott and Perry had invented them in 1822, but they were sold at \$36 a gross, and too expensive to come into general use. Neither was there such a thing as a bit of india rubber, so very common now; erasures had to be made with a knife. Single rates of letter postage were, for distances not exceeding 60 miles $4\frac{1}{2}$ d.; not exceeding 100 miles, 7d., and not over 200 miles 9d., increasing $2\frac{1}{4}$ d. on every additional 100 miles. Letters weighing less than one ounce were rated as single, double or treble, as they consisted of one, two or more sheets. If weighing an ounce or over the charge was a single rate for every quarter of an ounce in weight. How is it now? The Post Office Department has been, for many years, under the control of our Government. There are in Ontario 2,353 Post Offices with a revenue of \$914,382. The mails are carried by rail to all the principal points, and to outlying places and country villages by stage and by couriers in light vehicles, and with much greater despatch, owing to the improved condition of the highways. A letter of not over half an ounce in weight can be sent from Halifax to Vancouver for three cents; a book weighing five pounds can be sent the same distance for twenty cents, and parcels and samples at equally low rates. To England the rate for half an ounce is five cents, and for every additional half-ounce a single rate is added. Postage stamps and cards, the money-order system and Post-office savings banks have all been added since 1851. The merchant of Toronto can post a letter to-day and get a reply from London, England, in less time than he could in the old days from

Quebec. In 1830 correspondence was expensive and tedious. Letters were written only under the pressure of necessity; now every one writes, and the number of letters and the revenue have increased a thousand fold. The steam-ship, locomotive and telegraph, all the growth of the last half century, have not only almost annihilated time and space, but have changed the face of the world. It is true there were steam-boats running between York and Kingston, on the Bay of Quinte and the St. Lawrence, prior to 1830; but after this date they increased rapidly in number, and were greatly improved. It was on the 15th of September of this year that George Stephenson ran the first locomotive over the line between Liverpool and Manchester, a distance of thirty miles, so that fifty years ago this was the only railway with a locomotive in the world, a fact that can hardly be realized when the number of miles now in operation throughout the world, and the vast sums of money expended in their construction, are considered. What have these agents done for us apart from the wonderful impetus given to trade and commerce? You can post to your correspondent in Montreal at 6 p.m. and your letter is delivered at 11 a.m., and the next day, at noon, you have your answer, or you take up your morning's paper and you have the news from the very antipodes every day. The merchant has quotations placed before him daily and hourly from every great commercial centre in the world; and even the sporting man, as in the recent Hanlan and Trickett race, can deposit his money here and have his bet booked in London the day before.

From the first discovery of the country up to 1800, a period of nearly three hundred years, the bark canoe was the only mode of conveyance for long distances. Governor Simcoe made his journeys from Kingston to Detroit in a large bark canoe, rowed by twelve chasseurs, followed by another containing the tents and provisions. The cost