

Trenton passed a by-law to provide \$20,000 to purchase Ontario Electric Railway debentures.

Plans for the route of the Toronto and Hamilton Railway have been submitted to the railway department in Ottawa and approved.

Good progress is being made with the Canadian Northern extension from Carberry to Brandon. The line is within four miles of Brandon, which will be reached this month.

A special meeting of shareholders in the Tillsonburg, Lake Erie and Pacific Railway is to be held on September 20th to consider a proposal to lease the line to the C.P.R.

Two surveying parties are at work on the proposed Kootenay Central Railway, one surveying from Golden toward Fort Steele, and the other from Fort Steele to Golden.

Ten new passenger locomotives of the "900" class, and 20 new freight engines of the "800" compound type, are now in process of building at the G.T.R. Montreal shops, for service on the middle division. It is expected that the whole thirty will be in service before winter.

H. R. Charlton, chief of the advertising department of the Grand Trunk, has become an explorer. He, with J. W. Swan, official photographer, and W. E. Davis, son of the passenger traffic manager, made a voyage through Lake Temagami, Lady Evelyn Lake, Willow Lake, and a number of the tributary streams, returning to Temagami village by way of Montreal river and another chain of lakes. Mr. Charlton and his companions say the scenery of this region is entrancing, while the fishing is phenomenal. The new railway from North Bay to New Liskeard will be in operation next year, rendering this virgin territory easily accessible to the sportsman and tourist.

In about a month the Great Northern Railway will abandon 100 miles of its present main line in Montana in favor of a new route covering the same distance which strikes north from Columbia Falls to a junction with the Fernie, B.C., branch at Rexford, thence back again over the Fernie branch to the main line at Jennings. The existing main line will become a branch and fourteen prosperous main line towns will be cut off from the principal channel of the through business. By the abandonment of the 100-mile section, President J. J. Hill will secure a minimum grade for the Great Northern, which he claims to be slightly less than that of any of the American trans-continental routes. The new route will be used by all through trains of heavy tonnage, while lighter freights and local passenger trains will continue to use the old route, which will still be kept up.

TELEPHONE AND TELEGRAPH.

The Bell Telephone Co. has opened a system in Burford with twelve subscribers.

The telephone is being used instead of the telegraph for signalling and general purposes on the Temiskaming Railway.

The Newfoundland Government's wireless telegraph system, on Labrador, is now in operation. Stations are situated at Venison Island and Battle Harbor.

Kingston's offer to the Bell Telephone Company for phone rates of \$20 and \$25, instead of \$25 and \$30, and no bonus of \$700, has been refused by the company.

The International Telephone Co., composed of local men, has been formed at Fort Frances, Ont., and is at work putting in an independent telephone service for the town.

The Union Telephone Co., New Brunswick, has extended its system from Woodstock to Hawshaw and Canterbury. The line is metallic circuit, equipped with Kellogg telephones.

A new telephone company, consisting of Canadian and American capitalists, is being formed in Buffalo. Specifications for installing a system in Toronto have been asked for by the promoters.

The Government has announced its intention of establishing Marconi stations at Pictou, N.S., and Charlottetown, P.E.I., and also to equip the Government steamers, Minto and Stanley, with Marconi apparatus.

A factory for the manufacture of all kinds of telephone supplies is to be erected in Windsor, Ont. The factory will employ over one hundred hands, and will supply the independent telephone companies of Canada.

The Marconi Wireless Telegraph Co. are now transmitting commercial messages to incoming and outgoing steamships from Fame Point, Heath Point, Point Amour and Belle Isle, at a toll of \$2 per ten words.

London city council has granted the Bell Telephone Company an exclusive three-year franchise, to date from 1st January last, at a yearly rental of \$2,500, being an increase of \$1,500 per annum over the expiring franchise; rates to remain as at present.

The Ontario Independent Telephone Co. has applied to the Walkerville council for a franchise. The company is seeking a service in Windsor, Walkerville and Sandwich, giving connection with the co-operative company in Detroit. The Bell Co.'s franchise, in Walkerville, expires in November, and in Windsor in two years' time.

In Prince Edward Island it is necessary to pay fifty cents for a telegram, and there is no night service. The Anglo-American Cable Co. has a monopoly of the business between the island and the mainland. Negotiations are now on between the Government and the Cable Co. looking to a reduction of tolls and improvement of service.

J. A. Carmichael, construction engineer of the Bell Telephone Company, is in Winnipeg, with plans for the proposed extension to the company's buildings in that city. The plans call for a \$50,000 building, which will enclose the old one on two sides, and will nearly treble the present office capacity. The top floor will contain a 20,000 multiple switch, now under construction.

The annual convention of the International Union of Architectural Ironworkers will be held in Toronto on September 19th. A number of questions important to the union will be discussed, and 225 delegates are expected to be present from all parts of the United States and Canada. One of the new propositions will likely be the adoption of the eight-hour day for Canadian workmen.

The Montreal Harbor Commissioners have rescinded their contract with the Canadian Inspection Co., for the inspection of steel to be used in the construction of new sheds. It is claimed that the contract was incomplete, and that the proposed inspection is more thorough than necessary, the Inspection Co.'s price being 62 cents per ton, whereas a shop test at 25 cents per ton is thought to be sufficient.

—The Chester Steel Castings Company, of Philadelphia, state that the recent fire at their plant was small and in no way curtailed the output, the fire being confined to one furnace and the building immediately over same. The damage done to the building is now being repaired by local builders. The company sustained no loss greater than the loss of the use of one furnace for a time, no damage being done to power and equipment, and two days after the fire the plant was in full operation and ready to handle any order in sight.

On the application of the Bank of Toronto, George Taylor, M.P., has been appointed liquidator for the business of the Canada Cabinet Co., of Gananoque. The company was incorporated in August, 1901, as the Morden Manufacturing Company. In 1902 it was reincorporated as the Canada Cabinet Co., with a capital of \$100,000. Of this \$78,000 has been subscribed, and \$58,800 paid up. The directors are: Samuel Carsley, F. W. Gross, R. Wilson Smith, Frank Summer, W. W. Williamson and R. J. Dale, all of Montreal; George F. Emery, of Gananoque. A local paper states that the business was a paying one, and financially sound if there had been harmonious action by those who controlled it. There is some expectation that it may pass into the hands of those who can continue it successfully.