

Manitoba.

The municipal council of South Norfolk has decided to at once construct a rural telephone system. Address Adam Forbes, Rathwell.

At a meeting of the Virden town council it was decided to take steps toward the installation of a telephone system. Address A. G. MacDougall.

At a meeting of the Brandon City Council called for the purpose of hearing Hon. J. H. Howden, Minister of Telephones, with regard to constructing a municipal telephone system in Brandon, it was decided to at once make arrangements for the erection of a fully modern system. Address S. E. Clements.

Saskatchewan.

The Bell Telephone Company will build a line from Regina to Prince Albert this summer. The two cities are 248 miles apart.

Alberta.

The Provincial Government has taken over the telephone system at Fort Saskatchewan.

F. J. Cumming, of Claresholm, has entered upon his duties as superintendent of the municipal system in Edmonton.

The first government-built telephone service in Canada is now completed, and will be in operation in a few days. It runs from Banff to Calgary.

The MacLeod Telephone Company, MacLeod, is making arrangements to get their plant into shape to connect with the long distance system being built by the government.

The Medicine Hat council is preparing a by-law for the purpose of raising sufficient money by the sale of debentures for the installation of a civic telephone system, the Bell Company having refused to sell its plant.

The government has a gang of men at work constructing a telephone line between Coleman and MacLeod. Later the line will be extended east to Lethbridge, Taber, and Medicine Hat. Amongst the other lines to be built in the province are; from Edmonton to Lloydminster, and from Stettler to MacLeod.

**Ontario.**

The Toronto-Ottawa Railway line, in projection by MacKenzie & Mann, will be delayed in the commencement of the construction work by the railway troubles in the West, and although the whole line has been surveyed and plans are all ready for approval, the probability is they will not be presented until the appointment of a new Minister of Railways.

The construction of the Sandwich, Windsor, and Amherstburg radial railway has been completed, and the company have applied to the Railway Board under the provisions of the Railway Act, for the privilege to open traffic on the road.

The Grand Valley Railway is to be re-organized with United States capital, with extensions to Port Dover and London. The obstacles to reaching Port Dover have been removed, it is said, by the personal influence of the Minister of Public Works. The road will be rebuilt and will carry coal from Erie.

The cost of the improvements to be made in the Galt, Hespeler, and Preston Railway, will be about \$100,000. The road is being double-tracked, new car barns built, a 750 horsepower engine installed; and four coaches and two new freight motors will be added to the rolling stock.

The C.P.R. is likely to take over the charter of the Owen Sound and Meaford Railway, which had intended to construct its line this summer. The line has a \$96,000 federal subsidy. The C.P.R. want to construct through to a junction of the Victoria Harbor line near Peterboro. This would give the railway two new ports.

Between January 1st and April 21st the Temiskaming and Northern Ontario Railway carried 64,000 more passengers than for the same period last year, and the pas-

senger receipts increased by \$39,000. During the week ending April 21st, 10,871 passengers were carried by the road, while only 6,860 travelled over the line in the same week in 1906. In the freight department 30,000 tons more were carried up to April 21st this year than during the same time last year. This means an increase in the revenue of \$32,000. During the week ending April 21st, 6,980 tons of freight were carried, or 1,490 tons more than for the same week in 1906. So far the total increase in revenue exceeds \$70,000.

The Grand Trunk Railway Company is making considerable additions to its rolling stock, some five thousand freight cars of different kinds being now delivered. These cars are of the most modern type, as is shown by the immense capacity of the steel coal cars, which have a carrying power of 100,000 pounds each. The cars are being delivered at the rate of thirty a day, and are being rushed into active work as fast as they arrive. The order now in course of delivery consists of: 1,000 steel coal cars, each of 100,000 pounds capacity; 1,250 box cars, 1,500 flat cars, 250 furniture cars, 300 single deck stock cars, 200 double deck stock cars, 400 refrigerator cars, all of 60,000 pounds capacity each, and 300 ballast cars, of 100,000 pounds capacity each.

New Brunswick.

J. J. Lyons, the engineer to take charge of the construction of the Quebec-Grand Falls section of the Grand Trunk Pacific, is in St. John. He states that work will commence this week. At present there is about two feet of snow in the district where operations are to be begun. Edmundston is to be the headquarters for this section, and the work will commence there. When operations start about eight hundred men will be put to work, and in a few weeks the number will be increased to 1,500. The work will take about two years to complete.

The Westinghouse Construction Company will build the Grand Trunk Pacific line between Moncton and Chipman. Mr. Tucker, of that company, will be in charge of the work.

Nova Scotia.

The new railway wharf at Souris, which will cost \$50,000, and is to be built by Mr. E. A. Walberg, the well-known contractor, it is to be constructed of reinforced concrete, no piles being used. This is the first wharf of its kind to be built in Canada, and when finished, it will be one of the best, presenting all the massive appearance of one of the great docks of Liverpool.

British Columbia.

The British Columbia Electric Railway Company is planning for extensive additions to their property in New Westminster, and over a hundred thousand dollars will be spent on new buildings.

NEW INCORPORATIONS.

Dominion.—Metcalf Engineering, Montreal, \$25,000. V. J. Hughes, H. Rolph, A. Wainwright, O. Cousineau, C. F. Larkin, Montreal.

The Oposatica & Chibogomo Development Co., Montreal, \$100,000. G. A. Robinson, M. J. Flanagan, S. R. Tarr, J. E. Coulin, Montreal; H. E. Walker, Westmount, Que.

The Lacoste Ship-Brake Co., Montreal, \$45,000. G. N. Ducharme, S. D. Vallieres, W. C. Strachan, S. E. Stewart, P. Lacoste, Montreal.

The Rexford Bishop, Montreal, \$100,000. W. I. Bishop, W. C. Strachan, H. Murray, W. G. Mitchell, W. S. Hart, Montreal.

The Lemcke Tug Co., Lion's Head, \$20,000. C. Pedwell, C. Lemcke, J. Waugh, Lion's Head, Ont.

The Canada Carbog Co., Montreal, \$1,000,000. P. J. Hubert, E. Lefrancois, L. E. Martel, C. Gosselin, L. O. Boisvert, Montreal.

Canadian Lake Transportation Co., Toronto, \$100,000. J. S. Lovell, W. Bain, R. Gowans, E. W. McNeill, H. Chambers, Toronto.

The Niagara Iron and Steel Co., Toronto, \$1,000,000. The Hon. J. K. Kerr, J. A. Paterson, W. Davidson, G. F. McFarland, A. McKenzie, Toronto.

The Raven Lake Mining and Development Co., Hull, \$1,000,000. J. Caron, H. Dupuis, J. N. Fortin, F. A. Gendron, H. A. Goyette, J. E. Gravelle, G. H. Millen, J. Renaud, Hull; W. H. Rowley, Ottawa.

The Imperial Supply Co., Montreal, \$100,000; H. H. Bradfield, Morrisburg; W. R. Duckworth, H. G. Meyers, Montreal.