

plant for public service, is before the Manitoba Legislature.

The Inverness & Victoria Telephone Co. has about completed its lines between Baddeck, Little Narrows, Margaree, Orangedale & Whycomagh, N.S.

The New Westminster & Burrard Inlet Telephone Co. has decided to string an additional wire between Vancouver & Westminster, B.C., & from Westminster to Steveston.

A London cablegram of Apl. 5 says: "The story reaches here that during the recent violent storm, the telephone wires between Brussels & the suburb of Ixelles being broken & communication interrupted, it was suggested that telephoning without wires be attempted. This was tried, with satisfactory results, & since then the inhabitants of Ixelles have been telephoning to Brussels with the greatest ease. Electric experts here more than doubt the story so seriously set forth. Telephoning demands conditions so different from those requisite for telegraphing that they declare telephony without wires is practically impossible."

A Kingston, Ont., despatch says: "A. T. Smith, District Superintendent of the Bell Telephone Co. at Kingston, has invented special instruments of unique design for communication between the attendants on the surface and the diver at the bottom of the river, where he is engaged in the work of raising the Cornwall bridge. The ordinary diving apparatus has been dispensed with, & supplemented by special diving bells, so constructed as to withstand the pressure of the current. They are also protected by heavy metal shields. The telephone is put inside the bell, & electric alarms give the signal when either party desires to converse. Anybody can operate the ingenious mechanism."

H. W. Kent, Superintendent of the Nelson & Vernon Telephone Co., which owns & operates all the lines in Kootenay & Yale, B.C., states that from Bossburg to Spokane the line is but a single wire, grounded, which is owned by the Spokane & B. C. Telephone Co. This

does not give very satisfactory service, although the Nelson & Vernon part of the line north of the International boundary is a metallic circuit. The Inland Co., however, owning the exchange in Spokane, Wash., has built a metallic circuit to Rossland, is now building to Republic & will build from Bossburg to Russell, at the boundary, shortly. When this is done, the Nelson & Vernon Co. will have all its connections with the Inland Co., & will have a metallic circuit throughout. It is believed this will give a satisfactory service. In the meantime, the Columbia Telephone & Telegraph Co., a subsidiary flotation of the Spokane & B. C. Co., has let a contract for the poles for a line to parallel the present Nelson & Vernon line into Greenwood, & also, it is stated, to go on to Camp McKinney. Whether all these lines will be built this year remains to be seen. But the chances are that some of the contracts will go through, & that the whole Boundary Creek country will have a greatly improved telephone service.

Among the Express Companies.

The Western has notified agents to discontinue issuing money orders payable at Havana, Cuba.

From May 1, during navigation on the St. Lawrence, all matter for Europe will be routed via Montreal.

The Dominion has opened offices at Dunmore Jct., Assa., Fort Steele, B.C., Cowan, Man., Ethelbert, Man., Garland, Man., Pine River, Man., Sclater, Man.

Capt. J. Irving, formerly manager of the Canadian Pacific Navigation Co. is said to be organizing in Victoria, B.C., the Irving Express Co., for the quick handling of goods to the Atlin district.

The B. C. Ex. Co. has issued a folder with a map and time-table of the route travelled by its stages which carry the mail from Ashcroft to all points in Cariboo & Lillooet besides passengers & express. The head office is at Ashcroft; J. A. Bremner is Secretary-Treasurer.

General Manager Stout, of the Dominion & Western, left Toronto May 10 on an inspection trip to the Pacific Coast. He is accompanied by Superintendents Stewart, Boswell, & Ford, Auditor Burr & Tariff Clerk Meyer, of the Dominion, & by Superintendent S. A. Davis, of the Western.

Live stock cannot be shipped from a point located within the Northwest Territories to any point outside the Territories, without first obtaining a certificate from an inspector of brands, setting forth that he has made an inspection of stock & recorded the age, sex, brands & marks of every head of such stock.

The B. C. Express Co. does not allow examination of shipments sent c.o.d. until full amount of c.o.d. & all accrued charges are paid, except c.o.d. shipments destined to Barkerville, Clinton, Lillooet, Quesnelle & Soda Creek, B.C. All packages destined to offices of that Co. should be enclosed in oilcloth or other strong or waterproof coverings, as a protection against rains.

The Canadian laws require importers of cattle, sheep & swine to produce a declaration stating that they are intended for breeding purposes only, and that there is no disease existing among the animals in the particular locality from which they come. The following are the declared cattle quarantine stations: Halifax, N.S., St. John, N.B., Quebec (Levis) Que., Point Edward (Sarnia) Ont., Emerson, Man., Estevan, Assa., Huntingdon, B.C., New Westminster, B.C., Vancouver, B.C., Victoria, B.C.

The Dominion has opened a wagon route between Fort Steele Jct. & Fort Steele, B.C. The following routes have been opened: Kootenay Lake Steamboat Route, between Nelson & Kootenay Landing, B.C.; Rainy River Navigation Co., between Rat Portage & Fort Frances, Ont.; Toronto, Port Dalhousie & St. Catharines Steamboat Line, between Toronto & St. Catharines, Ont., re-opened for season of navigation; Bay of Quinte Navigation Co., re-opened for season of navigation; Navigation on Georgian Bay re-opened for summer season.

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