

cerns. This saved thousands of dollars which would otherwise have been expended. Winnipeg, he said, offers many advantages and a legitimate effort will be made to induce

service is very unsatisfactory to ten miles from Kinistino, Sask. All to Prince Albert by train, and then to by coach, a distance in all of about 100 miles. Trade is working to have Kinistino a point for these villages, when such mail delivery in one day instead of 8 or 10 days

PERSONAL NOTES.

has been elected president of the Life Insurance Association of Saskatchewan.

O'Grady, general manager of the North-Western, arrived this week on his way to New

of Lancaster, has been appointed assistant manager of the Bank at Belleville, Ont. He succeeded Hamilton.

Charles Rothschild has been re-elected to the Grand Trunk Railway System in the Right Hon. Lord Welby.

formerly general manager of the Canadian Bank of Commerce, has been appointed manager of the new Monarch Bank. Dupuis, of Queen's University, Kingston, was the guest of the "Metric System" at a business meeting held last evening at the St. Charles Hotel.

Heron, formerly of the Canadian Bank, has been appointed manager of the Bank at the corner of Spadina Avenue and Col

manager of the Union Bank of Canada, has been promoted to the position of superintendent and assistant to the general manager, Quebec.

has been appointed assistant branch manager of the London and Canadian Life Co. Merrick was superintendent of the road at Tampica, Mexico.

on, secretary of the Halifax Board of Trade, is understood Mr. Weldon has accepted sales agent of the Port Hood Coal Co. becoming secretary of the Board of Trade and freight department of the Intercolonial

provincial manager of the Mutual Life Insurance Co. Mrs. Allen has been spending the last few days in Montreal. Mr. Allen will be pleased to know that he has recovered from his recent serious illness and has returned to his old time vigor.

has been appointed assistant superintendent of the Montreal, in charge of Montreal. Connelly, trainmaster of the first division, office at Island Pond, and Mr. W. Connelly, trainmaster of the second and third divisions.

who has resigned his appointment on the railway, will join the Kempt Realty and Co., a newly organized Winnipeg company, and in 1897 came to Winnipeg as general agent.

MAICA DISASTER.

Sisters, 76 Duke Street, Kingston, Jamaica, to the readers of the "Monetary Times" assistance to aid the rebuilding of their buildings which were demolished by the recent earthquake. Prior to the disaster, fifty-four years ago founded on, and by her energy and labor succeeded in building the two fine buildings which are now estimated at more than £20,000. Consent to the Rev. Mother Paula at the

BOND OFFERINGS

A memorandum book is sent by Messrs. the Toronto financial agents, containing details of offerings by them.

TRANSPORTATION PROBLEMS.

Many Visitors to the East Speak of Railroad Needs—Progress in Technical Education.

(From Our Own Correspondent.)

Halifax, N.S., April 14th.

More railways for the East was the theme of a party of Western Parliamentarians who recently visited Halifax. Mr. H. Cockshutt, president of the Canadian Manufacturers' Association, also spoke to the Halifax Canadian Club on this subject.

Nine Westerners spent the Easter vacation in the Maritime Provinces to familiarize themselves with transportation problems here. They inspected St. John and Halifax harbors, and are of opinion that with improved facilities both ports would be able to handle the whole of Canada's trade for some time to come. The rebuilding of the I.C.R. was advocated by one of the party, while all thought that the C.P.R., C.N.R., and G.T.R. would be in Nova Scotia.

Halifax Must Have More Railways.

Mr. Cockshutt addressed the Canadian Club, and said that Halifax must have more railways, while the present road should be put in better shape. When this was done there would be no trouble in limiting the British preference to goods entering Canada via a Canadian port. The Canadian Manufacturers' Association believed in this preference, but if put into effect immediately it would disorganize business and result in dissatisfaction.

Mr. G. M. Murray, secretary of the Association, paid a tribute to the Nova Scotia Government's technical education scheme. The progress, he said, which Nova Scotia is making along this line has set the pace for the whole Dominion. Ontario and Quebec had long prided themselves on being the manufacturing centres of Canada. They were prone to assume a sort of leadership in all matters promoting the industrial development of the country.

Foundation Laid of Technical Educational System.

But the statesmanlike act of Premier Murray in laying the foundation of a system of technical education for this Province had forced the pettifogging politicians of other Provinces into the back seats.

He seemed to have realized, as the Premiers of other Provinces had not, that the salvation of Canadian manufacturing industries depended not alone on walls of tariff protection, but on industrial efficiency.

Improved railway communication in eastern Nova Scotia, and particularly in Cape Breton Island, was discussed in the House of Assembly last week by Dr. Kendall, M.P.P. for Cape Breton. For some time negotiations have been proceeding between the local Government and investors, who desire to build a road along the south-eastern coast, from Halifax to the Strait of Canso. Dr. Kendall advocated continuing this road into Cape Breton island by extending the St. Peter's Railway along the island's southern coast to Louisbourg, from that place to Glace Bay and the southern colliery districts, thence to Sydney, and back to the Strait of Canso along the Bras d'Or lakes.

Would Benefit Fishermen and Farmers.

This would form a loop of some 150 miles. This road would be of great benefit to the fishermen and farmers in the southern part of the island, and would give direct railway communication with the outside world to Glace Bay and the surrounding colliery towns. There there is a population of over thirty thousand. At present the railway accommodation furnished this district is entirely inadequate.

Dr. Kendall also advocated the construction of a railway across northern Cape Breton from Inverness to Sydney Mines, tapping the rich agricultural districts of Mongaree and Middle River.

A big shipping combine has been formed in Japan with a capital of \$15,000,000 gold, says a despatch from Victoria, B.C. The transportation of kerosene, lumber, flour, etc., from San Francisco, Puget Sound and Canada; phosphate rocks from the South seas; raw cotton from India; rice from Rangoon and Saigon; sugar from Java, will be undertaken. At first the following lines will be opened: Yokohama to San Francisco; Yokohama to Puget Sound; Kobe to Oteru east and west coast; Kobe to Korea; Yokohama to Formosa line; Kobe to Vladivostok line; Kobe to North China line; Kobe to Hongkong line; Chefoo to Vladivostok line; Hongkong to Saigon line; Kobe to Hawaii line; Kobe to North America line; Taron to Vladivostok line; Taron to Singapore line; Kobe to Brazil line; and Taron to Shanghai line.

The thirty-sixth Annual Convention of the Canadian Manufacturers' Association will be held in Toronto during September. Since 1903, when the Convention was last held in Toronto, Montreal, Quebec and Winnipeg have in turn vied with one another in extending a royal welcome to the Association, and each city in turn has been the scene of a splendid meeting.

NEW INCORPORATIONS.

The head office of each company is situated in the town or city mentioned at the beginning of each paragraph, and the persons named appear to be prominent members of the various corporations.

Rosthern, Sask.—Rosthern Realty Co.
Aberdeen, Sask.—Aberdeen Trading Co.
Moose Jaw, Sask.—Perry Sons and Co.
Calgary, Alta.—James Findlay Drug Co.
Wetaskiwin, Alta.—Wetaskiwin Decorating Co.
Okotoks, Alta.—Pugh and Livingston Lumber Co.
Red Deer, Alta.—Gaetz-Cornett Drug and Book Co. Company.

North Bay, Ont.—Nipissing Planing Mills, \$40,000. R. Wallace, J. Small, W. A. Martyn.

St. John, N. B.—T. McAvity and Sons, \$600,000. T. McAvity, J. H. McAvity, J. A. McAvity.

Peterborough, Ont.—Ontario Coal Co., \$40,000. A. J. McClellan, G. K. Rackham, C. Currier.

Stirling, Ont.—Stirling Telephone Co., \$40,000. C. Thomson, H. H. Alger, W. S. Martin.

Doon, Ont.—Doon Twine and Cordage Co., \$250,000. A. Forster, E. G. Perine, J. Stauffer, Galt.

Chatham, Ont.—Empress Tilbury Oil and Gas Co., \$150,000. J. T. O'Keefe, T. A. Drew, J. Taff.

Danville, Que.—Danville Water, Light and Power Co., \$80,000. J. E. Hebert, H. Girard, G. McCracken.

Montreal, Que.—Les Mines du Nord, \$20,000. A. Larocque, P. E. Forget, Labelle, A. Labelle, Labelle, Que.

Hamilton, Ont.—Hamilton Dairy Co., \$40,000. D. C. Flatt, J. Malcolm, J. D. Malcolm, Gore Realty Co., \$100,000. G. E. Mills, D. R. C. Martin, E. K. C. Martin.

London, Ont.—Lawson and Jones, \$250,000. F. E. Lawson, H. J. Jones, L. Lawson, Northern Ontario Lumber and Milling Co., \$250,000. C. E. Mills, W. C. Fitzgerald, H. B. Elliot.

Hull, Que.—Industrial Development Co. of Canada, \$750,000. F. de Chalot, E. P. Gingras, A. Gobeil, Raven Lake Mining and Development Co., \$1,000,000. J. Caron, J. N. Fortin, H. Dupuis.

Ottawa, Ont.—Gold Belt Mining and Development Co., \$1,000,000. J. Chatelain, Thuro, A. A. Lapointe, C. Leblanc, Silver Cross Cobalt Mining Co., \$500,000. L. B. Jennings, J. G. Chapman, D. S. Sawyer.

British Columbia.—Kitchener Lumber Mills, \$50,000. Robert Porter and Sons, \$400,000. Insurance Agencies, \$10,000. Independent Shingle Co., \$50,000. British American Oil Refineries, \$500,000. Rock Creek Irrigation Co., \$50,000. Prince Investment Corporation, \$250,000. New Westminster Home Co., \$50,000. Canadian Financiers, \$25,000. Ogilvie Hardware Co., \$35,000.

Toronto, Ont.—Canadian Lake Transportation Co., \$100,000. J. S. Lovell, W. Bain, R. Gowans, Niagara Iron and Steel Co., \$1,000,000. Hon. J. K. Kerr, J. A. Paterson, W. Davidson, Queen Alexandra Mining Co., \$40,000. H. D. McCormick, F. A. Lewis, D. A. Rose, Broadview Land Co., \$40,000. H. J. Martin, F. H. Ross, C. W. Winyard, Aberdeen Cobalt Silver Mines, \$1,000,000. H. S. Pritchard, F. Watt, F. L. Bastedo, Western Ontario Investors, \$50,000. J. L. Ross, A. W. Holmsted, D. A. Bredner, Bawden Machine and Tool Co., \$100,000. W. B. Mudie, W. F. McRae, C. C. Sequin, Medland's, Limited, \$100,000. T. J. Medland, J. Medland, R. Y. Medland.

CANADIAN WOOD IN BRITAIN.

The wood market at Liverpool was almost featureless during March. Imports from Canada were small. In the three months of 1907 but 63,624 tons were imported, as against 72,412 tons in the same period of two preceding years. Consumption has been as a rule tight, and values, with a few exceptions, says Farnworth & Jardine's circular, April 1st, well maintained. Of square pine the stock is light and value firm; first class waney is still in demand at an advance. Of pine deals the import has been nominal, and the market is very firm. N.S. and N.B. pine deals in good request; the stock of spruce is ample, but values are well maintained. Birch logs are in heavy supply, prices unchanged; of planks the stock is heavy but values are slightly better. Elm is in rather heavy stock; oak is in light supply and the market strong. Of British Columbia pine there has been fair consumption; the stock is ample and values remain firm. The market for pitch pine is practically unchanged; prime hewn is in request but inferior is dull; sawn has arrived more freely but the demand is slow; prime deals and boards realize full prices.