er, and C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

NIAGARA RIVER BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcester, and C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

LEAMINGTON & ST. CLAIR RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, C. F. Cox, and E. D. Worcester, New York; N. Kingsmill, Toronto; J. Ross, Montreal.

SARNIA, CHATHAM & ERIE RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, and C. F. Cox, New York; N. Kingsmill, Toronto.

Great Falls and Canada Railway.

Notice was issued May 30 for a special general meeting of this Co., to be held in London, Eng., July 4, for the purpose of considering and, if thought fit, passing a resolution, authorizing the sale by the Co. of its railway, equipment, and franchises, free from incumbrances, and also authorizing the sale of the bond, dated Nov. 1, 1899, made by the G. F. and C. R. Co., to the Alberta Ry. and Coal Co. for $2,000,000, the indenture of mortgage, dated Nov. 1, 1889, made by the G. F. C. R. Co. to the Alberta Ry. and Coal Co. of the railway of the G. F. and C. R. Co. to secure the said bond, and also 19,995 shares in the common stock of the G. F. and C. R. Co.

Press despatches from Great Falls, Mont., say that the sale is to be made to the Great Northern Ry. Co., U.S.A., and that the purchase price is $750,000, that the G. F. and C. R. will be made standard gauge and that the portion of it between Great Falls and Shelby Jct., will be used as a short cut from Great Falls to the main line of the G. N. R. None of these statements have been confirmed.

The G. F. and C. Ry. was built in 1890 from Sweet Grass, at the International boundary, where it connects with the Alberta Ry. and Coal Co.'s line, of which it is practically an extension, to Great Falls, Mont., 134.37 miles. It is 3 ft. gauge and laid with 35 lbs. steel, it connects with the Great Northern Ry., U.S.A., at Shelby Jct., and Great Falls. It was built under the management of E. T. Galt, of the Alberta Ry. and Coal Co. which operates a narrow gauge line from Coutts, on the International boundary, opposite Sweet Grass, to Lethbridge, Alta., 64.62 miles. This line was also built in 1890 as the Canadian portion of the through line between Lethbridge and Great Falls. The A. R. and C. Co's., original line, bought from the Northwestern Coal and Navigation Co., was built by the latter Co. from Dunmore Jct., Assa. on the C.P.R.'s main line to Lethbridge 109.5 miles, and was sold to the C. P. R. Co. in 1897.

The latest information available is for the year ended June 30, 1899, as follows: Trains run, mixed, 11,701 miles; passengers carried, 9,872; carried one mile, 711,780; tons freight moved, 65,703; ton miles, 8,193,278; earnings, passengers, $28,355; freight, $102,175; other, $8,744; total $139,274; operating expenses, $130,861; net earnings, $8,413; payments, interest, $5; taxes, $3,637, total $3,642; surplus, $4,771; deficit forward, $16,741; net deficit, $11,970.

General balance sheet, June 30, 1899,—Capital stock, $2,000,000; funded debt, $2,000,000; current liabilities, $28,028; interest accrued, $810,000; total $4,838,028; contra, cost of road and equipment, $4,061,077; other property and assets, $746,582; materials, etc., $9,163; cash and current assets, $9,237; profit and loss, $11,969; total, $4,838,028.

The officers at the date of the last return were—President, E. T. Galt, Lethbridge, Alta.; Vice-President, T. E. Collins, Helena, Mont.; Sec. and Treas., J. E. Lethbridge, Lethbridge; other directors, C. A. Magrath, Lethbridge; J. Galt, Winnipeg. The general offices are nominally at Great Falls, Mont., but the chief officials reside at Lethbridge.

Chignecto Marine Transport Railway.

The annual general meeting was held in London, Eng., June 5. T. Wood, who presided, said that he regretted that there was little new to report. One of the directors, A. D. Provand, had just returned from Canada, but he was not in a position to make any announcement that day in regard to their colleague's visit. Mr. Provand would, however, draw up a report, which would be sent to the shareholders' committee, who would, no doubt, issue it to the shareholders. All that he could say upon the present occasion was that there seemed to be a glimmer of hope for the Co. He would like to announce the figures of the various stocks which had been deposited at Martin's Bank by shareholders and debentureholders who were prepared to abide by the result of the negotiations in Canada. The amount of debentures deposited was £376,300, of preference shares £282,240, and of ordinary shares £79,100, making a total of £737,640. He had no resolution to propose.

A discussion followed, in the course of which P. Forwood said that no progress seemed to be made as regarded negotiations in Canada, and he thought that, if something were not very soon done, it would be much better for the Co. to go into liquidation.

The chairman said that it was absolutely premature and exceedingly injudicious to talk of anything of the kind. In his opinion, if the shareholders would only exercise a little more patience, there was a prospect of a satisfactory result to the negotiations which were in progress. It had been a difficult task for Mr. Provand, and it was dispiriting to that gentleman to have come back again without having arrived at a definite arrangement.

A. R. Robertson, one of the directors, said that if the Co. went into liquidation it would lose all claim against the Canadian Government.

Mr. West concurred in the remark of Mr. Forwood that, unless something were soon done, liquidation would be better, because the plant of the Co. in Canada was only deteriorating.

The chairman said that the whole of the works were being kept in perfect condition. They had no desire to let anything lapse, and thus give the Canadian Government any ground for complaint, and so imperil their chance. He did not desire to appear too optimistic, but he did hope that they would succeed.

A shareholder inquired whether the Canadian Government admitted the claim of the Co.

The chairman replied that the Government had not done so yet, but the Co. was still endeavouring to get it to do so, and he considered that there were forces at work which might eventually bring matters to a satisfactory termination. The shareholders had not been called upon to find more money, and the directors had received no remuneration whatever. The only resolution submitted to the meeting was for the re-election of the whole of the directors, namely, T. Wood, Col. P. Mosley, A. D. Provand, A. R. Robertson, and A. Serena, as required by the charter. The resolution was carried unanimously.

The Wire and Cable Co., Montreal, has had its capital increased to $1,000,000 by supplemental letters patent.