

**ASSIGNMENTS, CREDITORS' NOTICES, ETC.**

William Albert Mercier, trading as retail dry goods merchant at 533 Broadway West, Vancouver, has assigned to Gavin Pettigrew, accountant, 803 Mercantile Building, Vancouver.

Cole W. Owen, carrying on business as retail hardware merchant at 3643 Fourth Avenue West, Vancouver, has assigned to Frank Parsons, merchant, 573 Carrall Street, Vancouver.

Joseph L. Coyle, publisher, Smithers, has assigned to Louis L. De Voin, farmer, Smithers.

William F. Eve, 3637 Fourth Avenue West, dry goods merchant, has assigned to C. T. McHattie, 361 Water Street, Vancouver.

Hotel Stratford Company, Limited, 1921 Government Street, Victoria, has assigned to W. H. Moore, Vancouver.

Joseph Clarke, carrying on business as a hardware merchant under the name and style of "Clarke Bros. Hardware," at 2280 Fourth Avenue West, Vancouver, has assigned to Alexander Dow, managing director Dow Fraser Trust Company, 122 Hastings Street West, Vancouver.

William B. Cutler of Port Coquitlam, carrying on business as a shingle manufacturer under the firm name and style of "Cutler Shingle Company," has assigned to James Roy, 222 Pacific Building, Vancouver.

Clifford Norman Borton, Summerland, merchant, has assigned to Wellington C. Kelley, solicitor, Summerland.

Frederick Lorne Roe and Gerald I. Roe, Maramata hotel-keepers, carrying on business under the firm name of "Roe Brothers" have assigned to Wellington C. Kelley, solicitor, Summerland.

John Carelli, trading as a hotel and restaurant proprietor at the Klondyke Hotel, 218 Carrall Street, Vancouver, has assigned to A. H. Seymour, 601 Birks Building, Vancouver.

Samuel Benjamin Redburn, carrying on business under the firm name and style of "S. B. Redburn & Company" as a dealer in paints, oils, wall paper, etc., at 2317 Main Street, Vancouver, has assigned to Robert W. Chambers, manufacturers' agent, 424 Cordova Street, Vancouver.

**WINDING UP PROCEEDINGS.**

By order of Mr. Justice Macdonald on petition of the National Mortgage Corporation, Limited, the Acadia, Limited, is ordered wound up. George L. Schetky, accountant, London Building, Vancouver, is appointed provisional liquidator.

At an extraordinary general meeting of The Ship Poltalloch Company, Limited, Victoria, special resolutions were passed calling for the voluntary winding up of the company and the appointment of J. H. Lawson, barrister, Victoria, as liquidator.

At an extraordinary general meeting of The Victoria Shipping Company, Limited, Victoria, special resolutions were passed calling for the voluntary winding up of the Company and the appointment of J. H. Lawson, barrister, Victoria, as liquidator.

By special resolutions of the shareholders of "The Star Mining and Milling Company, Limited Liability," and confirmed at a general meeting of the Company, it was resolved that the Company be wound up voluntarily and that John M. Harris and Fred T. Kelly Sandon be appointed liquidators.

**BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED.****Financial Statement of the B. C. Electric Railway and Allied Companies for September, 1915.**

Approximate Income and Expenditure—	1915.	1914.	Decrease.
Gross Earnings.....	\$517,022	\$650,516	\$133,494
Operating Expenses, Maintenance, etc.....	477,206	509,626	32,420
Net Earnings .....	\$39,816	\$140,890	\$101,074
For the three months of the fiscal year July 1 to September 30.			
Gross Earnings.....	1,534,871	2,015,351	480,480
Operating Expenses, Maintenance, etc. ....	1,448,478	1,548,805	100,327
Net Earnings .....	\$ 86,393	\$466,546	\$380,153

**Pacific Great Eastern Railway Company  
Annual Meeting**

Report of the Directors Presented to the Fourth Annual Meeting of the Shareholders of the Company, Held at the Office of the President, in the City of Vancouver, B. C., the 26th Day of October, 1915.

Of our securities guaranteed by the Province of British Columbia there were outstanding at June 30, 1914, \$13,991,475; on July 17, 1914, an amount of £50,000 (or \$243,330) of the First Mortgage 4½ per cent. Guaranteed Debenture Stock of the Company was sold at 96½, making the total securities disposed of \$14,234,805.00. Since July 17, 1914, the date of the last sale of the Company's securities, there has been no market consequent upon the world war. The total securities guaranteed applying on the main line amount to \$16,800,000, secured by a first charge on the line, and \$3,360,000, secured by a second charge, making a total of \$20,160,000.00 of which, as above stated, \$14,234,805.00 have been issued. The balance of the above securities, \$5,925,195.00, has been pledged to secure a loan of \$4,800,000.00 obtained by the Company in pursuance of the authority granted the Directors at the last Annual General Meeting.

Applying on the Peace River Extension, securities to the extent of \$11,550,000.00 have been guaranteed by the Government, but on account of the adverse conditions no disposition could be made of them; and it has been impossible to start work on the grading of this extension. At the next session of the Legislature, your Directors propose to apply for an extension of the time in which to commence and carry on that work.

Satisfactory progress, notwithstanding present financial conditions, has been made with the work of construction on the main line. The Chief Engineer reports that the grading of the entire line is finished with the exception of the Howe Sound section between Horseshoe Bay and Squamish, about 30 miles, and about 30 miles of comparatively light work near Horse Lake. During the past year, track has been extended north of Squamish to some miles beyond Lillooet and the Company has been authorised by the Minister of Railways to carry traffic over it between the above named towns. The contractor is operating this train service under his agreement with the Company. He is also maintaining train service on the North Vancouver-Horseshoe Bay section to comply with our agreements with the Municipality of West Vancouver and various property owners there.

Tracklaying is still in progress, but the work is proceeding slowly of necessity on account of our having to haul to the site of the structures by rail material for the construction of the bridges in the line, the cost of hauling such a large amount of material by teams, in order to have the structures completed by the time the track reached their sites, being absolutely prohibitive. The track between Squamish and Lillooet has been ballasted. A six-stall engine house has been erected at Squamish and our terminal yard at that place laid out.

Those studying the situation appear unanimously to have reached the conclusion that on the cessation of European hostilities Canada will benefit largely by a great influx of