Cambridge to Fitchburg. Three years after that it was extended to Boston, & since that time to Rotterdam Jct. The Fitchburg Co. owns a large grain elevator, & this with the road comes under the control of the Boston & Maine by the terms of the lease. This will make the Boston & Maine a feeder for all the steamship lines plying between Boston & European ports, & with one or two exceptions the steamers of all the lines will have to tie up to the Boston & Maine docks to receive their grain.

Great Northern (U.S.A.)—The New York Stock Exchange has listed $9,000,000 additional preferred stock offerd to stockholders, making the total stock listed to date $99,000,000. The new issue was made for the purpose of acquiring $3,500,000 additional capital stock of the Eastern Ry. Co. of Minnesota & $5,500,000 additional of the capital stock of the Willmar & Sioux Falls Ry. Co. This acquisition gives to the G.N. Co. "the ownership of the entire capital stock of each of the said companies, & the shares so acquired will then become an asset of this company, subject to the disposition of its stock-holders by their direct action or through their board of directors. The mileage of the Eastern Ry. Co. of Minnesota is as follows:—main single track, 412.48 miles; 2nd main track, 17.28 miles. It also operates leased lines, 7.65 miles. The main track mileage of the Willmar & Sioux Falls Ry. Co. is 430.41 miles."

Great Northwest Central Ry.—Notice was given some time since that this Co. would apply to the Minister of Railways on Mar. 3, for the sanctioning of a lease of its line to the C.P.R. Co., & we are officially informed that the sanction has been given. The lease was approved at the recent annual meeting of the C.P.R. Co. (Feb., pg. 35.)

Hannaford vs. G.T.R.—The case of E. P. Hannaford, ex-Chief Engineer of the G.T.R., claiming $6,000 damages for alleged wrongful dismissal, was resumed after an interval of two years in the Superior Court at Montreal, April 5. Mr. Hannaford sues for a year's salary, to which he claims he was entitled on being removed from that office on April 1, 1896. The chief point in the case seems to be whether, by the rules of his engagement & his status, he was entitled to a month's notice or to a year's notice. The Co. claims that he was given 2 months' notice, & the plaintiff alleges that the rule of 1 month's notice only applied to servants of the Co., & not to general officers. The Co. also claims that his dismissal was justified because among other reasons he had violated the Co.'s rules by employing the servants of the Co. for his own personal service at his house & that of his son, & that material, the property of the Co., had been used for his benefit at those places; that the plaintiff did not give satisfaction, & that he had recommended increased salaries to relatives & friends, & not in the Co.'s interests. Mr. Hannaford denies all these allegations, & states that all his actions were confirmed by the General Manager. On the reopening of the case evidence was taken on behalf of Mr. Hannaford in rebuttal of the testimony already heard in support of the G. T.R.'s plea that he was in the habit of using the Co.'s men & materials for his private purposes at the Co.'s expense. Mr. Hannaford & several other witnesses were examined in this connection. Judgment was reserved.

Lake Erie & Detroit River.—The annual general meeting will be held at Walkerville May 1, to consider the proposed terms for amalgamation with the Erie & Huron Ry. Co., for the election of directors, etc.

The Montreal Incline Ry. Co. will not agree to the City Council's propositions in regard to the fares to be charged, in case its franchise should be renewed for another five years. The Council decided to notify the Co. it would extend its franchise for the period mentioned upon condition that the rates charged should be 3c up & 3c down, or a return fare for 5c, children from 2 to 10 years half price, & under 2 free. Speaking of the reasons why the Co. would not accept the offer of the city, the Managing Director recently said: "The Council is not treating the Co. fairly in all the privileges demanded for a renewal of our franchise for five years. If we had to charge the fares demanded the Co. would be out of pocket. In no year have the gross earnings of the Company amounted to $7,000. During the 15 years we have been operating the road, only 9 dividends have been paid. But comparatively little is paid out in wages & we can only afford to pay our secretary $200 a year. If the city would guarantee 400,000 passengers a year we would agree to the 5c rate, but we have never carried 200,000 paid fares in a year. Were the Co. ever so willing it is not able to reduce its fares lower than they are at present. The road has cost the Co. $56,000, but we would be willing to sell, if the city desired, at $46,000. Some time ago a proposition was made that we should take $25,000. This we will never do. We asked that a 25 years' renewal of contract should be given us at our present rates. The Council now wants us to reduce our fares a third & take a renewal for 5 years. There is no justice in such an offer. During the many years the Co. has been operating the road, an accident has never occurred, & I think this should be taken into consideration." The Co.'s contract expires May 1 next.

Montreal Warehousing Co.—At the annual meeting at the G.T.R., offices Montreal, Mar. 9, the following were elected:—C. M. Hays, President; W. M. Ramsay, Vice-President; G. H. Hanna, Secretary-Manager; C. Percy, G. B. Reeve, & T. Davidson, Directors.

Qu'Appelle, Long Lake & Saskatchewan net loss in operating for Feb. $1,408.57 against net earnings of $290.53 in Feb. 1899.

Quebec Central earnings for Feb., $31,853.12, against $27,187.48 in Feb., 1899; working expenses, $23,877.86, against $21,673.44; net earnings, $7,975.26, against $5,514.04.

Earnings, Jan. 1 to Feb. 28, $60,513.06, against $54,392.91 for corresponding period; working expenses, $48,302.80, against $44,025.65; net earnings, $12,210.26, against $10,367.26.

The Quebec & Lake St. John Ry. has obtained power from the Quebec Legislature to issue bonds for £170,000 on the Quebec-Roberval section of the road. The proceeds are to be used in improving the roadbed & terminals of this division, rolling stock, & in paying certain debts. The Co. is also authorized to issue 1st mortgage bonds, ranking after the prior lien bonds for £400,000, to redeem the £780,000 of 1st mortgage bonds, now out & in default, through non-payment of interest, due on July 1, 1899. The Co. may also issue £500,000 income bonds, ranking after the 1st mortgage bonds, bearing interest at 6%. These income bonds, together with the 1st mortgage bonds, will be used to exchange for the £780,000 of bonds to be retired, the excess being to cover the accrued interest on the old bonds.

Saskatchewan & Western.—The adjourned annual meeting was held at Winnipeg Mar. 15, when an agreement altering the terms of the lease of the Co.'s line to the Manitoba & Northwestern Ry. Co. was approed.

Shuswap & Okanagan.—The gross earnings for the six months ended Dec. 31, 1899, were $20,889; expenses, $12,533.

Temiscouata.—Armstrong & Co., London, Eng., recently announced that they have received a remittance for the payment of the guaranteed interest, due March 1, on the bonds of the St. Francis Branch of this line, & that they were prepared to pay the same on behalf of the Treasurer of the Province of Quebec. This is the last payment under the guarantee arrangements. On the main line bonds default took place on Jan. 1, 1899.

Dominion Atlantic Railway Meeting.

A brief notice of this meeting appears on page 102. Following are fuller particulars—C. F. Kemp, who presided, referred with great regret to the resignation by Mr. Tothill, through ill health, of his seat at the board after about 30 years' zealous service to the Co. In proposing the adoption of the report he stated that the gross increase in the receipts in the past year had been over £27,000, a fact which showed a vitality in the Co. which would, he hoped, work out in the future with a more satisfactory result than the directors could show on the present occasion. During the whole of the past year while their three steamers had been running, they had been subjected to a very strong & unfair competition, which had greatly depleted the profits. The Co. had the main line of railway from Halifax to Yarmouth, & the board has always felt—& their policy had been approved by the proprietors—that for the proper development of the Co.'s undertaking they must tap the American continent by means of a service of steamers between Yarmouth & Boston. Nova Scotia was a country of limited extent, & the Co. had to depend largely on the natural products of the soil; but if they could tap the American continent, & thus obtain from the enormous population of Boston & its neighborhood a large increase in goods & passenger traffic, as the directors believed might be done, they were satisfied not only that the future of the line was assured, but that the Co.'s undertaking would become a very important one. This was the directors' policy, & their experience of the past year had not caused any change in their views. What they intended to do was to see if an arrangement could be come to to put the competition on a healthier & better footing, so that they & their competitor might both be benefited; but if no arrangement could be come to he was distinctly of opinion that the matter should be fought out. Their railway was in first-rate order, & their ships had all been recently built, & were equipped with the most modern appliances. The expenses this year had increased very nearly to the same extent as the receipts, but the working of the steamers had added largely to the costs as well as to the traffic. The Co. had also been severely handicapped by the great advance in the price of coal. The expenses of working the line generally had been within a few pounds the same as they were in the previous year. In the exceptional circumstances of the past year, the directors had felt justified in taking £8,500 from the reserve at their disposal in the suspense account of £20,500, & in recommending a dividend of 3% on the preferred stock. They were convinced that the debenture interest was perfectly safe, & they believed that with fair & favourable conditions in the coming year, they would be able to present a very different statement of accounts to that submitted on the present occasion. He afterwards referred with satisfaction to the election as a director of Mr. Denny, of Dumbarton, & stated that that gentleman's special knowledge of shipping would be of great service to the Co. T. R. Ronald seconded the motion.

In the discussion which followed dissatisfaction was expressed at the result of the year's working & it was contended that further information ought to be given in the accounts as to the working of the railway & the steamers. The Chairman, in reply, stated that whatever further information could be given should be given in the future. A system had now been instituted by which the receipts