

\$525,000. The line is in operation between Middleton Jct. and Lunenburg, 74 miles; and has trackage rights over the D.A. Ry. from Middleton to Middleton Jct., 0.33 miles; total track, 77.5 miles, laid with 56 lb. steel rails. The charter was originally granted to the Nictaux and Atlantic Ry. Co. by the N.S. Legislature, which also voted a cash subsidy of \$440,000, and 150,000 acres of land. Power was subsequently given to extend the line from Nictaux to Margareville, on the Bay of Fundy, but construction has only been completed to Middleton. The line was sold under foreclosure to the bondholders in 1891, and in 1896 it came into the possession of the Central Ry. (Ltd.). Equipment: 5 locomotives, 5 passenger cars, 2 baggage cars, 10 box cars, 3 stock cars, and 49 flat cars. Financial statement: capital, subscribed and paid up, \$500,000; funded debt, 5% 30 year land grant bonds with sinking fund provisions for redemption, \$1,000,000; Dominion subsidies, \$235,200; provincial subsidies, \$432,261; municipal bonus, \$88,874; total capital subscribed and paid up, \$1,256,335; cost of line, \$1,452,656. Operations for the year ended June 30, 1901: gross earnings, \$59,853.58;

net earnings, \$15,365.75; passengers carried, 46,022; freight carried, 33,824 tons; mileage of mixed trains, 49,358; engine mileage, 54,553. The officials are: General Manager, J. Brignell; General Passenger and Freight Agent and Auditor, R. M. J. McGill; Engineer, C. O. Foss; Locomotive Foreman, J. H. Grant, all of Bridgewater, N.S.

Central Ontario Ry. Co.—An order has been made by the Ontario courts for the sale of the railway, equipment and franchises of the C.O. Ry. Co., to satisfy a mortgage of \$2,200,000, held by the Toronto General Trusts Corporation as trustees for the bondholders. The loan and mortgage were made 20 years ago; no interest has been paid, and the bonds became due in April, 1902. Who the bondholders are is a question that has been referred to the Master in Chancery at Belleville to determine. The sale of the line has been fixed for Sept. 10, at Toronto.

Chignecto Marine Transport Co.—At a meeting held in London, Eng., June 20, an opinion was expressed that the Co. was entitled to compensation for the abrogation of

its contract, and a resolution was passed to press the claim.

The Consolidated Lake Superior Co., the stocks of which have been listed on the Toronto stock exchange, has a common stock authorized for \$85,000,000, with \$62,000,000 outstanding, and \$35,000,000 of preferred stock with \$18,000,000 outstanding. The Co. owns all the Clergue enterprises at Sault Ste. Marie, Ont., and Mich., among which are included: the Algoma Central and Hudson's Bay Ry., the Manitoulin and North Shore Ry., the International Traction Co., the Algoma Central Steamship Co., the Algoma Central Telegraph Co., and the British American Express Co. The Co. also has a plant for building cars and other railway equipment, and a plant for rolling steel rails.

Cornwall Street Ry., Light and Power Co.—G. S. H. Ewing, A. MacPherson, M. MacKenzie, J. P. Cleghorn and J. Tasker have been incorporated under the Ontario Companies' Act, under this title, to take over and operate the Cornwall St. Ry. The railway is owned by the Sun Life Insurance Co., which entered into possession June 4, 1901,

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