

fused, and no attempt was made to enforce the agreement.

Calgary and Edmonton Ry.—Net earnings for Sept. \$18,685.41, against \$4,888.55 for Sept., 1901. Net earnings for nine months ended Sept. 30, \$204,304.96, against \$124,351.60.

In the action brought by the Co. against the Crown in respect to the land grant of 6,400 acres a mile, the Court of Exchequer was asked to declare that the grant should be free from reservation of mines and minerals. Judgment has been given for the Crown, it being held that the grant to the Co. did not place it in any better position than if a purchase of the lands had been made. If the land had been purchased the mines and minerals would have been reserved to the Crown.

See also under C. and E. R. Bonds and C. and E. R. meeting.

Canada Northern Ry.—Gross receipts are as follows:—

	1902.	1901.	Increase.
July.....	\$132,300	\$ 87,200	\$45,100
Aug.....	130,900	97,000	33,900
Sept.....	209,300	103,300	106,000
	\$472,500	\$287,500	\$185,000

The net earnings for July and Aug. were reported to be \$99,600, an increase of \$23,239 over same period 1901. In 1902 there were 1,244 miles of track being operated against 828 in 1901.

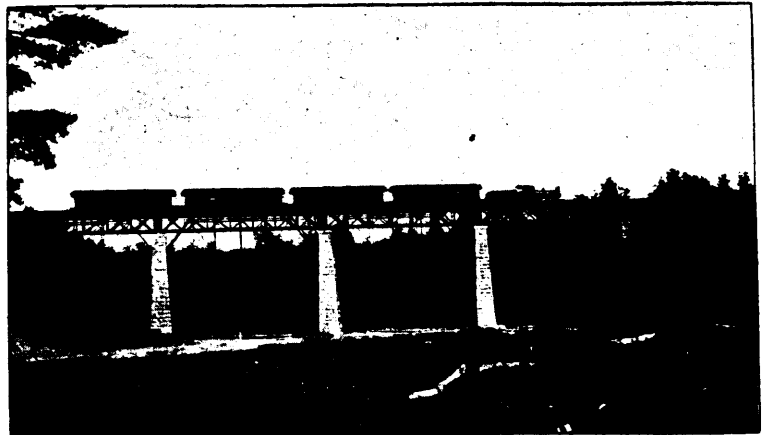
Cape Breton Ry.—Bondholders have been requested to deposit their securities with the Trust Co. of the Republic, with a view of securing the interests of the bondholders in the undertaking, and of having formulated a suitable plan under which the affairs of the Co. "may be continued, consolidated, reorganized or readjusted."

Central Ontario Ry.—A number of suits have been entered in the Ontario courts with a view of determining the rights and interests of certain bond and shareholders. There were also injunctions to prevent the holding of meetings called, but none of these proceedings have affected the operation of the line under the management of G. Collins. The sale of the line which was ordered by the courts on the application of the Toronto General Trusts Corporation as trustee for the bondholders, has not taken place. During the proceedings S. J. Ritchie, Akron, Ohio, acquired the shares and bonds held by Mr. Bingham, of Cleveland, Ohio, and his associates, thus securing control. The places of the directors representing the Bingham interests were taken by S. J. Ritchie, L. A. Ritchie, T. M. Kirkwood and R. Fraser, but an injunction was obtained to prevent them from acting on account of some alleged informality in connection with their election. Chief Justice Meredith has suggested a settlement of the matters in dispute, and pending negotiations the actions stand over.

The Cuba Co. recently held its annual meeting in Jersey City, N.J., and re-elected directors as follows: President, Sir Wm. Van Horne; 1st Vice-President, Gen. G. M. Dodge; other directors, Hon. W. C. Whitney, Gen. S. Thomas, T. F. Ryan, G. C. Haven, E. J. Berwind, P. A. B. Widener, W. L. Elkins, H. Walters, and H. L. Terry. The other officers are: 2nd Vice-President, J. K. Corbiere; Assistant to President, P. Farquhar; Secretary, T. S. Beatty; Treasurer, H. M. Francis.

The Cuba Railroad Co. has been incorporated under the laws of New Jersey, with a capital of \$20,000,000, of which \$10,000,000 is 6% cumulative preferred stock, and the balance common, for the purpose of acquiring the lines of railway constructed by the Cuba Co. Its directors are: C. T. Barney, W. L. Bull, G. Carter, H. S. Dimock, and F. B. Lord. The Cuba Rd. Co. will be an operating company, the Cuba Co. being more of a development company.

THOROLD CEMENT



G.T.R. BRIDGE, NEAR OAKVILLE, ONT.

MASONRY WORK BUILT WITH THOROLD CEMENT, HON. WM. GIBSON, CONTRACTOR.

GIBSON'S QUARRIES,
BEAMSVILLE, ONT., Nov. 10, 1896.

It gives me the greatest pleasure to testify to the good qualities of the Thorold Hydraulic Cement. During the past 13 years I have bought it almost exclusively, having used between 45,000 and 50,000 barrels, in building the Masonry of the St. Clair Tunnel at Sarnia and in Port Huron, as well as many Bridges and Culverts on the Grand Trunk Railway System, the Lake Erie and Detroit River Railway Bridges and Culverts, many County Bridges, as well as Section J of the Welland Canal; and in each and every case it has met with the approval of the Engineer in charge.

WM. GIBSON, Contractor.



ABERDEEN BRIDGE, OAKVILLE, ONT.

MASONRY WORK BUILT WITH THOROLD CEMENT, HON. WM. GIBSON, CONTRACTOR.

The new bridge is a splendid structure, and is undoubtedly a credit to the town of Oakville and the Council of the County of Halton, who have aided them in erecting it. The bridge has a clear span of 115 feet between the abutments, and is 118 feet over all. It has a 16-foot roadway and two 4-foot sidewalks. It is a deck swing steel bridge with riveted Warren truss girders. It swings in either direction upon a central pier 17 feet in diameter at the top and 19 feet at the bottom. The central pier and abutments are of solid masonry laid in **THOROLD CEMENT**. The masonry work was done by Mr. William Gibson, M.P., Grimsby, and the superstructure put up by the Central Bridge and Engineering Company of Peterboro'.—*Toronto Globe*, September 19, 1894.

ESTATE OF JOHN BATTLE,
(Successors to late John Battle)

**THOROLD AND PORTLAND CEMENTS,
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