ager of both departments. He has already appointed Mr. Noel H. Torrop as superintendent of the new branch, who, for the last nine years has been inspector in this city of the London and Lancashire Life in which position he has acquired experience which fits him for his new duties. The actuarial department of the Royal's life branch will be in charge of Mr. A. R. Howell, who is a graduate of McGill College and a member of the Institute of Actuaries. The Royal has some 600 to 700 agents in Canada, and has enjoyed unrivalled prestige for many years, which will give its life branch a prominence at the start which cannot fail to be of very great advantage, and add much to the reputation of Canadian life assurance. The following statistics are taken from the Annual Report of the Royal for 1900:

FOR YEAR 1900.

Net Life Premium Income	$ 2,412,565
Total Life Income	3,441,159
New Life Assurance	4,332,920
Total Life Assurance in Force	76,629,130
Life Funds	30,593,930
Surplus—Life	3,182,745

THE DOMINION IRON AND STEEL COMPANY AND THE DOMINION COAL COMPANY.

The largest financial transaction of an industrial nature known in Canadian history was brought to a consummation this week by an arrangement being effected between the Dominion Iron & Steel Company and the Dominion Coal Company, by which they become practically amalgamated. This event "cast its shadow before" in the form of indefinite rumours which gave rise to great activity in the stock market, large transactions in the stocks of both Companies having occurred in the last fortnight, with, consequently, considerable advances in prices. Until the 14th inst., however, nothing was publicly known, though it was felt that something was in the wind that would advance the market value of both stocks. At the end of March the shares of Dominion Iron & Steel stood 43½ Common and 91 Preferred, on the 18th April there were sales at 67¼ Common and par Preferred. Between the same dates the prices of Dominion Coal went up from 122, Common to 141.

It is estimated that the arrangements in progress will enhance the value of both enterprises. As the cost of coal is the main factor in the cost of producing iron and steel, it has always been the policy of ironmasters in Great Britain and on the Continent of Europe to secure the possession of coal mines so as to obtain fuel for smelting and other operations at the lowest possible cost. The iron and steel smelter and worker who has to buy his fuel from a colliery owner is handicapped in his enterprise to the extent of the difference between the expense of producing coal and the price charged for it by a colliery owner whose profit is saved by the proprietor of iron and steel works who raises his own fuel from mines owned or leased. The Dominion Iron & Steel Coal Company has doubtless made a splendid economic move, and the Coal Compauy by the arrangement has secured a permanent dividend of 8 per cent. for its stockholders, which they have every reason to regard with the utmost gratification. Under the terms of the agreement between the two Companies a rental is to be paid to the Coal Company equal to 8 per cent. upon its stock, 2 per cent. to be paid quarterly, the first payment to be made on the 1st July next. There is to be an issue of $5,00,000 of Coal Company stock to enable its bonds to be paid off and the Preference stock retired. The 5 millions will be offered to the shareholders at 120. The earnings of the Coal Company are estimated to be $2,100,000 up to 31st December and the rental to same date, $1,333,333, which will leave a surplus sufficient to pay interest on the Steel Company's bonds of $400,000, and also a dividend on Steel Preferred of $350,000, leaving the earnings of the Steel Company available for dividends on its Common Stock. The present output of coal is over 2,500,000 tons yearly, but, in the event of the output exceeding 3,500,000 tons in any one year, then the Steel Company will pay a royalty of 15 cents per ton on whatever is the excess of output over 3½ millions of tons in that year. In such a case, the extra revenue from this 15 cents per ton will be divided between the Coal and Steel Company, and thus increase the Coal dividend.

The development of an enormous iron and steel trade in Canada has been "on the cards" for forty years. In the great Exhibition of 1862 there were iron ores from Nova Scotia which the leading authority of the day pronounced to be, "the richest ores yet discovered, in boundless aboundance, the iron manufactured from them is of the very best quality and is equal to the finest Swedish metal." Swedish iron has ever been the best known, it was used in building the iron bridge over the Thames at Southwark which was the first iron bridge ever erected in England. The cannon used by British armies and fleets a century ago were made in England of Swedish iron. Experts have long predicted that Nova Scotia with its rich ores, vast coal beds, supplies of flux, and fine harbours had exceptional advantages for an enormous iron and steel trade, and for ship building. In 1883 the Dominion Parliament voted a bounty of $1.50 per ton on all pig iron made in Canada. This ran on until 1899, when it was reduced to $1 per ton, and in 1892 raised to $2. In 1894 further bounties were voted by an Act which was repealed in 1897, when a bounty was granted of $3 per ton on steel ingots, 50 per cent of the ingredients of which were Canadian iron. A bounty was also voted of $3 per ton on uddled bars made from Canadian pig-iron, and