

Canada's climate and resources were the favoured means for staying the northward "trekking." But the day has past when that can avail. A more legitimate method is that inaugurated by the Chicago Tribune, and participated in by the Government, the railways and the land companies. Some \$100,000 has been expended by the Tribune, it is said, on a Land Show in the Chicago Coliseum, and the Southern Pacific railroad and other interests are also spending vast sums in one way and another.

Here is a sample front-page exordium from the Chicago Tribune:

"Why settle in Canada? Why listen to the lure of the British northwest when you can get just as good a farm and raise just as big crops out in the Northwest, but on this side of the border? Why hesitate when you can get your American farm for a fraction of what you would pay for Canadian land and without leaving behind the advantages of citizenship under the Stars and Stripes? These are a few of the pointed questions that Uncle Sam is beginning to put to his people through the medium of his land settlement division of the Department of the Interior. Aroused by the stream of emigration from the United States to the Canadian northwest, the Government is now up and doing with a view of stemming the outward-bound tide."

Certainly the United States government is doing well to increase its activity in making Western semi-arid land available for settlement, but the hub-bub raised of late is incidentally pretty good advertising for Canada.

Railway Commissioners in the West.

At least twice a year the Board of Railway Commissioners has to make a circuit of the West, so rapidly is railway expansion proceeding. On its recent six-week's circuit the board held sittings at Fort William, Winnipeg, Brandon, Regina, Saskatoon, Prince Albert, Edmonton, Calgary, Vancouver, Victoria and Nelson. There were 151 cases on the list for hearing, and of those 126 were disposed of by orders or otherwise, twelve being reserved for the consideration of the board, and the remaining thirteen for reports from the expert officials of the board.

At Regina the board approved of the plans submitted by the C. P. R. for their freight terminals, and ordered the company to submit plans for a new passenger station within three months, large enough to provide accommodation for the C. N. R. and G. T. P., but leaving to future adjustment the terms upon which all the railways might use it. Regina's spirit of business rivalry with Winnipeg has led to rate complaints, and the knotty question of inward and outward rates, and the establishment of distributing centres came before the Commission on an application of the Regina Board of Trade.

New G.T.P. Passenger Service.

This week the G. T. P. began its regular passenger service of through trains between Winnipeg and Edmonton. There is to be daily service each way; though on three days of the week, for the present, the trains will be "mixed"—passenger and freight. At Edmonton, the G.T.P. will for some time to come use the Canadian Northern terminals,

with the probability that in a few years a big union station will be built.

This leaves only one gap in the passenger service of the Grand Trunk Pacific between Fort William and Edmonton, that of the two hundred odd miles of the National Transcontinental between Superior Junction and Winnipeg, which will not be ready for regular traffic for some time to come.

Land Commissioner Ryley, of the G. T. P., states that 4,500 lots out of 4,613 placed on the market in Prince Rupert are sold. Next spring 3,000 more will be sold in sections 2, 3, 4 and 9.

It is reported from Port Arthur that in order to promote a better service and faster running time in both the freight and passenger departments, the Canadian Northern Railway will first thing in the spring construct a great many side tracks between that city and Winnipeg. Existing sidings and spurs will be lengthened, this being necessitated by the fact that the higher percentage engines now being used on the first district can pull longer and heavier trains and this requires longer sidings to contain the entire train when a "meet" is rendered necessary.

British Columbia election results this week will have much to do in determining the province's line of railroad development. The overwhelming victory gained by the McBride Government indicates the attitude of the Coast Province towards the tentative agreement made with the Canadian Northern.

STEEL-COAL MERGER.

Circular Letter Sent this Week offering Holders of Dominion Coal Common same Price as Paid to Mr. James Ross.

On Wednesday a circular letter was sent to all holders of Dominion Coal common stock, signed by the Royal Trust Company, Montreal, in behalf of those associated in the bringing together of the Steel and Coal companies. In conformity with one of the conditions of the sale by Mr. James Ross of his stock in the Dominion Coal Company, Limited, all other holders are now asked as to whether they desire to retain their shares in the company or to sell them at the same price and on the same terms as Mr. Ross has agreed to accept for his shares. The sale made by him is conditional on the same price being offered to all other holders of the stock who may desire to sell, and it is, therefore, necessary for the purchasers to know what shares they must be prepared to take over from other shareholders on the 17th December next, on which date the matter will be determined.

The price and exact terms of the proposed purchase are as follows: \$95 per share, of which \$25 will be paid down, and the balance, with interest at 4½ per cent. per annum, in ten quarterly instalments of \$7 each, the first of which will be payable in March, 1910, and the last in June, 1912. The certificates for the stock which the holders desire to sell must be deposited with the Royal Trust Company on or before the 17th December next, to be held by them until payment in full has been made.

It is stated on good authority that up to the