

nipeg lady has been awarded the prize of \$250. The name, "Prince Rupert" is best known as that of the dashing soldier who, in 1642, initiated the civil war which ended in the execution of Charles I., and establishment of a Republic in England. To Prince Rupert a charter was given by Charles II. to trade with Indians in the Northwest, hence a vast area, now part of Canada, was long known as "Rupert's Land." The name is a trifle, the main point is, will the terminus prove satisfactory for the traffic and for making connection with a shipping line on the Pacific ocean?

RAILWAY CONSTRUCTION IN CANADA.—According to a recent official report the schemes of railway construction in Canada, which will require from three to five years for its completion, are expected to reach a total of 7,344 miles. The mileage and estimated cost of construction, in English equivalents are distributed as follows:—Canadian Pacific, 1,844 miles, costing \$41,650,000; Canadian Northern, 1,280 miles, costing \$29,000,000; Grand Trunk Pacific, 3,720 miles, costing \$10,160,000; Grand Trunk, 200 miles, costing \$4,100,000; Northern Pacific, 300 miles, costing \$9,000,000. The work projected in the above programme together with that included in the electric railway projects which are expected to be undertaken, will necessitate about 1,000,000 tons of 80 lb. rails in the next four years, and in addition 300,000 to 400,000 tons of iron and steel for car and locomotive building, switches, trestles, and bridges. It is further estimated that in the present year Canadian railways will require over 100,000 tons of bridge material for renewing and strengthening bridges, the Grand Trunk Railway alone needing for this purpose 30,000 tons.

All these activities will contribute largely to the prosperity of the iron and steel enterprises at the Soo and Sydney.

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GRAND TRUNK PACIFIC RAILWAY.—Tenders are invited for the following works on the G. T. P. Railway to be sent to the Commissioners of "The Transcontinental Railway," Ottawa, on or before 12th March next, viz., from, at or near Winnipeg, construction of 245 miles, from near the Quebec Bridge to a point near La Tuque, 150 miles, a steel viaduct 3,000 feet long across the Cap Rouge Valley. These works are to be completed on or before 1st September, 1907.

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SOME LEADING BRITISH NEWSPAPERS are advocating the sending of a large number of the unemployed to Canada. There seems to be a vague idea prevailing in the Old Country that this country is just famishing for lack of labourers. For what class of workers the Dominion has opportunities seems unknown in Great Britain, nor does there seem any desire to acquire information on this all important matter. All the anxiety seems to centre on getting rid of the unemployed, who are causing serious trouble. The genuine artisans who are out of work being mixed up with the army of chronic idlers, tramps, beggars and other "bad subjects" as the French say, make together a formidable multitude of paupers.

It is well to be quite frank on this question. The need, the only need of Canada, so far as labour is concerned is for able bodied, industrious, intelligent, and thoroughly steady immigrants, who are ready

to go at once into agricultural employment, and if they have a little capital, to take up land, build a cottage and work upwards. City bred men unaccustomed to hard physical labour and exposure to the weather will probably remain "unemployed" if they are dumped into Canada.

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THE OPENING ADDRESS AT INSURANCE CONVENTION, held at Chicago this month was delivered by Hon. Thos. E. Drake, superintendent of insurance, District of Columbia. He regards the exposures by the New York Committee as demonstrating the urgent necessity for better insurance laws.

It was felt that in the excitement and unrest prevailing amongst policy-holders and the public in general, there was great danger that various legislatures might adopt drastic measures, be not only unreasonably burdensome and harmful to insurance companies, but also injurious to policyholders.

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A BILL FOR REGULATION OF INSURANCE is to be introduced and urged in Congress which shall be a code for the regulation of insurance in the District of Columbia, but which may be enacted by the States and Territories; thus making a uniform regulation of insurance, at once protective of policyholders and fair and just to companies, and avoiding the vexatious and costly burden incident to differing and often conflicting local legislation, the increased expense of which must be paid by policyholders.

It is hoped, also, that such a bill may be framed as, when enacted, will render impossible such gross extravagance and misuse of trust funds as have been shown to exist under present conditions, all of which is paid for by an unnecessarily large cost of insurance.

It is believed that such a bill, if framed with due care, and presented with the sanction of such a convention as that just held at Chicago, will be enacted by Congress without substantial amendment; and that like action will probably follow in most and, ultimately, in substantially all the States and Territories:

"Tis a consummation devoutly to be wished."

QUERIES' COLUMN.

In order to furnish our readers with information we propose to devote this column to replies to correspondents. Letters should be addressed to "THE CHRONICLE, Enquiry Department, Montreal."

Answers will only be given to such communications as bear the writer's name, not for publication, but as evidence of good faith, and only to questions referring to matters of general interest in regard to which the Editor of Queries' Column will exercise his own discretion.

1532.—A. Y. B., Oshawa.—Of the stocks you mention we would prefer Southern Pacific preferred, Norfolk and Western, or Baltimore and Ohio. There are several Canadian stocks which offer equivalent inducements.

1533.—D I A., Montreal.—The security, so-called, is a pure speculation and we should not recommend an investment in it. The particulars given are unsatisfactory and the directors are unknown.