

hails from Missouri. But when he is convinced he believes in taking advantage of his additional information and experience. It may be noted that the immigration from Missouri to western Canada is steadily increasing."

Hudson Bay Railway Plans.

Some impatience is being expressed throughout the West at the slow progress being made thus far in pushing forward the Hudson Bay Railway. Says the Winnipeg Free Press in this respect:

"If faith is to be kept with the West with regard to the time in which the new road is to be built, construction must begin this year. It is true that the whole route is not yet located and the sea terminal is still in doubt; but the plans are complete for the first hundred and fifty miles at the western end; and nothing prevents the immediate beginning of the work of construction, except the failure of the Government to provide funds for building the road."

The Alberta Royal Commission, which is to investigate all transactions connected with the Great Waterways Railway deal, has commenced its work.

The three members of the commission are Judges Harvey, Beck and Scott.

Hon. A. C. Rutherford the first witness called testified that though he had said all papers connected with the A. & G. W. had been brought down, yet he had simply taken the word of the men who gave the files to him, and had not personally examined them to see if all the papers were contained therein.

S. B. Woods, late deputy Attorney-General explained that the incomplete condition of the files was due to his having sent some telegrams from the House to the telegraph office, of which no copies were kept. He admitted that he had taken one letter from the public file and destroyed it, with attached excerpts, as he considered the letter purely private, and one which should not have not on the file. It will be next week before the real matters at issue are reached.

Pending the finding of the Commission, locating and surveying work on the Great Waterways Railway has practically ceased and all plans for the construction of all but the first fifty miles from Edmonton have been abandoned, pending the investigation.

The year 1914 has now been fixed for Canada's international exposition at Winnipeg. The hope in the West, now that the date is settled and financial arrangements are in good preliminary shape, is that when these complete arrangements are presented at Ottawa they will meet with the cordial support of the Dominion Government.

Alternative Grain Routes.

Speaking this week to a representative of The Gazette, of Montreal, regarding the threatened struggle between the American and Canadian transportation interests for the privilege of carrying Canadian grain from the head waters of the Great Lakes to the Atlantic seaboard, Mr. William Downie, general superintendent of the Atlantic division of the C.P.R., said there was no great danger of the Canadian seaports losing their share of the traffic. So far as St. John was concerned, the threatened rate war, even if continued till next winter, need cause no uneasiness.

The bulk of the grain shipped from St. John in the winter time came by railway from the elevators at Fort William and Port Arthur, and, as the C.P.R. would continue to handle the grain traffic from these points during the winter months there was little possibility that it would be diverted to American ports. The C.P.R. would have little difficulty in securing all the grain traffic St. John could handle during the winter months, and even if forced into a rate war with the American railways, would see to it that its boats sailing from St. John were provided with cargoes of grain.

Mr. Downie also expressed the opinion that the American railways would find it somewhat difficult to divert grain shipments from Montreal to New York and Boston. The bulk of the grain shipped from Montreal was brought by boat from the head of Lake Superior, and it was not likely to be handed over to the railroads at Buffalo for transshipment to United States ports.

C.P.R. Earnings.

C. P. R. February operations were exceedingly favourable. The gross earnings for the 28 days were \$5,992,052, as compared with \$4,966,208 last year, an increase of \$1,025,844. Working expenses were \$4,505,032, as against \$4,204,063 last year, an increase of only \$300,969. This left net profits at \$1,487,019, an increase of \$724,874 over the net profits of \$762,144 during February of last year.

The gross earnings since the beginning of the fiscal year on July 1st last were \$67,021,940, as against \$56,439,725 last year. Net profits during the same eight months were \$22,873,491, as compared with \$15,193,071 last year.

CANADA'S TOTAL TRADE for February was \$46,291,201, an increase of over \$8,000,000 over February of last year. For the eleven months of the fiscal year the total trade has been \$610,577,981, an increase of over 20 per cent. This makes a new record for Canadian trade. For the eleven months the imports totalled \$332,391,660, an increase of nearly \$70,000,000. The exports of domestic products for February totalled \$15,337,043, an increase of a little over \$1,000,000. The exports of domestic products for the eleven months totalled \$257,012,262, an increase of about \$33,000,000—some \$17,000,000 of which was in agricultural exports.

AT THE RECENT EXECUTIVE meeting of the Life Underwriters' Association of Canada the following members were present:

President E. R. Machum, Vice-President A. H. Vipond, T. F. Conrod, T. B. Parkinson; H. C. Cox, chairman executive committee; Secretary J. A. Tory, Treasurer F. T. Stanford; J. O. McCarthy, G. H. Simpson, W. S. Dresser, M. Monaghan, R. H. Haycock, T. J. Parkes, J. C. Tory, J. F. Weston.

The growth of the association is evidenced from the president's statement that the membership is now 800 as compared with 504 six months ago.

THE PENNSYLVANIA RAILROAD is stated to have ordered a voluntary advance of 6 per cent. in the wages of permanent employees who now receive less than \$300 a month. This is the third general voluntary increase in the last eight years.